

1907.

NEW ZEALAND.

MARINE DEPARTMENT

(ANNUAL REPORT FOR 1906-7).

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

MY LORD,—

Marine Department, Wellington, 31st July, 1907.

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

I have, &c.,

J. A. MILLAR,

Minister of Marine.

His Excellency the Right Hon. Baron Plunket, Governor of New Zealand.

SIR,—

Marine Department, Wellington, 25th May, 1907.

I have the honour to make the following report on the work of this Department during the financial year ended the 31st March last.

Engagement and Discharge of Seamen.—This work has been carried out in a satisfactory manner at the various ports, and appended is a return showing the number of seamen engaged and discharged, and the fees received at the mercantile marine offices. The increase of work has necessitated the appointment of a clerk in the Dunedin office, and, owing to increased work, and to Captain Atwood, of the Auckland office, being appointed a Surveyor of Ships to enable him to attend to survey work, a clerk has been appointed in that office.

Appended are returns showing the accidents to seamen, and the amounts paid to disabled seamen under section 119 of "The Shipping and Seamen Act, 1903." In order that there may be a record of accidents to persons other than seamen who are employed in connection with ships, the Superintendents of Mercantile Marine at the various ports have been instructed to report to this Department all that come under their notice, and the police have been instructed to advise the Superintendents of those of which they have knowledge. It is not at present compulsory on the employers of such persons to report these accidents to the Superintendents, and, in order that the record may be a complete one, it would be advisable to make it compulsory by making provision for it in the Bill which is being prepared to amend "The Shipping and Seamen Act, 1903."

Proceedings have been taken and fines imposed for breaches of the law relating to seamen in the following cases—viz., the master of the s.s. "Perthshire," the master of the s.s. "Ngunguru," the master of the s.s. "Ripplingham Grange," the master of the s.s. "Tasman," and the master of the scow "Ngaru," for carrying seamen to sea without entering into an agreement with them. In a prosecution against the Union Steamship Company for employing two men on the "Wainui" without putting them on the articles a conviction was recorded, and the company was ordered to pay costs; and in another case the master of the "Wainui" was fined for proceeding from Greymouth to Onehunga with one man short of the number required by the Act. The master of the s.s. "Storm" was convicted and ordered to pay costs on a similar charge. A man named Robert Dixon attempted to ship at Auckland with a discharge which he had altered from ordinary to able seaman, and proceedings were taken against him for making the alteration, which resulted in his being convicted and ordered to come up for sentence when called upon.

Examination of Masters and Mates.—The report of the Principal Examiner is appended hereto. For certificates of competency 311 persons passed their examinations, and 137 failed. Of those who passed 175 were masters, mates, and engineers of sea-going ships; 64 were masters and engineers of steamships plying within restricted limits; 5 were masters of fishing-boats and of cargo-boats up to 25 tons register; 1 was master of a fishing-boat up to 5 tons register; 1 was master of a sailing-vessel plying within restricted limits; 20 were engineers of sea-going ships propelled by oil-engines; 40 were engineers of similar vessels plying within restricted limits; and 5 were marine engineers. Certificates of service have been granted to 387 masters and 22 engi-

neers under section 27 of "The Shipping and Seamen Act, 1903," as amended by "The Shipping and Seamen Act Amendment Act, 1905." The time within which applications for these certificates could be made expired on the 18th July last, and therefore there will be no more of them issued.

The regulations for the examination of masters and mates have been amended and consolidated, and the regulations for the examination of engineers are now under revision.

Captain Atwood, Assistant Superintendent of Mercantile Marine at Auckland, has been appointed an Examiner of Masters and Mates to assist in the examination work at that port, and Captain Goertz has been appointed an Examiner of Masters of fishing-boats up to 5 tons register at Tauranga. There are a good many fishing-boats at that port, and this appointment will do away with the necessity of candidates having to go to Auckland for examination.

It may be of interest to mention that one of the persons who obtained a certificate of competency during the year was a woman, Miss J. A. McKegg, of Henley, having passed the necessary examination, and obtained a certificate as engineer of a restricted-limit vessel propelled by gas, oil, fluid, electricity, or other mechanical power than steam. This is the first instance in which the Department has granted a certificate to a woman.

Tables showing the persons who have received certificates, and the classes and grades of the certificates, are appended.

Registration of Shipping.—Appended are tables showing the vessels registered in New Zealand, and the number of men and boys employed in them.

Survey of Ships.—Certificates have, during the year, been granted to 263 steamers, 52 oil-engine vessels, and 14 intercolonial sailing-vessels. A return of such vessels is appended. As regards sailing-vessels, those engaged solely in the coastal trade are not subject to compulsory inspection, and I would again urge that the law should be altered to provide that all sailing-vessels shall be surveyed annually. This would tend to the safety of both life and property.

Mr. Robert Duncan, who was previously Principal Engineer Surveyor, has been appointed Chief Surveyor of Ships under "The Shipping and Seamen Act, 1903," and it has been decided that the survey of the deck and deck equipments, &c., of steamers and sailing-ships which undergo periodical survey is to be carried out by the Superintendent of Mercantile Marine at Dunedin and by the Assistant Superintendents at Wellington and Auckland.

The life-saving appliances rules have been amended to provide that it shall not be necessary to carry a lifeboat in the case of home-trade sailing-ships up to 100 tons gross, and steamers up to 200 tons gross which are employed in landing and shipping cargo on and from beaches and which carry a surf-boat properly equipped and provisioned. This alteration was necessary, as the vessels must carry surf-boats for their work, and it was found to be practically impossible for them to carry lifeboats as well. A further alteration has also been made, providing that fishing and trawling vessels which do not carry passengers need not carry a lifeboat if they carry an ordinary boat fit to carry all persons on board.

Regulations have been made as to the equipments to be carried by home-trade sailing-ships and sailing-ships plying within restricted limits, and also to insure that sailing-ships bound to Australian ports shall carry sufficient provisions for the voyage. A warrant has been issued declaring that vessels propelled by oil, gas, fluid, electricity, or any mechanical power other than steam shall be subject to the provisions of the Act relating to steamships.

It is sometimes found that there are flaws or other defects in the shafts of steamers which are not bad enough to require the shaft to be replaced by another. These can be watched by our Surveyors in the case of steamers trading within the colony, and in the case of those trading to oversea ports instructions have been given that Surveyors are to issue to the master a document setting forth the nature of the flaw, the method taken to repair it, and any conditions that should be observed at any port of call. This Department will, at the same time, be supplied with particulars, and advised of the vessel's destination, and of any intermediate ports of call in order that the authorities at these ports may be advised of the position to enable them to keep an eye on the shafts.

Prosecutions have been instituted and fines imposed in the following cases—viz., the owner of the s.s. "Paiaka," for sending the vessel to sea without having her surveyed for a certificate; the owner of a launch at Hokianga, for not carrying life-belts; the master of the s.s. "Rob Roy," for carrying sheep on deck without a license; the masters of the s.s. "Kopuru" and "Tangihua," for going beyond the limits allowed by their certificates; the master of the schooner "Joseph Sims," for not furnishing a certificate that his vessel was ballasted, and the ballast stowed as required by the regulations; and the owners of the s.s. "Eagle" for carrying more passengers than allowed by her certificate. An inquiry was instituted under section 239 of "The Shipping and Seamen Act, 1903," into a charge made against the master of the s.s. "Squall" for a breach of subsection (4) of section 203 of the Act in not rendering assistance to the s.s. "Muritai" when the latter vessel was making distress-signals off Manukau Bar, but the case fell through because the "Squall" was not registered in New Zealand, and the Act only makes it an offence if the vessel which does not render assistance in such a case is registered in the colony. It would be advisable to alter the law so as to enable an inquiry to be held in the case of the master of any vessel who fails to render assistance to a vessel in distress.

Deck-cargo.—The regulations have been amended as regards the quantity of cargo, especially timber, that may be carried on deck by sailing-vessels built for carrying large deck loads, and to enable home-trade steamships and steamships trading between New Zealand and the Chatham Islands to carry such a number of live-stock on deck as a Surveyor, after inspection of the vessel, is satisfied may be carried with safety to the ship and the people on board.

Ballast.—Regulations have been made providing that the master of every British ship shall see that his vessel is properly ballasted, and that material likely to shift is secured by proper shifting-boards, and power is given to detain a ship which is improperly or insufficiently ballasted.

Wool Fires Commission.—In consequence of the occurrence of fires on ships loaded with wool and flax, a Commission was appointed in August last to inquire into and report on the cause of fires on ships whose cargo is wholly or partly composed of wool, flax, tow, or other combustible material. The Commission consisted of Dr. A. McArthur, Stipendiary Magistrate, Wellington, who was Chairman, and Mr. W. G. Foster and Captain H. S. Blackburne. The Commission made exhaustive inquiry and took a great deal of evidence in various parts of the colony, and its report has been received, and will be presented to Parliament.

Coastal Dangers.—A vote was taken last session to establish a marine survey, and Commander Sinclair, R.I.M., of the Indian Marine Survey, was engaged for the work. As he considered that the s.s. "Hinemoa" and "Tutanekai" were not suitable for the survey, application was made to the Admiralty for one of three naval sloops which were laid up at Hong Kong, but a reply was received expressing regret that there were no suitable vessels available. The only vessel in the colony which Commander Sinclair considered could be made suitable was the training-ship "Amokura," but as it would cost about £5,000 to make her fit, and as her use for the survey would have interfered with the training of boys for the sea, owing to there being no other suitable vessel for a training-ship available, the Government did not see its way to allow her to be used for survey work. Under these circumstances it has been decided not to proceed with the establishment of the survey at present.

The buoys marking coastal dangers have been overhauled and cleaned by the "Hinemoa," and are now in good condition. The Wigham light on Jackson's Head beacon went out on several occasions during the year, and the Department is now testing an acetylene-gas light to see whether it is reliable enough to justify its being substituted for the present light.

The New Zealand Nautical Almanac was issued in December last, and has sold well. Its value is becoming so well known that booksellers in Australia now obtain copies for sale there.

Wages and Effects of Deceased Seamen.—The estates of 52 seamen, amounting to £364 13s., have been dealt with during the year, and the sum of £307 1s. 2d. has been paid to relatives and other claimants. A list of the estates is appended.

Wrecks and Casualties.—Tables showing casualties to ships and an analysis thereof are attached. Those on the coasts of the colony numbered 90, representing 32,166 tons register, as compared with 55, of 29,601 tons register, in the previous year. The total wrecks within the colony were 15, of 3,801 tons register, as compared with 6, of 1,686 tons, in the previous year. The total number of lives lost was 39, as compared with 22 last year. Of these 38 were within the colony—viz., "Ronga," 6; "Sir Henry," barquentine, 4; "Aotea," auxiliary schooner, 11; "Haeremai," scow, 5; "Rangi," scow, 1; "Sterling," s.s., 1; "Togo," s.s., 1; "Akitio," oil-launch, 2; "Medora," 1; "Waikonini," scow, 1; "Kotiti," s.s., 1; "Kahu," s.s., 1; "Kassa," scow, 1; "Tui," steam-launch, 1; and "Surrey," s.s., 1.

The attached wreck chart shows where the casualties occurred.

Weather and Meteorological Office.—The Meteorological Office, which had until then been connected with the Museum, was, on the 1st December last, amalgamated with the Weather Reporting Office, the work of both offices being placed under the control of Captain Edwin, with the Rev. Mr. Bates, who has been carrying on the meteorological work under the Museum Department, as his assistant. Weather forecasts are now sent to fishing ports, and are posted up for the information of fishermen. The question of issuing an evening weather forecast in addition to the morning forecast, and the publication of a monthly bulletin giving information as to rainfall and other meteorological information, is under consideration. This would involve an increase in the staff of the office, but I think that the benefit that would be derived from the publication of a second forecast and of such bulletin would justify the necessary expenditure.

Government Steamers.—The "Hinemoa" has performed the work of attending to light-houses and of overhauling and relaying buoys. She has also visited the Auckland, Campbell, Antipodes, Bounty, and Kermadec Islands to search for castaways, and to examine the depots of provisions and clothing. On her last northern trip a depot was built on the largest of the Three Kings, and a supply of provisions, &c., placed in it. A notice to mariners regarding its establishment and position has been published. The "Tutanekai" has been again placed under the control of this Department. In July last she made a search for the missing vessel "Haeremai," and was put into regular commission in October, since which time she has been employed on various services, including a trip to the Southern and Chatham Islands with the Governor, during which the depots for castaways were examined. A new oil-launch for her has been built by Logan Bros., of Auckland. A regulation has been made to govern the leave of absence to be granted to the masters and officers of the steamers, and an increase has been made in the remuneration of the deck officers, so as to give them the same rates as agreed upon between the Merchant Service Guild of Australasia and outside owners.

Training-ship.—The Government having decided that the s.s. "Amokura," formerly H.M.S. "Sparrow," which was purchased from the Admiralty for a training-ship, should be transferred from the Defence to this Department, this was done in February last, and the first boys were taken on board on the 12th March last. The first lot of boys selected numbered twenty-four, and these were all on board within a fortnight of the date the first one joined. Three of these have since left the ship. The ages of those on board are from 12 years 7 months to 15 years 11 months. Two are under 13½ years, five between 13½ and 14, one between 14 and 14½, seven between 14½ and 15, five between 15 and 15½, and one between 15½ and 16 years.

The conduct of the boys is satisfactory; they are willing and eager to learn, and are making good progress. There are at present four instructors on board, and the boys are taught everything necessary to qualify them to join the merchant service. They are also trained in the use of the rifle.

His Excellency Admiral Sir Wilmot H. Fawkes visited the ship on the 7th instant, and inspected the boys and the arrangements on board.

The vessel is rather small for a training-ship, as she will not accommodate more than about sixty boys. She is at present covered with awnings fore and aft, but even with these, when the weather is bad for several days, things become damp and remain so until the weather clears, as there is no proper drying-room. The want of a proper wash-house, a schoolroom, and a room in which boys could be isolated in case of sickness is much felt. It would, however, be difficult, if not impossible, to provide these conveniences owing to the size of the ship.

Captain Hooper, R.N.R., is commander of the vessel, and it is proposed to appoint a chief officer and chief engineer shortly. The other officers and the seamen and firemen required to man the ship at sea will be employed when she is ready to go to sea. It is proposed that short trips shall be made after the winter, and when the boys, whose number will be considerably increased by that time, have had a little sea experience, it is intended to make longer trips, and visit other ports.

Lighthouses.—All the lighthouses have been maintained in an efficient manner. They have been inspected by Captain Bollons when the "Hinemoa" called at them with oil and stores, and I have inspected those at Cuvier Island, Bean Rock, Ponui Passage, Tiri Tiri, Moko Hinou, Cape Maria van Diemen, Kaipara, Manukau North and South Heads, Cape Egmont, Godley Head, Jack's Point, Nelson, and the leading-lights at Tory Channel.

Considerable repairs have been found to be necessary to Ponui Passage tower, and these are now being carried out.

A large landslip occurred at Cuvier Island in February last, burying part of the track, gardens, and fences, and injuring the outbuildings.

Cape Egmont: New guttering, &c., has been put on the dwellinghouses. A new telephone has been put in the tower, and it has been decided to place the lighthouse in direct communication with New Plymouth after 5 p.m.

Kaipara Head: The landing-store has been moved further back, a new cart and coal shed has been erected, and the telephone-line between the lighthouse and Pouto has been renewed.

French Pass: A new boatshed has been erected. The beacon which marks the end of the reef opposite the lighthouse, and on which a light is shown, is in a bad condition, and should be rebuilt without delay.

Cape Campbell: A new flagstaff has been erected.

Akaroa Head: Telephones have been substituted for the electric bells between the tower and dwellings.

Nugget Point: A contract has been let for the supply of timber for a new house.

Dog Island: Telephones have been substituted for whistles between the tower and the dwellings.

An incandescent burner has been installed at Pencarrow Head Lighthouse, which has greatly increased the power of the light on a less consumption of oil. A burner of this kind has been ordered for Stephens Island, and it would be advisable to make provision in this year's estimates for similar burners for some of the other lighthouses, as there is no doubt that they give a much better light, and enable a considerable saving to be made in the cost of oil.

No new lighthouse has been erected since the completion of that at Kahurangi Point. To complete the proper lighting of the coasts of the colony several more will be required, and I recommend that provision for one should be made in this year's estimates. The North Cape, or Cape Brett, on the southern side of the Bay of Islands, appears to be the place where a light is most urgently required, as there is now no light between Cape Maria van Diemen and Moko Hinou. Of these two places I think the North Cape is the place where a light is most wanted.

Owing to the impossibility of landing at Kahurangi Point when there is any sea on, the "Hinemoa" has often been delayed for some time when going there with oil and stores, and in order to obviate such delay, arrangements have been made for the small steamer which trades between Westport and Karamea to tender this lighthouse in future. Being near the place she can choose suitable weather for landing.

During the year one lightkeeper has retired on pension, one has retired on compensation for loss of office, one has been transferred to the harbour service, and five have resigned. Eight new appointments have been made.

The amount of light dues collected during the year was £32,454 1s. 4d., as compared with £29,443 during the previous year. Attached is a statement showing the amount received at each port.

Fog-signals.—The explosive signals at Pencarrow Head and Taiaroa Head have worked satisfactorily, but a good deal of repair has had to be made to the former. It has been decided to establish signals at Godley Head and Cuvier Island, and the necessary apparatus, &c., has been ordered from England. That for Godley Head will be an automatic signal, similar to those at Pencarrow and Taiaroa Head, but the apparatus for Cuvier will be one for attachment to the tower, and each cartridge will be attached and fired by the keeper on watch without his having to leave the tower.

Harbours.—The harbours under the control of the Department have been worked in an efficient manner, and the buoys and beacons in them are in good order. Mr. W. A. Thom, Clerk to the Court at Tauranga, who was appointed Harbourmaster at that place a few years ago to give him power to regulate the times and places of shipping and landing cargo, has resigned the latter position, as he has not time to perform certain other duties which it has become necessary should be carried out by the Harbourmaster, and Mr. A. F. Tunks has been appointed to the position. Mr. F. Edwards, Railway Manager, who was also Harbourmaster at Picton, having been moved from that place, the appointment of Harbourmaster has been conferred upon Mr. J. W. Jones, Railway Wharfinger.

The s.s. "Hinemoa" has overhauled most of the buoys, and has rebuilt the beacons on Stony Point, Tauranga. A new mooring-buoy has had to be laid down in Milford Sound, as the one which was there broke adrift, and it was not large enough for the deeper water in which it became necessary to moor the buoy. Tenders were invited for the removal of some rocks which impede the navigation of Helensville Creek, Kaipara, but those received were too high, and fresh tenders have been called for. Tenders were also invited for the erection of a beacon in Kaipara River. One was received, but as it was much above the estimated cost it was declined, and the work is now being carried out by the Public Works Department. The deposit of nightsoil into the Wairoa River at Dargaville has been stopped. The master of the barque "Casablanca" was proceeded against and fined for going up the Wairoa River without hoisting the powder flag.

Regulations for fixing places for the landing and shipping of explosives in the harbour are now being prepared.

The removal of the rocks from Manukau Harbour a short distance below the wharf has enabled vessels to leave and reach the wharf earlier and later on the tides.

It having been found that flax-mill refuse which was put into the Manawatu River from the mills was becoming an impediment to navigation by causing the formation of shoals in the river, action has been taken to prevent the mills allowing the refuse to go into the river in future.

A general harbour regulation has been made providing that no person shall place any tree, log, or other obstruction in any harbour, or navigable river or lake, or on the shore or bank thereof, in such a position or manner as to cause or be liable to cause loss of life or injury to any person, or damage to any vessel or to impede navigation. The necessity for this regulation arose through persons felling trees on the banks of navigable waters, and leaving them in such a position that a part of them extended over the banks.

A return showing the plans of harbour-works approved by the Governor in Council, and of the licenses granted for the occupation of sites for wharves and other works is appended.

The sum of £2,206 0s. 8d. has been collected for pilotage and port charges in respect of harbours under the control of the Department, as compared with £2,000 1s. 3d. collected during the previous year.

Proceedings were taken against a flax-miller for putting tow into the Taheke River, and he was fined £1 and costs.

Fisheries.—The regulations relating to fish and oysters have been consolidated, which is of great advantage to fishermen and fishery officers. A return showing the number of fishing and oyster boats registered and licensed at the various ports at the end of December last is appended. It will be seen that the number registered was 1,106, and licensed 995. In the previous year there were 1,085 registered and 1,068 licensed.

Parliament having last year voted the sum of £2,500 for experimental trawling, arrangements have been made with the New Zealand Trawling and Fish Company, of Napier, for a three-months charter of the new trawler "Nora Niven" for the work. Mr. Ayson, Chief Inspector of Fisheries, will be on board the vessel, and will direct where the trawling is to be done. The vessel is provided with a refrigerating-chamber, which will enable the fish caught to be kept until she comes into port, when they will be sold by the owners of the vessel, as the Department has arranged for them to take them at the market price.

During last year the Department collected a large number of brown and rainbow trout ova for acclimatisation societies.

The manufacture of fertilisers from fish is now carried on at three places in the colony—viz., Whanganumu, Matakana, and Moeraki. This branch of industry is an important one, and is deserving of every encouragement. It also leads to the destruction of large numbers of sharks, dog-fish, &c., which now infest some of the fishing-grounds, and which, up to recently, have been allowed to increase unmolested to the great destruction of market fish. The Chief Inspector recommends that a substantial bonus should be given on all fish fertilisers of a standard quality which are manufactured in the colony.

The question of allowing the sale of sea trout, which in some parts inhabit the coastal waters in large numbers, is one that requires consideration. These fish are plentiful along the east coast of the South Island, from Pegasus Bay to Tewaewae Bay, south of the Bluff, and there is no question that they are taken by fishermen when netting for indigenous fish, and that they are illegally sold. With restrictions as to locality, season, and size their sale might be authorised without leading to river-fish being illegally sold.

Seals.—The close season for seals has been extended up to the 30th June next year.

The Chief Inspector of Fisheries reports that the fish-supply obtained from the local fishing-grounds in the Wellington District during the year has not on the whole been equal to the supply in 1905-6, and that it appears that the quantity of blue-cod obtainable is decreasing year by year. A new cod-ground which was discovered in Cook Strait less than two years ago, and which yielded a large quantity of fine fish for a time, is now giving a decreasing quantity. This fish is the one which is in the greatest demand for export to Australia, where there is a ready market for more than can be supplied. Trawling is being carried on in a small way in Cloudy Bay by means of oil-launches. The steam trawler "Phantom," which worked in that bay for a considerable time, has gone to Napier. There has been no trawling in Blind Bay for a considerable time, and the Chief Inspector considers that it is a matter of surprise and regret that such a large extent of splendid trawling-ground with a daily steam-service to Wellington should not be utilised.

The following is the substance of reports received from local Inspectors of Fisheries:—

At the Bay of Islands there has been a fair supply of fish, except mullet. The principal kinds of fish taken have been schnapper, flounders, crayfish, and garfish. The Inspector reports that mullet are decreasing every year, and recommends that there should be a close season for this fish. In 1905 there were four mullet-canning factories between the Bay of Islands and the North Cape, and there is now only one. Sharks have been very numerous and troublesome to

fishermen. There are fifty-one fishing-boats belonging to the Bay of Islands, which employ 164 men.

In the Auckland District the supply of fish has been generally equal to the demand. Schnapper have been plentiful—in fact, they have been so plentiful since October last that dealers have had to limit the quantities taken from fishermen. Flounders were equal to the demand last winter, and have been very abundant during the summer and autumn. Mullet have been very scarce. It would appear that the time has now arrived when there should be a close season for this fish. Kahawai, trevalli, and gurnard have been abundant. There is now a good deal of fishing done from Tauranga, and there is a fish-curing establishment at that place. There are five such establishments at Auckland, and one at Kawau Island. In Manukau Harbour the principal fish caught are schnapper, flounders, and mullet, of which there has been a fair supply.

At Hokianga the principal fish caught are schnapper, mullet, kahawai, flounder, whitebait, kingfish, rock-cod, and herring, but they have been scarce during the year. The Waterfall Canning Factory has closed down during the year owing to the scarcity of fish. There are thirteen smokehouses in the district, every licensed fisherman having one. Since the closing of the oyster-beds there has been a marked improvement. The young oysters are coming on well.

In Kaipara Harbour mullet, flounders, and schnapper are caught, and they have been very plentiful during the year, mullet especially so. There is a canning-factory at Batley and a smokehouse at Sail Point. There are twenty-four licensed fishing-boats in the harbour, and four oyster licenses were issued.

The industry in Hawke's Bay is in a flourishing condition. There are ten trawlers engaged in fishing, and they give employment to forty men.

The industry appears to be in a languishing state in Canterbury. Two trawlers have been withdrawn from fishing, and the number of fishing-boats is decreasing. The principal places from which fish are obtained are Kaikoura, Lyttelton, Akaroa, and Kaiapoi. There is one smokehouse each at Christchurch, Lyttelton, and Kaikoura.

The Inspector at Dunedin reports that in all old-known fishing-places the catches have been good. In all shallow bays flounders and small fish are obtained in large quantities, and groper, kingfish, schnapper, barracouta, blue and red cod, tarakihi, trevalli, and moki are found along the coast from Oamaru to Chaslands. The difficulty of transport is a great drawback to the industry in out-of-the-way places. There are 140 boats employed in the district, 59 of which are propelled by oil-engines. There are 367 persons actually employed in fishing; there are 37 retail shops, which give employment to 193 persons; 120 persons are employed in fish curing and preserving works, 105 in fish-supper rooms, and there are 73 fish-hawkers. All the fish freezing and preserving works have been inspected, and found to be clean and sanitary in every respect. An oil and manure works has been established at Moeraki, where fish-offal is treated in a scientific manner, with the result that an extensive trade is carried on with farmers and others. The oil obtained is used by manufacturing chemists, and for feeding young cattle.

The principal fish caught on the Bluff fishing-grounds, which include Foveaux Strait, Stewart Island, Ruapuke, and other islands in the strait, is blue-cod, which are taken with hook and line, and flounders, which are netted in the harbours and bays. Sixty boats, a good many of which are fitted with oil-engines, are engaged in fishing, and some of them have refrigerators. There are five fish-freezing plants on the mainland and on Stewart Island, and 6,329 cwt. of frozen fish, valued at £9,552, was exported during the year.

Mr. J. Munro, of Whangarei, and several members of the Police Force in various parts of the colony have been appointed Inspectors of Fisheries, so as to give them the necessary power to enforce the provisions of the Sea-fisheries Acts and regulations.

As poisonous fibres of wool, &c., from a woollen-mill were killing the fish in the Cam River, the Department required the company owning the mill to take steps to prevent the poisonous matter going into the river, and this has been done by putting strainers in the mouths of the drains.

Imported Fish.—Another shipment of 500,000 quinnat-salmon ova and 2,000,000 whitefish ova has been obtained from the United States. Mr. Ayson, Chief Inspector of Fisheries, proceeded to San Francisco and brought the ova to the colony, and, considering the delay and difficulties which occurred on the voyage from San Francisco owing to the breakdown of the steamer, the shipment was very successful. Appended is a report on it by Mr. Ayson.

Whilst in California Mr. Ayson endeavoured to obtain a shipment of young striped bass, but was not able to do so. It is, however, hoped that on a future occasion we shall be able to obtain a shipment of this valuable food fish.

There appears to be no doubt that the introduction of salmon into the colony has been successful. As stated in my last year's report, quinnat salmon had been caught in the Waitaki River. This year fish which are undoubtedly quinnat salmon have been caught in the Hakataramea River, up which they are going to spawn, and the Manager of the Salmon Station reports that he has seen large numbers of them in the river. Fish which were believed to be sockeye salmon (*Oncorhynchus nerka*) were taken in Lake Ohau. Specimens were sent to Sir James Hector, who reports that they are without doubt young sea-run sockeye. A copy of his report is appended. Three hundred thousand sockeye ova were imported from Canada in 1902, half of which were hatched and liberated in the streams flowing into the head of Lake Ohau, and the other half were hatched at the Hakataramea Salmon Station and liberated in the Hakataramea and Auhiriri Rivers, tributaries of the Waitaki.

During the year the following fish have been liberated from the ponds at Hakataramea—viz., 11 five-year-old sockeye; 7 four-year Atlantic, and 62 three-year, 21,281 two-year, and 224,647 one-year quinnat salmon. At the end of March there were in the ponds 50 four-year Atlantic salmon, and the following quinnat salmon: 169 three-year, 398 two-year, 19,793 one-year, and 476,027 fry. Since that date 290,000 quinnat fry have been liberated.

So far the Department has no proof that the attempt to introduce the American whitefish has proved successful, but there have been reports that persons have seen strange fish in the lakes in which they were liberated. It would be advisable to net the lakes during this year to see whether the fish are in them.

Portobello Marine Hatchery.—A report received from the Hatchery Board shows that during the year two shipments of live lobsters were received from England by the s.s. "Kaipara," but that they have been only a partial success. The Board, however, considering the experience gained warranted such a course, has arranged for another shipment by the same vessel. There are now nine lobsters alive and healthy in the ponds at the hatchery.

The Board has been in correspondence, direct and through the High Commissioner, with various authorities in the United Kingdom on the subject of sea fish, their mode of propagation, transport, &c., and Dr. Allen, Scientific Superintendent at the Marine Biological Laboratory, Plymouth, and Dr. T. Wemyss Fulton, Scientific Superintendent to the Scottish Fisheries Board, are now engaged in making experiments in regard to the above matters in the interests of the Board.

Several millions of ova of New Zealand food fishes, principally soles and flounders, have been fertilised and hatched out at the station and liberated in Otago Harbour. In connection with this, the Board states that it is under considerable obligation to Mr. F. J. Sullivan, who has allowed the members of the Board and the hatchery curator the use of his trawling steamers and appliances, without which very little could have been done in the way of obtaining deep-sea fish and their ova for observation.

The station has three large salt-water ponds, a concrete tank holding 17,000 gallons, a suitable building containing hatchery, laboratory, aquarium, workshop, and other conveniences, a cottage for the curator, and a jetty. There is also a full supply of the most modern hatching-boxes, jars, and other scientific and practical appliances, together with means for filling, emptying, and aerating the ponds and tanks, and a very complete system of water-supply. The laboratory has been fitted with the necessary apparatus for making and recording observations.

The High Commissioner in London having been requested to make inquiry as to the feasibility of introducing herring and one other kind of fish, either cod, haddock, or turbot, into the colony, he has arranged with the Fishery Board of Scotland for Professor T. Wemyss Fulton, its scientific Superintendent, to make experiments as to whether the development of herring ova can be retarded sufficiently long to enable them to be brought to the colony. If possible he will also arrange for similar experiments to be made with either cod, haddock, or turbot ova.

Proceedings were taken against a person for trawling within prohibited limits outside Lyttelton, when he was convicted, but no fine was imposed. The Magistrate stated that if the defendant came before him again on a similar charge, and with a similar defence, which was that he was not trawling, but was running into the bay to lift the trawl net, he would, if the offence was proved, impose the full penalty. Six persons have been prosecuted for not painting the numbers of their boats on their mainsails. Five of them were convicted and fined, and one case was dismissed owing to there being insufficient evidence. Six persons have been fined for using set-nets in the Aparima River. Two persons have been fined for assaulting an Inspector of Fisheries, and two for stalling.

Oysters.—The oyster-beds in the Auckland and Northern fisheries have been inspected by the Chief Inspector of Fisheries in company with the local Inspectors, and as the result of his inspection and report it has been decided to keep all the beds in the Northern fishery, which extends from Whangaruru Harbour to the North Cape, closed this season, and open only a portion of the Auckland fishery. Some of the parts of the Auckland fishery which were opened last year were so denuded of oysters that it will take some years for the beds to recover. It is found practically impossible, under the present system of picking, to prevent the beds being overpicked, and the only effective way of preserving them appears to be for the Department to undertake the picking itself. If this were done the beds would be conserved, and a regular supply of oysters would be available for the public.

The annual fee for a license to take oysters in the North Island has been increased from £1 10s. to £2.

There have been a few prosecutions for illegally taking oysters in the Auckland and Northern fisheries, and fines have been imposed.

The oyster-beds in Foveaux Strait are yielding a good supply of oysters. The quantity exported to Australia from these beds during the year ended the 31st December last was 326,655 dozen, valued at £2,728.

Aquarium.—The Department had an aquarium at the New Zealand International Exhibition at Christchurch. The building was constructed and fitted under the direction of Mr. L. F. Ayson, Chief Inspector of Fisheries, and was under his charge for three weeks after the opening, when, as he had to go to San Francisco for fish-ova, it was placed in charge of Mr. C. L. Ayson, Manager of the Hakataramea Salmon Station. It proved to be of great interest, and was visited daily by a large number of people.

The main building was 24 ft. by 60 ft., with a manager's office and attendant's room attached. The accommodation for live fish consisted of sixteen wall tanks, two floor stand tanks, seven balanced fresh-water aquaria jars, floor pool, also hatching-boxes in which were exhibited trout and salmon fry. The aquarium wall tanks were designed and erected after the plan of the most recently constructed American aquaria, and consisted of ten with 60 in. by 30 in. glass front, four 48 in. by 24 in., and two 42 in. by 24 in. respectively. In these were exhibited Atlantic, quinnat, and landlocked salmon of various ages; Lock Leven, English brown, rainbow, American brook, and Machinaw trout; perch, tench, carp (silver and golden), catfish, and eels.

A variety of the beautiful Japanese goldfishes was kindly sent from Tokio by Dr. T. Nishikawa, who visited the colony a few years ago, and these were exhibited in two large floor-stand

tanks. There also came with these some beautiful specimens sent by Count Yanagisawa from his private ponds.

In the floor pool (8 ft. by 15 ft., 2 ft. 6 in. deep) large brown and rainbow trout were exhibited.

The water-supply was obtained from a deep strata artesian well (422½ ft.), which was put down specially for the aquarium by Messrs. J. W. Horne and Co. The flow of water from the well was about 3,000 gallons per hour, and was delivered into a distributing-tank at a height of 22 ft. from the ground. The average temperature of the water was 54° Fahr., and it proved to be very suitable for aquarium work, as the fish remained in healthy condition throughout the term of the Exhibition.

The other exhibits consisted of American whitefish and shad hatching jars, and tidal boxes for hatching sea-fish eggs, in operation; mounted specimens of English, American, and Canadian market and sport fishes, and also New Zealand trout; models of steam trawlers, nets, &c., and a variety of fish products.

In conjunction with the aquarium, three hair seals and a sea-lion, brought by the Government steamer "Hinemoa" from Campbell Islands, were on exhibition. They were confined in an enclosure which took in a portion of Victoria Lake, and, although they were kept entirely in fresh water, and at times subjected to a very high temperature, yet they continued healthy, and were liberated at the close of the Exhibition in better condition than when they arrived from their native home in the southern islands.

I have, &c.,

GEORGE ALLPORT.

Secretary.

The Hon. the Minister of Marine, Wellington.

The CHIEF INSPECTOR OF FISHERIES to the SECRETARY, Marine Department.

SIR,—

Wellington, 4th April, 1907.

I have the honour to supply the following report on the recent shipment of fish-eggs brought over by me from America. On arrival at San Francisco I communicated with the Commissioner for the Bureau of Fisheries at Washington, and within a few days information was received from him that all the fish-eggs would be forwarded to San Francisco in time to ship by the "Sierra," sailing from there on the 7th February.

The whitefish eggs and also the lake-herring eggs were despatched from east on the 29th January, and arrived at San Francisco on the 4th February. Mr. Lambson arrived in San Francisco with the quinnat-salmon eggs on the morning of the 6th. The whitefish and salmon eggs were very nicely packed, and were in splendid condition on arrival. All the fish-eggs were placed in the upper starboard cool-chamber of the "Sierra" on the afternoon of the 6th February. At the same time I also put on board 1½ tons ice for use on the voyage.

The shipment consisted of nine cases of quinnat-salmon eggs and nine cases of whitefish eggs for your Department, four cases lake-herring eggs for the Tourist Department, one case of 50,000 Atlantic-salmon eggs for the Northern Tasmanian Anglers' Association, and one case Atlantic-salmon eggs for the Christchurch Acclimatisation Society.

The Commissioner of Fisheries at Washington wired on the 2nd February that he found that no landlocked-salmon eggs could be supplied in time to go by the "Sierra."

The "Sierra" sailed from San Francisco at 12 a.m. on the 8th February.

The temperature of the cool-chamber in which the eggs were stowed was kept at an average of 36° Fahr. until the 18th, when, owing to an accident to the steamer's boilers, the engines and refrigerating machinery were stopped for twelve hours. During this time the temperature of the chamber rose to 48°, but with the use of the ice I put on board at San Francisco I was able to keep the temperature of the inside of the egg-cases from rising above 42°. When the ship got under way again on the 19th I had the temperature of the chamber lowered to 34°, and this temperature was maintained until the steamer arrived at Auckland.

Owing to the "Sierra" arriving at Auckland five days late a bad steamer connection was made to Wellington. The eggs had to be kept in cool-storage at the Auckland Freezing Company's Works until Monday, the 4th March, when they were shipped on board the "Takapuna" at Onehunga for Wellington. Arriving at Wellington on the 6th the salmon and half the whitefish eggs (a million) were transhipped on to the "Mararua," which sailed for Lyttelton that evening. The other half of the whitefish eggs were put into a cool-room at the Fresh Food and Ice Company until the steamer for Greymouth sailed on the 9th.

The quinnat salmon and whitefish eggs for Lake Tekapo went south by the 11.55 a.m. train from Christchurch on the 7th. This train arriving in Oamaru too late to connect with the Hakataramea train, the salmon eggs had to remain at Oamaru until next day, and did not arrive at Hakataramea until the evening of the 8th. They were unpacked next morning, and turned out in first-rate condition (see Mr. Dean's report attached).

The whitefish eggs sent to Lake Tekapo arrived at the hatchery at the head of the lake on the 8th March. They unpacked in very good condition, but a number of these were so close to hatching that they hatched out within an hour of being put into the jars.

The whitefish eggs for Lake Kanieri were taken on by me from Wellington in the "Arahura" on the 9th March. Arrived at Greymouth on the morning of the 11th, they were taken on to Hokitika by the morning train, and from there to Lake Kanieri the same afternoon by special conveyance. The next morning they were taken across the lake to the hatchery in the Acclimatisation Society's launch, and were all unpacked by 2 o'clock that afternoon. With the exception of three trays this lot unpacked in very good condition, but, like the Lake Tekapo lot, a number of the eggs commenced to hatch out almost as soon as they were placed in the hatching-jars.

The quinnat-salmon eggs were thirty-two days on the journey from the hatchery where they were packed in California until they arrived at the hatchery in this colony. The whitefish eggs sent to Lake Tekapo were thirty-nine days from hatchery to hatchery, and the Lake Kanieri whitefish eggs forty-three days.

The number of dead salmon eggs picked out from the time they arrived at San Francisco until their arrival at Auckland was 713, as against 1,072 from last season's shipment. The eggs being close up to hatching on their arrival at Auckland, the handling of the cases in transshipment and the warm weather prevailing on the journey south were responsible for a loss of 3,475.

The loss with the whitefish eggs from San Francisco to Auckland was 5,900 this year, as against 9,000 in 1906. The loss from Auckland to the hatcheries was, however, greater than other years, amounting to about 5 per cent., and the loss in hatching would amount to about another 3 per cent., giving rather more than 90 per cent. of fish hatched and liberated from the shipment.

Considering the delay and difficulties experienced on the voyage from San Francisco, and the hot weather experienced at Auckland and on the journey south, the result of this shipment of fish-eggs must be considered very satisfactory.

When I visited the Hakataramea Salmon Station on the 26th the salmon eggs were all hatched out, and all the boxes were full of remarkably vigorous young fish.

In America the Commissioner and other officers of the United States Bureau of Fisheries did everything in their power to assist me. The eggs were splendidly packed, and each lot was forwarded to San Francisco on time.

Mr. H. Stephenson Smith, the New Zealand Government Agent at San Francisco, afforded me every courtesy, and gave me valuable assistance both with the fish-eggs and also in trying to procure a supply of striped bass.

The Oceanic Steamship Company's officers at San Francisco and on board the "Sierra" gave me every assistance in their power, both at their dock-shed at San Francisco and on board the steamer.

The lake-herring eggs for the Tourist Department arrived at San Francisco with a considerable percentage of loss. They gave a lot of trouble on the voyage, dying so fast that, although I worked four shifts a day, two hours a shift, in the cool-chamber, with an assistant, for a good part of the voyage, yet I was unable to remove all the dead eggs, and on arrival at Auckland about 40 per cent. were dead.

The Atlantic-salmon eggs for the Christchurch Acclimatisation Society and the Northern Tasmanian Anglers' Association which I obtained from the Canadian Government were a very fine lot, and arrived in splendid condition.

I have, &c.,

L. F. AYSON,

Chief Inspector of Fisheries.

The Secretary, Marine Department, Wellington.

DEAR SIR,—

Opoho, 26th March, 1907.

Re *Salmon Ova.*

I have very much pleasure in reporting the great success of another shipment of Californian-salmon ova.

According to arrangements with Mr. Allport, I met the ova at Oamaru on the 7th March. It came down by the second express from Christchurch, which arrived about an hour late for the Kurow train. When it did not come by the first express I wired the General Manager of Railways, advising the delay of the Kurow train, but no action was taken in the matter, so the ova lay in Oamaru until next afternoon. The weather was sultry, but there was a good supply of ice. On the 8th Mr. Ronayne replied that he presumed that my wire was intended for the Secretary of Marine, who made all arrangements for the transit of the ova. When the train arrived at Hakataramea three out of the nine cases were, with a supply of ice, conveyed to the hatchery. The work of unpacking was commenced early next morning, and before evening the ova were all laid in the hatching-boxes, all of which were full, including twelve boxes erected temporarily outside. The next day the bad ones were all picked out, and numbered 1,158. On the 11th they commenced hatching, which showed they were put in water just in time. On the 12th, 3,475 bad ones were picked out. A large number of these died in hatching, with part of the sac protruding from the egg. The number of dead removed up to the 16th was 13,786. On this date I left, the ova being nearly all hatched and looking well. I should mention that on my arrival at the salmon station I found everything clean and in readiness as usual.

L. F. Ayson, Esq., Chief Inspector of Fisheries.

Yours, &c.,

F. DEANS.

Sir JAMES HECTOR to the SECRETARY, Marine Department.

The Secretary, Marine Department, Wellington.

Petone, 4th May, 1907.

Re *Four Fish from Lake Ohau.*

THESE fish are without doubt young sea-run specimens of the blue-back salmon sockeye (properly "saw-qui"), or redfish of Fraser River, and the krasnaia ryba of Japan—two males and two females.

Oncorhynchus nerka.

					Length.	Height.	Weight.
					In.	In.	Oz.
Males—							
I	...	...	...	...	19	5	42
II	...	...	...	...	18	4	36
Females—							
III	...	...	...	...	28	4	28
IV	...	...	...	...	23	4	23

The colour in all the specimens is very dark, almost black, with faint grey patches like bruises. The preservative was perhaps too strong. Fins much abraded, especially the tail fins of the males, as if they had been struggling in a rocky stream. Teeth much developed in the males, the snouts being turned upwards, but the hooked character of the adult fish has not yet shown itself. The females have smooth tumid snouts and moderate-sized regular teeth. All spots and markings are very obscure.

Nos. I and III were opened and examined internally.

I. Flesh dark-red in colour, and firm in texture, but without fat—in fact, very lean. Stomach empty and shrivelled. Pylorics empty, all the store of fat having been absorbed from them, and also from the rest of the abdominal viscera. The milts formed too well-developed lobes 5 in. in length, $\frac{5}{8}$ in. largest diameter. They were quite soft and ripe for the spawning operations, which evidently had not commenced.

III. Flesh very dark red and dry, stomach and intestines empty, and membranous and pylorics hardly discernible, the whole of the store of fat which accumulates before the fish re-enters the fresh water from the sea having been consumed during its arduous ascent from the mouth of the Waitaki River to Lake Ohau. The ovaries or roes are about one-third of their full size, and the eggs, though quite distinct, are less than one-fifth of the diameter they should have when fully developed, so that they are much less advanced than the milt in the companion male fish, and unless other males arrive later on fecundation may not be effected. Moreover, unless the female fish obtain in the lake an abundance of suitable food they will not be able to recover from their exhausted condition sufficiently to develop the eggs. This latter process requires a large amount of nutritious food, as the roes when fully ripe are equal to about one-fifth of the weight of the fish (in this case would be 5 oz. if fully grown), whereas in their present stage they are only about a thirtieth of the total weight.

These fish are evidently out of their proper season for spawning, as they are too late to be a "fall run," and too early for a "spring run." There are two varieties of the blue-back salmon, the larger and the smaller. The smallest females of the larger at spawning-time weigh 37 oz., while the largest of the smaller kind are only 8 oz. The fish under review, though undersized, must be taken to belong to the larger variety. Great care should be exercised in framing regulations for the protection of these fish, founded on searching observation of their habits. These particular fish are so much out of condition that they are not fit either for food or sport; yet, had they been allowed to mature, in the course of a few weeks they might have produced about 2,000 fertile eggs, which would have been quite sufficient to stock Ohau Lake. It is to be hoped that there are plenty more of them, and that they will not be disturbed, as I look on this take of fish as the most interesting and important event that has occurred in the prolonged effort that has been made to establish a sea-going salmon in New Zealand rivers.

I would like to get information as to the exact date when these fish were caught, and by what bait or otherwise, and also a description of the locality, and if any number of similar fish were seen at the same time.

If any young salmon fry are available they should be released in the lakes and not in the rivers next season.

JAMES HECTOR.

The PRINCIPAL EXAMINER OF MASTERS AND MATES to the SECRETARY, Marine Department.

Office of the Principal Examiner of Masters and Mates,

Customhouse, Wellington, 3rd May, 1907.

I HAVE the honour to submit my annual report on the examination of masters and mates in New Zealand.

The work has been carried out by the Examiners at the four principal ports in a satisfactory manner.

There has been an increase of about 40 per cent. in the number of examinations held in the colony during the last year, but only a small increase in the number of successful passes. The principal increase has been in Auckland, where a number of candidates from local vessels have tried for the second mate's foreign-going certificate, owing probably to the increased value of this certificate since "The New Zealand Shipping and Seamen Act, 1903," came into force. This certificate now entitles the holder to serve as either second mate in a foreign-going ship, or as mate of a home-trade vessel; but the examination being considerably more difficult than that for home-trade mate, the number of failures for this grade has been large.

So far no candidates have applied to be examined for the new grade of second mate, home-trade; the examination for mate, though somewhat more difficult, is still so easy that candidates unanimously decide to try for the higher-grade certificate, which does not require any previous officer's service.

There have been very few examinations for fishing-boat or cargo-vessel master or for restricted-limits sailing-vessel master, a large number of masters having obtained service certificates immediately after the Act came into force compelling them to have certificates.

The new and additional work in the home-trade examinations which came into force last year has made no appreciable difference either in the number of candidates applying for examination or in the number of passes; the effect of the new work in the examinations should lead to greater care on the part of the officers in determining their distance off different points of land, and will, I trust, tend to educate the home-trade master in the matter of checking the deviation of his own ship's compass by astronomical bearings, instead of trusting too implicitly to the annual adjustment, which is always liable to change.

I would again draw attention to the fact that the law still allows a man with only a river-steamer certificate and one year's service in a harbour, lake, or river to command passenger-vessels running to all parts of the extended limits, such as between Auckland and Whangarei, and that to save expense an owner of a small passenger-steamer may occasionally be tempted to run in these limits without the requisite experience. The differences existing between the qualifications required for master of sailing-vessels under 25 tons register carrying passengers in river limits and that required for master of river steamers of any size is very marked. The former are required to have four years of service at sea or in extended river limits, and some knowledge of the ship's compass, deviation, and the chart, whereas the latter are only required to have one year's service in any river or harbour, and are not required to have any knowledge of the compass or chart.

No candidates have applied during the last year to be examined in the compass syllabus, or for the certificate of extra master.

One candidate for colonial pilot passed successfully, and one failed for colour blindness.

I have, &c.,

HAROLD S. BLACKBURNE.

RETURN showing the TOTAL ORDINARY EXPENDITURE of the MARINE DEPARTMENT during the Financial Year ended the 31st March, 1907.

Nature of Expenditure.	Details.	Totals.		Grand Totals.	
		£	s. d.	£	s. d.
Salaries of Head Office Staff .. .. .	..	1,809	9 11	1,809	9 11
Harbours:—					
Manukau,—					
Salaries	484 0 0				
House-rent	24 0 0				
Wharves (Graham's Beach and Orua Bay) ..	10 11 5				
Stores and contingencies	98 4 1				
Russell,—		616	15 6		
Stores and contingencies .. .. .	..	22	4 7		
Hokianga,—					
Salaries	328 0 0				
Oil-launch	200 15 0				
Tower for harbour-light	39 0 0				
Stores and contingencies	102 3 1				
Kaipara,—		669	18 1		
Salaries	581 6 8				
Leading beacons	254 13 8				
House-rent	35 0 0				
Stores and contingencies	171 11 2				
Kawhia,—		1,042	11 6		
Attendance on lights	50 0 0				
Stores and contingencies	3 2 4				
Opunake,—		53	2 4		
Salary	31 5 0				
Stores and contingencies	1 5 0				
Foxton,—		32	10 0		
Salary	180 0 0				
Stores and contingencies	60 8 11				
Tauranga,—		240	8 11		
Contingencies .. .. .	..	7	9 5		
Mokau,—		130	0 0		
Salary	50 0 0				
Grant for snagging river	80 0 0				
Wairau,—					
Salary	155 0 0				
Removal of snags	12 0 0				
Stores and contingencies	50 4 11				
Motueka,—		217	4 11		
Salary .. .. .	..	5	0 0		
Waitapu,—					
Salary	25 0 0				
Maintenance of lights	75 3 9				
Puponga,—		100	3 9		
Stores and contingencies .. .. .	..	9	1 7		
Collingwood,—					
Salary	35 0 0				
Stores and contingencies	22 3 9				
Karamea,—		57	3 9		
Salary	92 9 0				
Removal of snags	83 19 6				
Stores and contingencies	36 5 3				
Okarito,—		212	13 9		
Salary	90 0 0				
Cutting channel through bar	23 0 0				
Clearing river of snags, &c.	40 0 0				
Stores and contingencies	45 16 4				
Okuru,—		198	16 4		
Salary for signalling	50 0 0				
Stores and contingencies	9 1 0				
Little Wanganui,—		59	1 0		
Signalling vessels, &c. .. .. .	..	19	2 0		
Waikawa,—		10	0 0		
Salary .. .. .	..			
Picton—					
Contingencies .. .. .	..	8	6 6		
Stores, repairs to buoys, and sundries .. .. .	..	242	18 5		
				3,954	12 4
Lighthouses:—					
Salaries	9,512 1 11				
*Oil	1,664 2 3				
Stores and contingencies	2,848 4 11				
Keepers' travelling-expenses	152 11 2				
Lighthouse artificer	230 0 0				
Renewal of telephone-line to Kaipara Lighthouse ..	121 11 4				
				14,523	11 7
Carried forward .. .. .	..	..	..	£20,292	13 10

* Total cost of oil purchased. For value of oil consumed see return of cost of maintenance of lighthouses.

RETURN showing the TOTAL ORDINARY EXPENDITURE of the MARINE DEPARTMENT—*continued.*

Nature of Expenditure.	Details.		Totals.		Grand Totals.	
	£	s. d.	£	s. d.	£	s. d.
Brought forward.. .. .	..	..	..	..	20,292	13 10
Superintendents of Mercantile Marine:—						
Salaries .. .. .	..	..	1,160	0 0		
Assistance .. .. .	..	..	328	1 9		
Contingencies—						
Rent	60	0 0				
Sundries	83	8 7				
			143	3 7		
Inspectors of Load-lines, &c.:—					1,631	5 4
Salaries.. .. .	..	..	86	18 4		86 18 4
Weather-reporting:—						
Salaries	433	6 8				
Instruments	67	1 7				
Rent and Contingencies	43	8 8				
			..	..	543	16 11
Protection of Fish and Oysters:—						
Salaries of inspectors .. .. .	..	..	644	1 2		
Collection, &c., of rainbow-trout ova	305	19 10				
Collection, &c., of brown-trout ova	134	17 4				
Grant to Portobello Fish-hatchery Board towards cost of importing lobsters	50	0 0				
Maintenance grant to Portobello Fish-hatchery Board	250	0 0				
Grant to Hokitika Fish-hatchery	66	6 6				
Import of salmon-ova	197	15 0				
Import of whitefish-ova	272	7 7				
Expenses of striped bass	60	3 1				
Acclimatisation of fish	8	7 0				
			1,345	16 4		
Hakataramea Salmon-hatchery,—						
Salaries	292	0 0				
Contingencies	94	19 11				
			386	19 11		
Travelling-expenses	112	8 6				
Contingencies	133	12 11				
			246	1 5		
					2,622	18 10
Less credits to vote .. .. .	..	..	..	..	25,177	13 3
					237	6 9
					24,940	6 6
Government steamers:—						
Working-expenses, s.s. "Hinemoa"	8,217	5 11				
Working-expenses, s.s. "Tutanekai"	6,187	1 1				
New shaft and propeller, s.s. "Tutanekai"	324	5 7				
			14,728	12 7		
Less amount of freights, passages, &c... .. .	..	..	552	4 4		
					14,176	8 3
Miscellaneous services:—						
Departmental travelling-expenses	37	0 4				
Maintenance Jackson's Head beacon	58	15 3				
Coastal buoys and beacons	17	1 5				
Survey of coast by H.M.S. "Penguin," to 31st March, 1905	8,008	18 0				
Aquarium at N.Z. International Exhibition	1,710	1 5				
Chatham Island wharf extension	44	0 0				
Charts and books	229	18 6				
Checking overcrowding of steamers	310	5 11				
Legal expenses	121	11 3				
Copying weather plans for the Meteorological Office, London	123	3 6				
Expenses connected with inquiries into wrecks	153	18 11				
Survey of unseaworthy ships	44	16 0				
Relief of distressed seamen	89	18 5				
Expenses of Wool Fires Commission	928	9 2				
Fog-signals	197	13 10				
Subsidy to Shipwreck Relief Society	400	0 0				
Improving entrance to Waikouaiti River	27	0 0				
Marine survey—preliminary expenses	330	13 3				
"N.Z. Nautical Almanac"	251	2 11				
Postage and telegrams	437	14 9				
Printing engineers' log-books	119	8 0				
Refund examination fee, C. M. Inverarity	1	0 0				
Rent, &c., connected with examinations	51	0 1				
Searching for dismasted "Lutterworth"	34	0 0				
Sundries	524	16 11				
			14,252	7 10		
Less recoveries .. .. .	..	..	627	9 10		
					13,624	18 0
Training-ship "Amokura" .. .. .	..	..	*2,746	15 8		
			10	0 0		
					2,736	15 8
Grand Total .. .. .	..	..	..	..	55,478	8 5

* Of this amount £2,662 16s. 4d. was expended by the Defence Department before the vessel was taken over by the Marine Department on the 8th February, 1907.

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, 1907.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
	£ s. d.	Gals.	£ s. d.	£ s. d.	£ s. d.
Cape Maria van Diemen	358 15 9	911	62 12 7	(a)124 2 4	545 10 8
Moko Hinou	348 13 1	875	60 3 2	111 19 11	520 16 2
Tiritiri	252 14 4	629	43 4 10	53 4 11	349 4 1
Bean Rock	201 5 10	Kerosene 4 8 0	28 9 6	234 3 4	234 3 4
Ponui Passage	160 0 0	79	5 8 8	27 4 0	192 12 8
Cuvier Island	312 5 8	1,353	92 19 4	107 4 8	512 9 8
East Cape	311 7 5	879	60 5 8	86 19 11	458 13 0
Portland Island	337 5 9	726	49 18 3	74 17 2	462 1 2
Cape Palliser	277 1 10	873	60 0 5	(b)90 19 0	428 1 3
Pencarrow Head	252 2 0	790	54 6 3	(c)196 17 2	503 5 5
Napier Bluff	20 0 0	Gas 10 10 0	2 15 10	33 5 10	33 5 10
Somes Island	155 16 8	694	47 14 3	44 17 4	248 8 3
Cape Egmont	267 9 5	580	39 17 6	51 0 2	358 7 1
Manukau South Head	203 18 6	718	49 7 3	69 10 11	322 16 8
Manukau South Head leading-lights .. .. .	.. .. .	163	11 4 2	2 17 9	14 1 11
Manukau North Head leading-lights	101 16 0	229	15 14 10	14 18 5	132 9 3
Kaipara Head	224 11 11	576	39 12 0	(d)132 13 4	396 17 3
Cape Campbell	244 11 8	529	36 7 5	(e)144 7 5	425 6 6
Godley Head	262 5 8	523	35 19 2	42 12 2	340 17 0
Akaroa Head	270 0 0	556	38 4 6	(f)128 8 1	436 12 7
Jack's Point	160 0 0	368	25 6 0	(g)138 2 10	323 8 10
Moeraki	240 0 0	558	38 7 3	(h)37 7 1	315 14 4
Taiaroa Head	244 5 6	624	42 18 0	(i)62 14 3	349 17 9
Cape Saunders.. .. .	244 7 4	683	46 19 1	(k)54 0 10	345 7 3
Nugget Point	387 5 7	962	66 2 9	(l)137 15 2	591 3 6
Waipapapa Point	251 0 7	624	42 18 0	(m)39 3 3	333 1 10
Dog Island	337 19 5	784	53 18 0	(n)70 9 7	462 7 0
Centre Island	344 2 3	872	59 19 0	80 18 1	484 19 4
Puysegur Point	355 18 11	902	62 0 3	124 1 2	542 0 4
Cape Foulwind	259 16 8	580	39 17 6	46 10 4	346 4 6
Kaburangi Point	342 9 5	1,085	74 11 10	(o)91 17 5	508 18 8
Farewell Spit	385 0 0	645	44 6 10	(p)116 18 6	546 5 4
Hokitika	12 0 0	Gas 12 4 0	.. .. .	.. .. .	24 4 0
Nelson	350 0 0	253	17 17 11	59 14 9	427 12 8
French Pass	166 9 0	176	12 2 0	(q)16 4 10	194 15 10
Brothers	415 16 11	712	48 19 0	(r)144 9 3	609 5 2
Stephen Island	363 8 10	1,703	117 1 7	88 16 8	569 7 1
Tory Channel	90 0 0	159	10 18 8	3 0 11	103 19 7
Totals	9,512 1 11	23,373	1,634 5 11	2,848 4 11	13,994 12 9

(a) Includes £20 4s. 2d. cost of repairs. (b) Includes £6 4s. 5d. cost of repairs. (c) Includes £7 10s. 5d. cost of repairs and £117 6s. 4d. for incandescent installation. (d) Includes £46 for repairs and alterations. (e) Includes £68 14s. for new flagstaff. (f) Includes £75 15s. 11d. for repairs. (g) Includes £15 1s. 6d. for repairs. (h) Includes £1 1s. 6d. for repairs. (i) Includes £4 1s. 4d. for repairs. (k) Includes £3 6s. 2d. for repairs. (l) Includes £18 15s. 7d. for repairs. (m) Includes £1 19s. 11d. for repairs. (n) Includes £14 19s. 3d. for electric bells. (o) Includes £1 3s. 4d. for repairs. (p) Includes £1 19s. for repairs. (q) Includes £6 6s. for repairs. (r) Includes £6 6s. 8d. for repairs and £74 16s. 6d. for provisions.

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
Tiritiri	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
Stephen Island	9,349	9	11
Cape Palliser	6,243	16	1
East Cape	7,594	8	8
Kahurangi Point	9,145	18	1
Jack's Point	1,204	10	9
Cost of telegraph cable to Tiritiri	1,085	19	6
Miscellaneous and unallocated	1,322	2	2
Total	£191,840	12	1

* 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 Acts, the Merchant
Shipping Act, the Harbours Acts, and the Sea-
fisheries Acts, during the Year ended 31st
March, 1907.

Nature of Receipts.	Amount.		
	£	s.	d.
Shipping and Seamen Acts:—			
Fees for engagement and discharge of sea- men, and sale of forms, &c.	3,179	18	6
Surveys of steamers and sailing-vessels ..	1,933	10	0
Measurement, &c., of ships ..	30	10	0
Examinations of masters, mates, and engineers	377	17	6
Light dues	32,454	1	4
Sundries	469	18	1
Merchant Shipping Act	277	10	2
Harbours Acts:—			
Pilotage and port charges	2,206	0	8
Sundry receipts	476	3	11
Sea-fisheries Acts	413	0	3
Total	41,818	10	5

RETURN showing the AMOUNT of LIGHT DUES
collected during the Year ended 31st March,
1907.

Port.	Amount collected.		
	£	s.	d.
Auckland	11,402	9	2
Onehunga	216	19	1
Whangarei	142	4	2
Russell	21	19	10
Mangonui	3	17	3
Whangaroa	3	3	3
Hokianga	49	3	11
Kaipara	232	3	2
Thames	73	10	4
Coromandel	14	12	10
Tauranga	27	17	8
Poverty Bay	671	7	6
Napier	946	12	2
New Plymouth	278	8	11
Waitara	72	7	9
Wanganui	163	19	1
Patea	16	6	11
Wellington	7,703	17	2
Wairau	23	4	9
Picton	524	10	1
Nelson	442	15	2
Westport	769	2	10
Greymouth	341	5	7
Hokitika	5	14	11
Lyttelton	3,082	3	9
Timaru	371	1	9
Oamaru	136	6	8
Dunedin	1,976	13	6
Bluff and Invercargill	2,740	2	2
Total	£32,454	1	4

RETURN showing the AMOUNT of PILOTAGE,
PORT CHARGES, &c., collected during the Year
ended 31st March, 1907.

Name of Port.	Pilotage.			Port Charges, &c.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Auckland*	1,223	4	3	8,852	3	5	10,075	7	8
Onehunga .. .. .	..	..	..	245	14	0	245	14	0
Hokianga	111	14	11	..	..	..	111	14	11
Kaipara	67	11	3	1,276	3	1	1,343	14	4
Thames	107	7	0	..	..	..	107	7	0
Gisborne*	40	5	2	1,517	16	11	1,558	2	1
Wairoa*	144	1	0	7	7	0	151	8	0
Napier*	1,274	16	9	6,310	15	2	7,585	11	11
New Plymouth*	136	15	0	217	18	8	354	13	8
Waitara*	119	17	11	134	2	7	254	0	6
Wanganui*	622	8	11	114	3	8	736	12	7
Patea*	65	5	3	15	10	9	80	16	0
Foxton	264	9	11	..	..	..	264	9	11
Wellington*	318	19	0	15,114	8	4	15,433	7	4
Wairau	229	6	3	..	..	..	229	6	3
Nelson*	2,604	12	2	278	3	1	2,882	15	3
Hokitika* .. .. .	..	..	..	157	15	0	157	15	0
Lyttelton*	10,843	10	5	7,587	2	0	18,430	12	5
Timaru*	2,999	8	0	3,608	0	11	6,607	8	11
Oamaru* .. .. .	..	..	..	1,916	7	5	1,916	7	5
Dunedin*	10,920	11	5	8,494	18	9	19,415	10	2
Invercargill and Bluff*	4,019	0	1	2,234	6	6	6,253	6	7
Karamea	10	6	3	..	..	..	10	6	3
Kaipoi	0	15	0	..	..	..	0	15	0
Westport*	411	19	9	..	..	..	411	19	9
Totals	36,536	5	8	57,982	17	3	94,519	2	11

* 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 Act, 1903," during the Year ended 31st March, 1907.

Name of Seaman.	Balance to Credit of Estate on 31st March, 1906.			Amount received.	Amount paid.			Balance to Credit of Estate on 31st March, 1907.		
	£	s.	d.		£	s.	d.	£	s.	d.
A. Taylor	2	16	4	..	2	16	4	..	..	..
W. Carey	14	17	10	..	14	17	10	..	..	..
J. Ferguson	1	16	11	..	1	16	11	..	..	..
Bennet Lissing	10	0	6	..	10	0	6	..	..	..
H. S. Molvig	5	8	6	6	0	5	0	2	6	11
J. Peterson	0	10	0	..	..	0	10
C. Olsen	0	8	0	..	..	0	8
J. Johnston	0	8	0	..	..	0	8
J. P. Coulson	9	17	6	..	9	17	6	..	..	..
Edwin Robinson	41	15	0	..	41	15	0	..	..	..
— Hodder	9	6	8	..	9	6	8	..	..	..
C. Johnson	1	1	4	..	..	..	..
J. G. Anderson	44	11	6	..	..	..	..
Frederick J. Eiffelbein	12	0	0	..	..	..	..
John H. Elwood	8	1	0	..	..	..	..
Pierre Johann	9	2	11	0	17	6	8
J. McPherson	0	8	0	..	..	0	8
C. Foreman	0	8	8	..	..	0	8
Christopher Shears	62	17	11	..	..	..	..
Henry Keast	3	12	4	..	..	..	..
K. Hansen	3	2	7	..	..	0	15
Robert Wilson	7	8	0	..	..	..	..
A. Tronson	9	17	4	..	..	4	17
William J. Robb	18	2	3	..	..	..	..
John Beer	18	0	9	..	..	18	0
William Thomas	14	12	6	..	..	..	..
Henry Loftus	4	14	1	2	10	0	2
Thomas Thomas	3	5	6	..	..	3	5
A. Sorrenson	2	12	0	..	..	2	12
J. Wallen	3	13	8	..	..	3	13
W. R. Morris	6	5	0	..	..	..	..
J. E. Morris	5	8	4	..	..	..	..
Edward Williams	2	6	1	..	..	..	..
E. Hargreaves	0	19	0	..	..	0	19
Daniel Davies	2	4	10	1	0	0	1
A. Bagley	5	11	0	..	..	5	11
O. Blanquist	1	6	2	..	..	1	6
Rosso Concetto	1	6	2	..	..	1	6
J. Iverson	1	6	2	..	..	1	6
J. Cole	2	1	6	..	..	2	1
N. Tansley	1	1	6	..	..	1	1
Charles Clarke	4	0	0	4	0	0	..
P. Fulda	2	8	5	..	..	2	8
E. Quimar	1	14	2	..	..	1	14
A. Richter	3	15	6	..	..	..	..
A. Callas	2	7	6	..	..	2	7
F. Walker	1	0	0	..	..	1	0
A. W. Tait	1	15	8	..	..	..	..
E. J. Harper	0	0	4	..	..	0	0
Henry Payne	69	6	9	..	..	69	6
T. W. Myers	8	16	4	..	..	..	..
A. E. Watters	4	14	2	..	..	4	14
Totals	95	19	3	364	13	4	307	1	2	153

RETURN showing AMOUNTS paid to DISABLED SEAMEN under Section 119 of "The Shipping and Seamen Act, 1903," for the Year ended 31st March, 1907.

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid for Wages, Maintenance, &c.
Ambrose, F.	Manuka, s.s.	Bruises	£ s. d. 7 18 4
Anderson, M.	Kanieri, s.s.	Injured ankle	5 10 10
Anderton, H.	Kittawa, s.s.	Appendicitis	Passage to port of discharge.
Aspin, R.	Defender, s.s.	Injured ankle	Ditto.
Atkins, W. H.	Ripple, s.s.	Hemorrhage of lungs	"
Bade, E.	Defiance, ship	Rheumatic fever	25 15 4
Baker, T.	Hauoto, s.s.	Quinsy	11 0 3
Baker, T.	Monowai, s.s.	Rheumatic fever and rupture	45 5 0
Baker, W.	Clansman, s.s.	Injured back	12 4 6
Barrett, A.	Tongariro, s.s.	Broken leg	10 17 6
Batty, W.	Apanui, s.s.	Severe cold	11 18 0
Beer, J. A.	Canopus, s.s.	Influenza	7 16 6
Barry, C.	Karawa, s.s.	Injured arm	14 5 0
Brennan, T.	Everton Grange, s.s.	Rupture	Still in hospital.
Brown, E.	Queen of the South, s.s.	Rheumatism	5 9 0
Brown, H.	Kate Tatham, schooner	Duodenal ulcer	6 3 0
Brown, W. F.	Defender, s.s.	Broken ribs	28 5 2
Burns, J. H.	Clansman, s.s.	Ricked back	8 10 6
Butler, W.	Kaikoura, s.s.	Broken thigh	18 19 6
Butt, G. A.	Warrimoo, s.s.	Broken ribs	Passage to port of discharge.
Cable, B.	Waikare, s.s.	Bad leg	9 14 0
Callaghan, J.	Corinna, s.s.	Influenza	10 6 4
Campbell, T.	Canopus s.s.	Itch	13 14 8
Carstens, O.	St. Kilda, schooner	Gastritis	18 12 0
Chambers, G.	Moura, s.s.	Poisoned hand	12 5 4
Clark, E. A.	Atua, s.s.	Crushed finger	7 10 0
Clark, W.	Moana, s.s.	Injured head	42 2 6
Claydon, T.	Taniwha, s.s.	" hand	4 5 0
Coglan, J.	Waiotahi, s.s.	" spine	8 3 4
Colbert, W.	Wakatu, s.s.	Poisoned hand	Passage to port of discharge.
Collins, C.	"	"	10 18 8
Conway, J.	Pateena, s.s.	Scalded face	3 8 8
Coombes, V.	Mokoia, s.s.	Measles	10 4 7
Crawford, W.	Tongariro, s.s.	Injured foot	10 4 0
Crawley, R.	Talune, s.s.	Poisoned hand	5 19 0
Crowden, J.	Corinna, s.s.	Appendicitis	5 13 6
Cunningham, W.	Queen of the South, s.s.	Injured kneecap	10 11 8
"	Waimarie, s.s.	Injured fingers	6 16 6
Cuthbert, S.	"	"	11 18 6
Darroch, E.	Mokoia, s.s.	Burnt face and arms	7 11 10
Dennis, P.	Mararoa, s.s.	Injured foot	9 18 6
Dirkx, A.	Moana, s.s.	Stomach trouble	12 11 6
Donald, W.	Ruapehu, s.s.	Fistula	7 19 0
Dromgoll, G.	Clansman, s.s.	Sprained back	8 5 0
Dufferency, J.	Sardhana, barque	Rheumatism	9 18 0
Eindersen, J.	Kia Ora, s.s.	Injured arm and leg	38 5 6
Ellston, H.	Manurewa, barque	Broken leg	22 11 4
Evans, T.	Hauapi, s.s.	Piles	5 10 8
Fandener, F.	Gannet, scow	Injured stomach	10 2 10
Finlayson, G.	Canopus, s.s.	" foot	2 6 8
Fitzgerald, P.	Hauoto, s.s.	Stomach trouble	Passage to port of discharge.
"	Taviuni, s.s.	Poisoned hand	8 3 4
Fitzpatrick, R.	"	"	And passage to Wellington.
Fraser, G.	Squall, s.s.	Severe cold	7 13 8
Fulkes, J.	Invercargill, s.s.	Injured back	5 3 4
Gable, G.	Rarawa, s.s.	" hand	9 17 0
"	Morning Light, s.s.	Quinsy	Passage to port of discharge.
Garr, J. M.	Clansman, s.s.	Severe cold	6 10 0
Garrity, W.	Brunel, s.s.	Rheumatism	17 11 0
Gibbs, J.	Maheno, s.s.	Injured hand	7 19 8
Greaves, J. A.	Takapuna, s.s.	Burnt eye	14 18 8
Gunn, H.	Kennedy, s.s.	Broken ribs	18 9 4
Hall, S.	Rarawa, s.s.	Influenza	8 3 8
Hampshire, G.	Mokoia, s.s.	Injured arm	Passage to port of discharge.
Hansen, P.	Kapanui, s.s.	" leg	12 2 8
Hardwick, H.	May, scow	" arm	4 7 0
Harris, W.	Tokomaru, s.s.	Pneumonia	25 4 6
Harrison, J.	Tarawera, s.s.	Burnt feet	37 10 0
Harrison, W. C.	Takapuna, s.s.	Synovitis of knee	0 15 4
Hawkins, C.	Rakaia, s.s.	Effects of gas-fumes	5 12 6
Haydon, E.	Moeraki, s.s.	Fractured elbow	12 13 2

RETURN showing AMOUNTS paid to DISABLED SEAMEN—*continued.*

Name of Seaman.	Name of Vessel.	Nature of Injury or illness.	Amount paid for Wages, Maintenance, &c.
Hayes, T.	Talune, s.s.	Injured ankle	£ s. d. 13 8 9
Hays, J.	Clansman, s.s.	Rheumatism	6 15 4
Hewitt, R.	Manuka, s.s.	Burnt foot	4 12 0
Hosking, W. F.	Haweia, s.s.	Cancer (fatal)	21 19 4
Howard, M.	Awanui, auxiliary schooner.	Severe cold	5 8 8
Hughes, F.	Victoria, s.s.	Injured knee	13 8 8
Hume, J.	Takapuna, s.s.	„ leg	13 18 4
Hume, S.	Whangape, s.s.	„ eye	16 0 0
Iversen, K.	Kennedy, s.s.	„ back	10 12 2
Jansen, C.	Waverley, s.s.	Inflammation of neck	8 9 0
Jansen, J.	Altair, scow	Injured leg	9 19 6
Jenkins, J. W.	Warrimoo, s.s.	Rheumatic fever	34 14 0
Jones, F.	Pateena, s.s.	Injured finger	17 10 2
Johnson, C.	Aratapu, s.s.	Fractured skull	15 11 0
Johnson, J.	Kahu, s.s.	Injured foot	8 9 0
Kars, P.	Auchencrag	Typhoid fever	24 5 4
Kelly, T.	Mangapapa, s.s.	Injured finger	5 17 4
Kelly, W.	Muritai, s.s.	„ ankle	9 17 4
Kennedy, G.	Drayton Grange, s.s.	Abscess in ear	15 1 8
Klemp, W.	Manuka, s.s.	Injured ankle	12 7 8
Kettleston, G.	Rarawa, s.s.	Strained muscles of stomach	20 13 2
Korter, W.	Rotoiti, s.s.	Inflammation of bladder	40 3 4
Knowles, W.	Wai-iti, s.s.	Kidney trouble	Passage to port of discharge. 30 0 0
Lang, C.	Elizabeth, brigantine	Rupture	5 18 7
Larsen, A.	Rotoiti, s.s.	Ulcerated leg	9 16 0
„	„	Injured leg	11 0 0
Lee, F.	Mapourika, s.s.	Ricked knee	6 16 0
Leslie, W.	Moeraki, s.s.	Rheumatism	49 18 4
Lie, C.	May Howard	Loss of arm	8 10 0
Lind, H.	Putiki, s.s., aux. schooner	Poisoned foot	6 15 0
Livingstone, J.	Mararao, s.s.	Sprained ankle	6 7 4
Livingstone, W.	Kini, s.s.	Bruised arm	26 1 0
Lopez, F.	Tarawera, s.s.	Enteric fever	47 7 0
Lynch, J. P.	Hirotha, barque	Strained back	8 1 6
Mally, J.	Taniwha, s.s.	Injured hand	13 19 7
Malone, T.	Taviuni, s.s.	Burnt leg	35 17 6
Malquest, C.	Stella, s.s.	Injured legs	12 5 0
Marshall, R.	Moeraki, s.s.	Burnt foot	36 0 0
Matthews, R.	Senorito, ship	Rheumatic fever	9 9 6
Maubin, J.	Rimu, s.s.	Erysipelas	5 18 4
Meadows, R.	Wainui, s.s.	Asthma	11 13 4
Millar, W.	Ngapuhi, s.s.	Injured knee	24 18 0
Mills, J.	Rakaia, s.s.	Effects of gas-fumes	17 19 8
Mitchell, J. M.	Rarawa, s.s.	Abscess	22 18 8
Moore, J.	Charles Edward, s.s.	Injured arm	6 3 0
Morris, M.	Whangape, s.s.	„ eye	13 12 2
Muir, C.	Takapuna, s.s.	Burnt foot	7 2 6
Mullaney, P.	Rakanoa, s.s.	Injured knee	7 19 8
Murdoch, D.	Warrimoo, s.s.	Rheumatic fever	5 10 0
McArthur, J.	Takapuna, s.s.	Injured leg	6 18 9
McArthur, J.	Corinna, s.s.	Broken collar-bone	9 6 4
McCann, M.	Manuka, s.s.	Injured leg	Still sick. 6 19 8
McCarthy, J.	Rotomahana, s.s.	Rheumatism	8 11 8
McCarthy, R.	Arahura, s.s.	Bruised leg	6 11 2
McDonald, J.	Talune, s.s.	„ thigh	15 0 2
McDonald, J.	Canopus, s.s.	Influenza	3 17 0
McDonald, J.	Mokoia, s.s.	Congestion of lungs	8 10 4
McDonald, J.	Riverina, s.s.	Injured head	8 9 6
McDonald, J.	Kaituna, s.s.	Ulcerated leg	8 10 8
McDonald, T.	Eunice, scow	Injured head	11 9 11
McDonald, W.	Mokoia, s.s.	Bruised shoulder	9 14 2
McLean, N.	„	Measles	23 10 4
McLean, P.	„	Injured fingers	8 0 0
„	„	„ hand	7 12 0
McNeil, R.	Mararao, s.s.	Internal trouble	14 13 2
McPherson, N.	Pukaki, s.s.	Bruised back	5 12 0
Neilson, A.	Penguin, s.s.	Broken rib	4 17 0
Nelson, D.	Atua, s.s.	Injured arm	10 3 8
Nelson, Mrs. F.	Kia Ora, s.s.	Concussion of brain	11 8 0
Nelson, F.	Queen Helena, s.s.	Bad leg	10 14 8
Nilson, J.	Penguin, s.s.	Dislocated hip	11 8 8
Norris, W.	Ruapehu, s.s.	Injured foot	11 8 8
Oakes, J.	Ngapuhi, s.s.	„ finger	14 0 6
Oliver, W.	Tasman, s.s.	„ knee	4 16 6
Olney, S.	Rarawa, s.s.	„ hand	7 9 10
O'Neill, F.	Moana, s.s.	„ foot	5 10 8
Osberg, C. F.	Taviuni, s.s.	Broken rib	
Oughten, J.	Mararao, s.s.		

RETURN showing AMOUNTS paid to DISABLED SEAMEN—continued.

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid for Wages, Maintenance, &c.
Oxpring, G.	Arahura, s.s.	Pneumonia	£ s. d. 7 2 0
Face, A. W.	Kent, s.s.	Whitlow	Still sick.
Parker, E.	Mamari, s.s.	Tumour	13 11 0
Pea, J.	Rotomahana, s.s.	Injured ankle	13 14 8
Perham, T.	Paparoa, s.s.	Diseased elbow	23 19 6
Peterson, H.	Ripple, s.s.	Injured heel	Passage to port of discharge.
Peterson, T.	Mokoia, s.s.	Measles	11 9 11
Phillips, H.	Tarawera, s.s.	Aneurism	24 5 4
Pitt, C.	Niwaru, s.s.	Injured hand	29 16 6
Popps, A.	Tarawera, s.s.	Appendicitis	25 7 8
Rand, J.	Endeavour, auxiliary schooner	Injured shoulder	6 6 0
Reilly, R.	Tarawera, s.s.	" foot	19 17 0
Rennie, D.	Storm, s.s.	Pleurisy	17 8 2
Rice, C.	Takapuna, s.s.	Poisoned foot	15 1 0
Richmond, C. A.	Rarawa, s.s.	Swollen neck	7 0 0
Ricketts, J. A.	Rakaia, s.s.	Effect of gas-fumes	18 18 0
Rider, C.	Ngapuhi, s.s.	Injured fingers	13 10 10
Roberts, G.	"	" internally	7 0 4
Robertson, P.	Oreti, s.s.	" finger	12 14 8
Robertson, Mrs.	Chelmsford, s.s.	Severe cold	16 3 3
Ross, W.	Taviuni, s.s.	Poisoned hand	5 19 0
Rounce, A.	Rakaia, s.s.	Bad eye	16 19 0
Scott, J. W.	Mangapapa, s.s.	Internal complaint	20 9 4
Seckles, R.	Wakanui, s.s.	Pneumonia (fatal)	4 5 0
Shanagan, P.	Canopus, s.s.	Strained heart	10 18 4
Sharp, A.	Frank Guy, schooner	Injured leg	13 19 0
Silva, G.	Rimu, s.s.	Pleurisy	6 12 8
Sims, P.	Delphic, s.s.	Scalded	3 16 6
Simmons, B.	Torgauten, s.s.	Loss of finger	40 0 0
Skelton, H. J.	Kini, s.s.	Injured leg	26 2 2
Smallwood, C.	Rakaia, s.s.	Effect of gas-fumes	24 18 0
Smith, F.	Rimu, scow	Injured side	6 10 8
Smith, J. M.	Wooton, s.s.	" fingers	39 1 2
Smith-Palmer, O.	Wakatu, s.s.	Pleurisy	Still sick.
Smith, W.	Waihi, s.s.	Broken rib	12 5 4
Stenson, F.	Manuka, s.s.	Severe cold	8 5 4
Stephens, H.	Rotomahana, s.s.	Loss of finger	23 3 11
Sullivan, W.	Wai-iti, s.s.	Stomach trouble	Passage to port of discharge.
Swanson, A. J.	Ysabel, schooner	Crushed finger	12 16 6
Syme, H.	Victoria, s.s.	Injured wrist	21 9 2
Taft, J.	Canopus, s.s.	Sprained foot	22 13 6
Teixeira, D.	Aupouri	Injured internally	42 0 0
Teffler, H. R.	Warrimoo, s.s.	Diphtheria	Passage to port of discharge.
Thomson, J.	Emma Sims, auxiliary ketch	Injured hand	Ditto.
Thomson, T.	Queen of the South, s.s.	" finger	6 4 4
Udall, J.	Canopus, s.s.	Influenza	9 8 9
Walsh, D.	Pareora, s.s.	Bruised ankle	19 2 0
Walsh, D.	Himitangi, s.s.	Injured finger	10 0 0
Walter, J. A.	Poherua, s.s.	Bruised arm	10 18 6
Watkins, E.	Elizabeth Graham, barque	Broken leg	21 15 0
White, G.	Seagull, scow	Injured back	13 11 10
White, T.	Ngapuhi, s.s.	" ankle	20 8 10
Will, A.	Victoria, s.s.	Taken ill and sent to hospital	10 9 8
Williams, C.	Ripple, s.s.	Sprained ankle	16 18 6
Willis, C.	Waitangi, s.s.	Injured groin	19 14 10
Wilson, F.	Clansman, s.s.	" head	6 8 6
Winch, J.	Matatua, s.s.	Broken jaw	7 9 4
Wyatt, J.	Rakaia, s.s.	Effect of gas-fumes	24 18 0
		Total	£2,623 16 7

RETURN of CERTIFICATES of SERVICE as MASTERS issued during the year ended 31st March, 1907.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
		20 April	
William Robert McKinstry	Restricted .. .. .	.. .. .	2760
Mikel Wikmann	"	"	2761
Walter Eastick	"	"	2762
Michael Moore	Home trade	"	2763
Philip Henry Jenkins	Restricted	"	2764
Thomas Munro	"	"	2765
Joseph O'Connell	"	"	2766
John Young	"	"	2767
Louis Patterson	"	"	2768
Joseph Hay Anderson	"	"	2769
Edward Parris	"	"	2770
Hugh Kasper	"	"	2771
George Samuel Lapwood	"	"	2772
Peter Nelson	"	"	2773
Henry Augustus Kasper	"	"	2774
William Brown	"	"	2775
Thomas William Lapwood	"	"	2776
Stephen Thomas Wells	"	"	2777
Ernest Athole Edgumbe	"	"	2778
Thomas Bowden	"	"	2779
William James Lloyd	"	"	2780
George Adam Blackwell	"	"	2781
Joseph Hodgson	"	"	2782
Henry Vanderspeck	"	"	2783
Richard Gill Tregidga	"	"	2784
Thomas Edlington	"	"	2785
Gustav Mitchell Burnard	"	"	2786
David Hugh Evans	"	"	2787
John Ware	"	"	2788
Henry Francis Cook	"	"	2789
William Westrupp	"	"	2790
William Robert Newton	"	"	2791
Peter Christensen Henriksen	"	"	2792
James McCormick	"	"	2793
John Bowden	"	"	2794
Alfred Henry Lapwood	"	"	2795
Thomas Donovan	"	"	2796
John Osborn Ewing	"	"	2797
James Williamson	"	"	2798
Joseph Charles Wade	"	"	2799
Richard Organ	"	"	2800
Alfred Edward Hill	"	"	2801
Frank Wilson Pope	"	"	2802
Thomas David Wells	"	"	2803
John Wilson Brownlee	"	"	2804
Gabriel Gabrielsen	"	"	2805
George Henry Reeves	"	"	2806
Thomas Reeves	"	"	2807
George Peter Williams	*	"	2808
Joseph Williams	Restricted	"	2809
Arthur Manuel Smith	"	"	2810
William John Tregidga	"	"	2811
John Leonard Athfield	"	"	2812
Edward Ryffel	Home trade	"	2812A
Harry G. Wilkinson	Restricted	"	2813
John Kidson	"	"	2814
John Wyman	"	"	2815
Charles Ernest Scully	"	"	2816
Henry Archibald Going	"	"	2817
James Cullen Williams	"	"	2818
George White	"	"	2819
Frederick Mitchell Stanaway	"	"	2820
John H. Read	"	"	2821
Harry Wade	"	"	2822
William Reed	"	"	2823
Edward Louis Reed	"	"	2824
William Adams	"	"	2825
William Ysker	"	"	2826
Cuthbert Leathart	"	"	2827
Ernest Sutton Chatfield	"	"	2828
John Campbell McInnes	"	"	2829
Thomas Scott	"	"	2830
Wallace Thomas Webber	"	"	2831
Alfred Henry Morgan	"	"	2832
George Adams	"	"	2833
Edward Harrison	"	"	2834
Olaf Peterson	"	"	2835
Thomas Higham	"	"	2836
William Robert Elvin	"	"	2837
Pontus Albion Polson	"	"	2838
Percival Bernard Berndtson	"	"	2839

* Withdrawn. Certificate of competency since issued, 22nd November.

RETURN of CERTIFICATES of SERVICE as MASTERS issued—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
Henry Kerby	Restricted	1906, 20 April	2912
William Edward Lowndes	"	"	2841
John Dean	"	"	2842
Albert Hansen	"	"	2843
William Sandin	"	"	2844
Archibald McCallum	"	"	2845
Daniel Holland	"	"	2846
George Edgar Fields	"	"	2847
Herbert Arbon Couldrey	"	"	2848
Samuel Phipps	Home trade	"	2849
Joseph Hoyer	Restricted	"	2850
Alfred Charles Williams	"	"	2851
John Michael Owen	"	"	2852
Arthur George Robinson	"	"	2853
Mark Jackson Hargrave	"	"	2854
Christian Steffensen	"	"	2855
Charles Matheson	"	"	2856
Henry William Matheson	"	"	2857
Henry Kenton	"	"	2858
Robert Sutherland	"	"	2859
William Anderson	"	"	2860
Michael Royal	"	"	2861
John Joseph Rickhard Doyle	"	"	2862
William Sherlock	"	"	2863
John Thomas Williams	"	"	2864
William Findlay	"	"	2865
Frederick William Gricken	"	"	2866
Peter Millett	"	"	2867
William Ward	"	"	2868
James Heileson	"	"	2869
Frederick George Wootton	"	"	2870
George Henry Barry	"	"	2871
John Thomas McWilliams	"	"	2872
Thomas Robert Williams	"	"	2873
Edwin James Winter	"	"	2874
Thomas William Nalder	"	"	2875
John Ross	"	"	2876
Wiremu Ututaonga	"	"	2877
Frank Allen	"	"	2878
Leonard Sydney Irving	"	"	2879
James Sutherland	"	"	2880
William McKay	"	"	2881
Francesca Travers	"	"	2882
Thomas Steadman Fletcher	"	"	2883
William Clapham Mountain	"	"	2884
George Howe Cook	"	"	2885
William Thomas Chant	"	"	2886
William Otto	"	"	2887
William Henry Cook	"	"	2888
George Nathaniel Wastrupp	"	"	2889
Robert Wares	"	"	2890
Matthew Walsh	"	"	2891
Henry Berg	"	"	2892
Thomas George Nicol	"	"	2893
Richard Cox	"	"	2894
George Manson Burfield Galland	"	"	2895
Andrew Marshall Somerville Lang	"	"	2896
John Johnson	"	"	2897
Albert Thomas	"	"	2898
George Dahl Bronlund	"	"	2899
Abraham Peter Bronlund	"	"	2900
John Fraser	"	"	2901
Herbert Thomas Sergeant	"	"	2902
Charles Anderson	"	"	2903
Alexander Bailey	"	"	2904
William Ralph Howell	"	"	2905
Henry Chapman	"	"	2906
James Stephens	"	"	2907
Henry Smith Hall	"	"	2908
John Williams	"	"	2909
George Wilkinson	"	"	2910
Edward Roderique	"	"	2911
Ernest Jurs	"	"	2912
Thomas Bradshaw	"	"	2913
Thomas Wheeler	"	"	2914
John Urban Smith	"	"	2915
George West	"	"	2916
Francis Oscar Lindquist	"	"	2918
Sylvester M. Cotter	"	"	2919
Carl Furstenberg Yunge	"	"	2920
James Mort	"	"	2921
Henry Cross	"	"	2923
Charles Goomes	"	"	2925

RETURN of CERTIFICATES of SERVICE as MASTERS issued—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
William Spencer	Restricted	1906. 20 April	2926
George Couper	"	"	2927
George Newton	"	"	2928
Ben Thomas Johnson	"	"	2929
Thomas Bragg	"	"	2930
John Bragg	"	"	2931
Alfred Towner	"	"	2932
Walter McNeil Clare	"	"	2933
Joseph Newton	"	"	2934
William McKenzie	"	"	2935
Samuel Austin Smith	"	"	2936
Lawrence Garrick	"	"	2937
James Dawson	"	"	2938
John Wesley	"	"	2939
George Fife	"	"	2940
Matthew Ericksen Wüg	"	"	2941
Newton Julius Jensen	"	"	2942
Frederick John Newsham West	"	"	2943
Henry Hansen	"	"	2944
Carl Smith	"	"	2945
William Alexander Philips	"	"	2946
Joseph A. Smith	"	"	2947
William Johnson	"	"	2948
Walter Douglas Joss	"	"	2949
John Isaac Franklyn Nixey	"	"	2950
John William Tumarrama	"	"	2951
Louis Robert	"	"	2952
Arthur Henry Rouse	"	"	2953
Samson John Salamonson	"	"	2954
William Drake	"	"	2955
John Alexander Leask	"	"	2956
Henry Rita	"	"	2957
Charles Brown	"	"	2958
James McLellan	"	"	2960
Robert Frederick Bragg	"	"	2961
John Holland	"	"	2962
Mabille Wood	"	"	2963
William Henry Meddar	"	"	2964
John Alfred Hansen	"	"	2965
George Cross	"	"	2966
Joshua Lyes	"	21 May	2967
Carroll Christian Hansen	"	"	2968
James Joseph Harrold	"	"	2969
William Rolton	"	"	2970
Andrew Reitmann	"	"	2971
Arthur Morgan	"	"	2972
John Gray	"	"	2973
William Daniel Payne	"	29	2974
William Henry Fitzsimmons	"	30	2976
George Roden	"	1 June	2977
Harold Owen Hayward	"	1	2978
Joseph Pitoni	"	"	2979
Eugenio Pitoni	"	"	2980
James John Gerrish	"	"	2981
William Fraser McCallum	"	"	2982
Elijah Targett	"	"	2983
Angelo Santoro	"	"	2984
Niccolas Bentzon	"	6	2985
Guss Reitman	"	"	2986
James Leach	"	"	2987
Charles Vieri	"	"	2988
William James	"	"	2989
Donald Matheson	"	9	2990
James Lidgard	"	"	2991
Roy Huxley	"	"	2992
Frederick Jackson	"	"	2993
Rasario Scibilia	"	"	2994
Francis George Baker	"	"	2995
Mate Franetovich	"	"	2996
Edward Frederick	"	"	2997
Henry Craney	"	"	2998
Charles Nelson	"	"	2999
Orr Shepherd	"	"	3000
Thorvold August Johnson	"	"	3001
William Arthur Reddish	"	15	3002
Thomas Penno	"	"	3003
Duncan Murphy	"	"	3004
Albert George Patterson	"	"	3005
George Bennett	"	20	3006
Charles Rask	"	"	3007
Albert Julian White	"	"	3008
Frank Walter Robinson	"	"	3009
George Arthur Howe	"	"	3010

RETURN OF CERTIFICATES OF SERVICE AS MASTERS issued—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
John Jameson	Restricted	[1906. 26 June	3011
Alexander Joass	"	"	3012
George Lomas	"	"	3013
Charles Simich	"	"	3014
Henry Bailey	"	"	3015
George Ollson	"	"	3016
Hugh Brown	"	"	3017
Charles Smith	"	"	3018
William James Lambert	"	"	3019
Charles Rolton	"	"	3020
Charles Walter Taylor	"	"	3021
Victor Oliver	"	"	3022
John Richard Preece	"	"	3023
William Masefield Channon	"	2 July	3023 ^A
George Henry Cox	"	"	3024
Charles Humphries	"	"	3025
Alfred Mynn Bishop	"	"	3026
William Oliver Caldwell	"	"	3027
Charles Norman	"	"	3028
George McLean	"	"	3029
Thomas Madigan	"	"	3030
William Tanner	"	"	3031
William Jonathan Scott	"	"	3032
Frank Harrison	"	"	3033
Frederick Oliver	"	"	3034
Jean Marie Paitry	"	7	3035
Francis James Kirk	"	"	3036
Karlo Jugovitch	"	"	3037
Albert Sandford, jun.	"	"	3038
John Joseph Downes	"	"	3039
William Reid	"	"	3040
William James Bennett	"	"	3041
Albert Bray	"	9	3042
Charles McCarthy	"	"	3043
William Edwardes	"	"	3044
Thomas George Knox	"	"	3045
Henry Gallagher	"	"	3046
Frank White	"	"	3047
William Shepherd	"	"	3048
Joseph Cross	"	"	3049
Alexander Reid	"	"	3050
William Joass	"	"	3051
Frederick Morgan	"	"	3052
Joseph Winter	"	"	3053
James Stanhouse	"	"	3054
Peter Harold	"	"	3055
Lorenzo Patterson	"	"	3056
John Gallagher	"	"	3057
John Edward Reid	"	"	3058
William Reitmann	"	"	3059
George Carey	"	13	3060
William Barker	"	"	3061
William Henry Penno	"	14	3062
John Smith	"	"	3063
David Simmons	"	"	3064
James Philip Bennett	"	"	3065
Alfred William Chapman	"	"	3066
Edward Clark	"	"	3067
Harry Williams	"	19	3068
George Edward King	"	"	3069
Johan Alexander Swanson	"	"	3070
James McEwan	"	"	3071
Ernest Charles Zachan	"	"	3072
Mark Nasanovich	"	"	3073
Joseph Gallagher	"	"	3074
Peter Malatios	"	"	3075
Arthur Berridge	"	21	3076
William Humphries	"	23	3077
John Fine McNabb	"	"	3078
Thomas Wade	"	"	3079
William Ballantyne	"	24	3080
Joseph Waterreus	"	"	3081
Henry Ohio Ivey	"	"	3082
William Stephens	"	"	3083
William Johnson Hicks	"	"	3084
James Henry Colquhoun	"	"	3085
James Adam	"	"	3086
Charles Frederick Rolton	"	"	3087
George Couldrey	"	"	3088
George Arthur Dix	"	"	3089
John Thomas Alexander Giles	"	"	3090
Richard Charles Elliott	"	26	3091
James Linton	"	"	3092

RETURN of CERTIFICATES of SERVICE as MASTERS issued—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
Romolo Scoponich	Restricted	1906. 1 August	3093
George Daniel Constable	"	"	3094
John Sweeney	"	"	3095
George Thomas Shoebridge	"	"	3096
Thomas Wills	"	"	3097
William James Barnes	"	"	3098
Montague Garnant	"	"	3100
Joseph Gorman	"	"	3101
William Robert Huff	"	"	3102
Augustine Lomey	"	"	3103
Jacob Valvoy	"	"	3104
Thomas George Walker	"	"	3105
Andrew Manfred McMahon	"	"	3106
James Lambert	"	"	3107
Henry James Simmons	"	"	3108
James Howard Wills	"	"	3109
Archibald Rykers	"	"	3110
Thomas Frederick Marston	"	"	3111
Arthur Raymond Frost	"	"	3112
Adam Albert Dawson	"	"	3113
Clarke Paikea	"	"	3114
David Paenganui	"	"	3115
George Henry Bennett, junior	"	3 "	3116
Joseph Loundes	"	"	3117
Arthur Francis Leader	"	4 "	3118
James Stewart	"	"	3119
John Griffith	"	"	3120
Anton Middendorf	"	14 "	3121
James Barnes	"	4 "	3122
William Hawes	"	"	3123
Isaac Hunt	"	"	3124
John Braslau	"	"	3125
Robert Richard White	"	"	3126
Joseph Tonge	"	7 "	3127
Nils Trylsson	"	1907. 5 January	3128
Nicholas Ketteho	"	"	3129
Peter Louie	"	1906. 18 October	3130
Con Marquis	"	1907. 5 January	3131
Peter Stereous	"	1906. 10 September	3132
Nicholas Kontos	"	12 December	3133
Peter Morlato	"	18 October	3134
Thomas Ross	"	9 August	3135
Andrew Hana	"	10 "	3136
Thomas J. Cook	"	17 "	3138
Richard Cook	"	"	3139
William Thomas Hansen	"	20 "	3140
Robert Wyles Farquhar	"	29 "	3141
Paul Julien Paitry	"	3 September	3142
John Grogan	"	4 "	3143
Charles William White	"	12 "	3144
Richard Gibb	"	5 October	3145
Lewis Gibb	"	"	3146
Daniel Barach	"	"	3147
Colin Campbell Norris	"	29 "	3148
Christian Jorgensen	"	13 "	3149
Eugenio Bedogni	"	6 December	3150
Louis Francis J. P. De Farelle	"	1907. 1 March	3151

RETURN of CERTIFICATES of SERVICE as ENGINEERS issued during the Year ended 31st March, 1907.

Name of Person.	Class of Certificate.	Date of Issue.	No.
George Coupar	Steam fishing-vessel ..	1906. 3 July ..	1048
Joseph Anson Smith	" ..	4 " ..	1049
Robert Andrew Georgeson	" ..	11 " ..	1050
Edward Roderigue	Oil-engine vessel ..	4 " ..	1051
William Phillips	" ..	" ..	1052
Joseph Burns	Steam vessel ..	" ..	1053
William Fitzpatrick	" ..	" ..	1054
Peter Peterson	" ..	" ..	1055
William Bowers	Oil-engine vessel ..	" ..	1056
John McAllan Eadie	" ..	" ..	1057
Ebenezer Johnson	" ..	7 " ..	1058
William Burnett Jones	Steam vessel ..	26 " ..	1060
Thomas Shepard	" ..	" ..	1061
Robert Preston	Oil-engine vessel ..	" ..	1062
Thomas Bragg	" ..	30 " ..	1065
Carl Furstenberg Yunge	" ..	" ..	1066
Thomas Bradshaw	" ..	3 August ..	1067
Peter Goomes	" ..	" ..	1068
Richard Hugh Dixon	" ..	4 " ..	1069
Thomas Fordham	" ..	" ..	1070
George Henry Preston	" ..	10 " ..	1071
Alfred Ernest Aaron Fear	" ..	1907. 4 January ..	1072

RETURN of LICENSES as COLONIAL PILOTS issued in pursuance of Section 190 of "The Shipping and Seamen Act, 1903," during the Year ended 31st March, 1907.

No. of License.	Date of Issue.	Name of Licensee.	Port of Residence.	Date of Expiry of License.
36	11 Aug., 1906	Hugh Paterson	Dunedin ..	11 Aug., 1907.
37	3 April, "	John Grant	Onehunga ..	3 April "
38	17 Dec., "	Edward Wheeler	Wellington ..	12 Aug., "
39	28 " "	Archibald Kennedy	" ..	21 Dec., "
40	19 Feb., 1907	Charles McArthur	" ..	18 Feb., 1908.

RETURN of LICENSED ADJUSTERS of COMPASSES in New Zealand.

Date of Issue.	Name of Licensee.	Address.
9 April, 1896	Frederick Macbeth	Dunedin.
15 " "	Robert Strang	"
5 May, "	George Urquhart Thomson	"
11 Dec., "	William Bendall	Wellington.
27 April, 1897	Frederick William Cox	Nelson.
27 May, "	Thomas Fernandez	Auckland.
27 July, "	Robert Hatchwell	Lyttelton.
1 Sept., "	Arthur G. Gifford	Wellington.
13 Aug., 1898	Herbert John Richardson	"
26 April, 1899	Robert Heddleston Neville	"
26 June, 1900	Charles Frederick Sundstrum	Dunedin.
27 July, "	John Adamson	Auckland.
27 Nov., "	Thomas Basire	Port Chalmers.
27 March, 1903	George Samuel Hooper	Wellington.
19 Oct., "	John McLennon McKenzie	"
1 Nov., 1906	Frederick Pryce Evans	Dunedin.
6 Feb., 1907	David Todd	"

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1907.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
William Doon Angus	Second mate ..	Foreign trade ..	6 April, 1906 ..	1003
Murdoch Kenneth McGregor	" ..	" ..	11 " " ..	1004
Hubert James Bridgen	" ..	" ..	26 " " ..	1005
Henry Evelyn Howard Sandeman	Master, steam ..	" ..	30 May, " ..	942
David Cromarty Thompson	First mate ..	" ..	29 June, " ..	1006
Alexander Reginald Pryde	" .. steam ..	" ..	5 July, " ..	931
George Brotherton Morgan	Second mate ..	" ..	2 Aug., " ..	1007
Thomas Henry Ellis Lane	" ..	" ..	6 " " ..	1008
Alexander James Rowntree Barr	" ..	" ..	9 " " ..	1009
Thomas Carmichael	First mate ..	" ..	23 " " ..	967
William Knowles	" ..	" ..	23 " " ..	983
William Gustav Deily	" ..	" ..	30 " " ..	798
William Donaldson Cameron	Master ..	" ..	4 Sept., " ..	1010
Huntley Dryden	First mate ..	" ..	6 " " ..	943
William Sutton Gordon	" ..	" ..	19 " " ..	981
John Christian	Master ..	" ..	28 " " ..	913
Robert Sinclair	Second mate ..	" ..	28 " " ..	1011
John Henry Dray	" ..	" ..	4 Oct., " ..	1012
Frederick Stanley Wainhouse	Master ..	" ..	4 " " ..	903
Thomas James Skye	Second mate ..	" ..	18 " " ..	1013
William Percival Collis	First mate ..	" ..	20 " " ..	1014
Herbert Oekenden	" ..	" ..	30 " " ..	1015
John Bruce	Second mate ..	" ..	7 Nov., " ..	1017
William Nicholls	First mate ..	" ..	30 Oct., " ..	1016
Richard Christopher Cornwall Dyason	Master ..	" ..	3 Dec., " ..	959
John Kemp Mitchell	Second mate ..	" ..	3 " " ..	1018
Alexander Coe Smith	" ..	" ..	13 " " ..	1019
William Bernard Robertson	First mate ..	" ..	29 " " ..	984
Robert James Underdown	" ..	" ..	2 Jan., 1907 ..	1020
William Whiteford	" ..	" ..	28 " " ..	979
Henry Claydon	Second mate ..	" ..	30 " " ..	1021
Alfred William Drew	First mate ..	" ..	4 Feb., " ..	957
Geoffrey William Airey	Second mate ..	" ..	8 " " ..	1022
William Robert Allen	Master ..	" ..	8 " " ..	956
William Wilkinson Wood	Second mate ..	" ..	20 " " ..	1023
Hugh Hosking Williams	Master ..	" ..	1 March, " ..	929
Andrew Joseph Lockie	First mate ..	" ..	8 " " ..	953
Leonard Robertson	" ..	" ..	14 " " ..	986
Herbert Hogan	Second mate ..	" ..	22 " " ..	1024
Alfred Herbert Woodnutt	" ..	" ..	23 " " ..	1025
Richard Garsdale Holmes	First mate ..	" ..	28 " " ..	978
William Kerian Morris	Mate ..	Home trade ..	3 April, 1906 ..	5565
Richard Gibson	Master ..	" ..	11 " " ..	5513
Axel Philip Lantz	Mate ..	" ..	20 " " ..	5565
John Henry Nelson	" ..	" ..	3 May, " ..	5567
William Edward Barnes	Master ..	" ..	4 " " ..	5541
Richard Hart	" ..	" ..	11 " " ..	5568
Robert John Hay	" ..	" ..	11 " " ..	5531
Alfred Joseph Tointon	" ..	" ..	11 " " ..	5528
Karl Oscar George Brinck	" ..	" ..	31 " " ..	5538
Anton Johan Holm	Mate ..	" ..	5 July, " ..	5569
Hugh McDermit	Master ..	" ..	2 Aug., " ..	5520
Hans Peter Sjolander Olson	Mate ..	" ..	16 " " ..	5570
Harry Alexander Newmark	" ..	" ..	25 " " ..	5571
Eversley Albert John Eden	Master ..	" ..	30 " " ..	5507
Axel McKinnon	Mate ..	" ..	30 " " ..	5572
Frank Forbes Lowndes	" ..	" ..	30 " " ..	5573
Henry Williams	" ..	" ..	31 " " ..	5574
Gustav Herman Peterson	Master ..	" ..	5 Sept., " ..	5575
Adolphus Parris	" ..	" ..	6 " " ..	5510
Alexander Watchlin	Mate ..	" ..	26 " " ..	5576
Henry Joseph Trewin	" ..	" ..	9 Oct., " ..	5577
John Connor	Master ..	" ..	30 " " ..	5524
Thomas Forsyth	Mate ..	" ..	1 Nov., " ..	5578
Oliver Frederick McIntyre	" ..	" ..	16 " " ..	5579
Desmonde Ryall Probert	Master ..	" ..	3 Dec., " ..	5556
Nathaniel Morgan	Mate ..	" ..	8 " " ..	5580
James Gifford Tait	First mate ..	" ..	15 " " ..	5581
Thomas Matheson Jackson	" ..	" ..	30 Jan., 1907 ..	5582
Robert Charles Quinn	Master ..	" ..	20 Feb., " ..	5583
Thomas Henderson	First mate ..	" ..	20 " " ..	5584
Hemen Walter Vile	Master ..	" ..	4 March " ..	5554
Frank Ship	" ..	" ..	5 " " ..	5585
Henry Thomas Hart	Mate ..	" ..	20 " " ..	5586
John Ross	Master ..	River trade ..	20 April, 1906 ..	3435
Charles Staniland West	" ..	" ..	20 " " ..	3436
Robert Pugh	" ..	" ..	23 May, " ..	3437
Bert Dean	" ..	" ..	31 " " ..	3438
William Baker	" ..	" ..	31 " " ..	3439
Owen Jones	" ..	" ..	6 June, " ..	3440
Henry Hermon Corleison	" ..	" ..	14 " " ..	3441
William Sutherland	" ..	" ..	26 " " ..	3442
William Anderson	" ..	" ..	26 " " ..	3443
Ivan Vasta	" ..	" ..	27 " " ..	3444
John Benjamin Charles Dore	" ..	" ..	12 July, " ..	3445

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1907—continued.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
William Jago Glover	Master	River trade	12 July, 1906 ..	3446
Rudolph Schultz	"	"	12 " " ..	3447
William Fincher Coutts	"	"	27 " " ..	3448
William Mikkelson	"	"	27 " " ..	3449
William Thomas Hooker	"	"	9 Aug., " ..	3450
Hans Peter Sjolander Olson	"	"	16 " " ..	3452
Bertram Beighton McKenzie	"	"	16 " " ..	3451
John Hamilton	"	"	28 " " ..	3453
Joseph Joss	"	"	28 " " ..	3454
Frank Forbes Lowndes	"	"	31 " " ..	3455
John Penk	"	"	31 " " ..	3456
Basil William Henning	"	"	5 Sept., " ..	3457
George Bennett	"	"	6 " " ..	3458
Lionel Thomas Kitching	"	"	6 " " ..	3459
Harold Peace White	"	"	11 " " ..	3460
Dudley Yate Fosbroke	"	"	11 " " ..	3461
Robert Alexander McDonald	"	"	11 " " ..	3462
Thomas George Dare	"	"	11 " " ..	3463
William David Ruthe	"	"	4 Oct., " ..	3464
Charles Absolam Spencer	"	"	16 " " ..	3465
William Francis Sandin	"	"	16 " " ..	3466
Herbert Arbon Couldrey	"	"	16 " " ..	3467
Philip Henry Jenkins	"	"	23 " " ..	3468
Thomas Joseph Bogue	"	"	14 Nov., " ..	3469
Joseph William Tarry	"	"	14 " " ..	3470
Gregory George Norris	"	"	8 Dec., " ..	3471
Douglas William Edward	"	"	13 " " ..	3472
Henry Samuel Lowther	"	"	16 Jan., 1907 ..	3473
William Harrison	"	"	28 " " ..	3474
Thomas Edward Nixon	"	"	4 March, " ..	3475
Alfred Keane	"	"	14 " " ..	3476
John Joseph Dromgool	"	"	22 " " ..	3477
Richard Harold Newsham	3rd-class engineer ..	Foreign trade ..	6 April, 1906 ..	876
Andrew Craig	"	"	11 " " ..	878
Robert Drysdale Jack	1st-class engineer ..	"	11 " " ..	877
Isaac Harold Plimmer	3rd-class engineer ..	"	25 " " ..	879
Augustus William Cameron Macdonald	"	"	27 " " ..	880
Alexander Inverarity	"	"	4 May, " ..	881
Harry Francis Blackie	1st-class engineer ..	"	4 " " ..	590
Frederick William Howell Davidson	2nd-class engineer ..	"	9 " " ..	674
Laurence Godfrey Tuke	3rd-class engineer ..	"	9 " " ..	882
Albert Walker	"	"	9 " " ..	883
Arthur Charles Carman	1st-class engineer ..	"	17 " " ..	496
John Stewart	3rd-class engineer ..	"	23 " " ..	884
Henry Andrew Bower	"	"	23 " " ..	885
Arthur Russell Scott	"	"	23 " " ..	886
William Walter Spargo	"	"	23 " " ..	887
Andrew Smart Young	"	"	23 " " ..	888
Richard George Mackay	"	"	23 " " ..	889
Allen Leslie Gatland	"	"	23 " " ..	890
Louis Emanuel Cassrells	"	"	23 " " ..	891
David Theophilus Gilmour	"	"	23 " " ..	892
Thomas Douglas Milne	1st-class engineer ..	"	14 June, " ..	893
Samuel Joseph Hodge	3rd-class engineer ..	"	14 " " ..	896
John Hesp Burn	"	"	14 " " ..	897
Edgar William Andrews	"	"	14 " " ..	898
Herbert Gillespie Macniel	"	"	14 " " ..	894
Thomas John Rothe	"	"	14 " " ..	895
Cyril Hordern Macgeorge	"	"	26 " " ..	899
Cecil Willie Croll	"	"	26 " " ..	900
William Wood Wilson	1st-class engineer ..	"	29 " " ..	901
George Timms	3rd-class engineer ..	"	10 July, " ..	902
Eric David Warren	"	"	10 " " ..	903
Richard John Leslie Bromley	"	"	10 " " ..	904
George Sydney Connor	"	"	10 " " ..	905
Andrew Stirling Forrester	1st-class engineer ..	"	14 " " ..	906
Sidney Black Crawford	2nd-class engineer ..	"	17 " " ..	706
Charles Adam Michael Cunningham	3rd-class engineer ..	"	20 " " ..	907
John Hamilton McLean	1st-class engineer ..	"	27 " " ..	908
David William Shields Ross	3rd-class engineer ..	"	2 Aug., " ..	908A
John Sydney Whittaker	"	"	8 " " ..	909
Allan Hugh Hunter	1st-class engineer ..	"	8 " " ..	525
James McBeath Calder	3rd-class engineer ..	"	17 " " ..	911
Charles William Thomson	"	"	17 " " ..	912
Stanley William Max Collis	"	"	17 " " ..	913
Leonard Spencer Taylor	"	"	17 " " ..	910
Edward Wimperis Joachim	"	"	17 " " ..	914
Cecil Edwin Bryant	"	"	17 " " ..	915
James Arthur Brown	"	"	17 " " ..	916
James Reginald Armstrong Black	"	"	17 " " ..	917
William Frederick Cameron	"	"	17 " " ..	918
Gordon Maston Rennie	"	"	17 " " ..	919
Walter George Fraser	"	"	17 " " ..	920
Stephen Collier	"	"	17 " " ..	921
John Athol Nicol	"	"	17 " " ..	922

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1907—*continued.*

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Henry Louis Reeves	3rd-class engineer ..	Foreign trade ..	17 Aug., 1906 ..	923
David William Bennie	"	"	28 " " ..	924
Laurence Keilan McMurrich	"	"	6 Sept., " ..	925
David Wilkinson	"	"	18 " " ..	926
Andrew Robert Swann Cruickshank	1st-class engineer ..	"	20 " " ..	927
Edwin Harold Pengelly	3rd-class engineer ..	"	20 " " ..	928
Paul Outhbert Graham	"	"	20 " " ..	929
Arthur Reginald Howe Francis	"	"	20 " " ..	930
Frederick Walter Robinson	"	"	20 " " ..	931
Henry Dustin	"	"	20 " " ..	932
James John Jack	2nd-class engineer ..	"	20 " " ..	531
Percy Edmund Brewer	"	"	20 " " ..	587
William George Thomson	3rd-class engineer ..	"	21 " " ..	933
William Mowatt	"	"	4 Oct., " ..	934
John William Neilsen	"	"	4 " " ..	935
Stephen Herbert Head	"	"	4 " " ..	936
Thomas Corr	"	"	4 " " ..	937
Charles Allan Watson	"	"	4 " " ..	938
John Heath Johnston	1st-class engineer ..	"	8 " " ..	564
Arthur Liater	3rd-class engineer ..	"	9 " " ..	939
John Hambly Froom Naylor	"	"	1 Nov., " ..	940
Ernest Edward Low	2nd-class engineer ..	"	5 " " ..	769
Henry Cecil Heays	3rd-class engineer ..	"	7 " " ..	941
Arthur Gretton Tomkies	"	"	7 " " ..	942
Frederick Henry Hopkins	"	"	7 " " ..	943
Frank Dunlop Malcolmson	"	"	13 " " ..	944
Vincent Rees Earnshaw	"	"	17 Dec., " ..	945
David Gilmour Stephens	"	"	17 " " ..	946
Percy Robert Hunter	"	"	17 " " ..	947
James Anderson	2nd-class engineer ..	"	28 " " ..	776
John Henry Prendeville	3rd-class engineer ..	"	5 Jan., 1907 ..	948
Angus Charles McInnes	2nd-class engineer ..	"	28 " " ..	784
Frederick Alfred Whitaker	3rd-class engineer ..	"	28 " " ..	949
Henry Wooles Price	"	"	28 " " ..	950
Thomas Carrigan	"	"	7 Feb., " ..	952
Harry Mills Waygood	"	"	28 Jan., " ..	951
John Peter Burns	"	"	8 Feb., " ..	953
Lars Gustieff Brundall	"	"	11 " " ..	954
Herbert Lukins	"	"	11 " " ..	955
James William Atkinson	"	"	11 " " ..	956
Arthur Robert Parker	"	"	11 " " ..	957
Sydney Sellers	"	"	11 " " ..	958
Wilson George Blackwall	2nd-class engineer ..	"	5 March, " ..	673
Thomas Beverley Rutter	3rd-class engineer ..	"	9 " " ..	959
John Herman Hall Holm	"	"	9 " " ..	960
Jack Echarde Whittem	"	"	19 " " ..	961
Henry Alexander Luke	"	"	21 " " ..	962
William Lowrie Gray	"	"	21 " " ..	963
Edward Kiernan	Engineer ..	River-trade (Steam)	11 April, 1906 ..	2018
Fred Albert Oddie	"	"	26 " " ..	2019
William Denham	"	"	30 " " ..	2020
George Andrews	"	"	28 May, " ..	2021
William McFarland	"	"	28 " " ..	2022
Charles Ashby Elvey	"	"	28 " " ..	2023
Harry French Ashcroft	"	"	14 June, " ..	2024
Charles Alexander Kirkwood	"	"	20 Aug., " ..	2025
Harry Phillips	"	"	18 Sept., " ..	2026
Peter George Kelly	"	"	18 " " ..	2027
Joseph Suffield Huston	"	"	4 Oct., " ..	2028
William Rowley Entwistle	"	"	27 " " ..	2029
Samuel Stevens	"	"	24 Nov., " ..	2030
Ernest Thornley Lancaster	"	"	24 " " ..	2031
Gerald Edwin Sampson	"	"	28 Jan., 1907 ..	2032
Reginald Edward Jefferies Scott	"	"	28 " " ..	2033
John Martin	"	"	28 " " ..	2034
James Berry	"	"	8 Feb., " ..	2035
Adam Gibson	"	"	8 " " ..	2036
Robert Mann Williamson Leathart	"	"	29 " " ..	2037
Charles Frederick Bell	"	"	8 March, " ..	2038
Edward McSweeney	Marine engine-driver	"	10 July, 1906 ..	136
Albert James Broad	"	"	30 " " ..	137
Leonard McCarthy	"	"	8 Aug., " ..	138
Richard Clemens	"	"	28 Jan., 1907 ..	139
Richard John Millar	"	"	8 Feb., " ..	140
William Shirras	2nd-class oil engineer	Sea-going	6 April, 1906 ..	61
William Henderson Murdock	"	"	11 " " ..	62
James Somerville	"	"	11 " " ..	63
Philip James Kunst	"	"	16 May, " ..	65
Robert Gilmer Slade	"	"	16 " " ..	64
Leslie Claude Davies	1st-class oil engineer	"	19 " " ..	39
Henry Paston Hewson	2nd-class oil engineer	"	26 June, " ..	66
Arthur Marychurch	"	"	20 Aug., " ..	67
Thomas Stout Macgregor	1st-class oil engineer	"	18 Sept., " ..	68
William Richard Lockwood	2nd-class oil engineer	"	1 Oct., " ..	69
William Thwaites	"	"	1 " " ..	70

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1907—continued.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
William Edward Plank	2nd-class oil engineer	Sea-going	4 Oct., 1906	71
James William Hamilton	"	"	8 " " " " " "	72
Henry Hughes	"	"	9 " " " " " "	73
William Stewart Lockhead	1st-class oil engineer	"	1 Nov., " " " "	74
William Munro Watt	2nd-class oil engineer	"	24 " " " " " "	75
Charles Alexander Kirkwood	"	"	17 Dec., " " " "	76
Cecil Gladstone Downey	"	"	28 Jan., 1907	77
David Bruce Murdoch	"	"	28 " " " " " "	78
John Martin	"	"	20 Feb., " " " "	79
Henry Kerby	Oil engineer	River-trade	2 April, 1906	50
William Fowler Christie	"	"	11 " " " " " "	51
William Henry Edmund Fenwick	"	"	25 " " " " " "	52
John Thomas Fenwick	"	"	25 " " " " " "	53
George Bailey Craven	"	"	16 May, " " " "	54
John McKell Brown	"	"	25 " " " " " "	55
Robert Taylor	"	"	25 " " " " " "	56
Alexander Fraser McCallum	"	"	25 " " " " " "	57
Alfred Jones	"	"	25 " " " " " "	58
William McKenzie Thompson	"	"	25 " " " " " "	59
Francis Joseph Rambaud	"	"	25 " " " " " "	60
John Philip Artha	"	"	25 " " " " " "	61
Thomas Bishton Turley	"	"	25 " " " " " "	62
Anders Godfrey Nordlinger	"	"	25 " " " " " "	63
James Hamilton	"	"	25 " " " " " "	64
Arthur Stephen Hyde	"	"	14 June " " " "	65
William Alfred Bradley	"	"	20 " " " " " "	66
Archibald John Thornicroft	"	"	2 Aug., " " " "	67
Charles David Graham	"	"	2 " " " " " "	68
Francis James Norris	"	"	20 " " " " " "	69
George Leonard Gregg	"	"	20 " " " " " "	70
Richard Lionel Kemp Teasdale	"	"	20 " " " " " "	71
George Bennett	"	"	18 Sept., " " " "	72
William Thomas Goldie	"	"	18 " " " " " "	73
Peter Pearson	"	"	18 " " " " " "	74
Standish Knyvett Alexander	"	"	18 " " " " " "	75
James Colquhoun	"	"	18 " " " " " "	76
Edward Prior	"	"	18 " " " " " "	77
Louis Godfrey	"	"	18 " " " " " "	78
Herbert Hunt	"	"	18 " " " " " "	79
Edward Coker	"	"	8 Nov., " " " "	80
Jessie Armour McKeeg	"	"	20 Dec., " " " "	81
Eric Arthur Langley	"	"	28 Jan., 1907	82
William Moffatt	"	"	28 " " " " " "	83
Reginald Edward Jefferies Scott	"	"	28 " " " " " "	84
Alfred William Redman	"	"	28 " " " " " "	85
William David Ruthe	"	"	28 " " " " " "	86
Charles Staniland West	"	"	28 " " " " " "	87
Robert Alexander Johnston	"	"	28 " " " " " "	88
Oliver William Walter	"	"	8 Feb., " " " "	89
Edward Wilson	Master	Fishing-boat up to 5 tons	29 Dec., " " " "	1
Axel Nilsson	"	Fishing-boat or cargo-vessel under 25-tons	19 May, " " " "	5
William Frederick Mayenberg	"	"	28 Aug., " " " "	6
John Macallan Eadie	"	"	28 Sept., " " " "	7
George Peter Williams	"	"	22 Nov., " " " "	8
William Edward Allen	"	"	14 March, 1907	9
Charles Henry Gibson	"	Sailing-vessel, restricted limits	14 Nov., 1906	2

RETURN showing the NUMBER of MASTERS', MATES', and ENGINEERS' CERTIFICATES issued in New Zealand during the Year ended the 31st March, 1907, showing 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	22	33	55	2	9	11	8	9	17	9	7	16	..	..	..	41	58	99
Home-trade masters and mates	9	12	21	16	16	32	4	1	5	4	1	5	..	..	..	33	30	63
River-steamer masters	27	4	31	11	2	13	2	..	2	2	1	3	1	..	..	43	7	50
Sea-going engineers (steam)	25	1	26	25	9	34	8	3	11	30	1	31	19	7	20	101	21	122
" " " " " (other mechanical power than steam)	11	..	11	2	..	2	..	..	..	3	..	3	4	..	4	20	..	20
River-steamer engineers	12	5	17	5	4	9	1	1	2	1	1	2	2	1	3	21	12	33
River engineers (other mechanical power than steam)	27	3	30	1	..	1	..	..	..	7	..	7	5	1	6	40	4	44
Marine-engine drivers	1	1	2	2	1	3	..	..	..	..	..	..	2	..	2	5	2	7
Master, fishing-boat or cargo-vessel up to 25 tons register	2	1	3	2	1	3	..	..	..	1	..	1	..	..	..	5	2	7
Master, fishing-boat up to 5 tons register	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Master, sailing vessel, restricted limits	..	..	..	1	1	2	..	..	..	..	..	..	..	..	..	1	1	2
Totals	137	60	197	67	43	110	23	14	37	57	11	68	27	9	36	311	137	448

RETURN showing the NUMBER of SEAMEN engaged and discharged in the FOREIGN and INTERCOLONIAL TRADE, the HOME TRADE, and WITHIN RESTRICTED LIMITS respectively, together with the AMOUNT of FEES received for the same, during the Financial Year ended the 31st March, 1907.

Port.	Engagements and Discharges in Foreign Trade.				Engagements and Discharges in Home Trade.				Engagements and Discharges for Restricted Limits.				Total Engagements.		Total Discharges.		Grand Totals.	
	Number of Seamen engaged.	Fees received. £ s. d.	Number of Seamen discharged.	Fees received. £ s. d.	Number of Seamen engaged.	Fees received. £ s. d.	Number of Seamen discharged.	Fees received. £ s. d.	Number of Seamen engaged.	Fees received. £ s. d.	Number of Seamen discharged.	Fees received. £ s. d.	Number of Seamen.	Fees received. £ s. d.	Number of Seamen.	Fees received. £ s. d.	Number of Seamen.	Fees received. £ s. d.
Auckland	1,615	117 12 6	1,492	107 0 6	3,087	201 9 0	3,066	196 0 0	626	88 8 0	610	35 11 0	5,278	857 9 6	5,168	338 11 6	10,446	696 1 0
Dunedin and Port Chalmers	2,253	167 2 8	2,465	180 8 0	1,527	101 9 6	1,411	94 7 6	..	..	..	..	3,780	268 12 0	3,876	274 15 6	7,656	543 7 6
Greymouth	..	2 8 0	15	1 2 6	252	18 3 0	185	13 2 6	..	..	..	..	284	20 11 0	200	14 5 0	..	34 16 0
Hokianga	14	1 1 0	7	0 10 6	5	0 7 6	1	0 1 6	..	..	..	..	19	1 8 6	8	0 12 0	27	2 0 6
Hokitika	..	..	..	..	26	1 6 0	25	1 4 6	..	..	..	..	26	1 6 0	25	1 4 6	51	2 10 6
Invercargill	104	7 17 0	43	3 4 6	95	7 3 0	69	5 3 6	..	..	..	..	199	15 0 0	112	8 8 0	311	23 8 0
Kaipara	94	7 1 0	80	6 0 0	106	6 15 0	98	6 3 0	..	..	..	..	200	13 16 0	178	12 3 0	378	25 19 0
Lytelton	781	58 11 0	609	45 14 0	1,532	115 3 6	1,476	110 14 6	10	0 15 0	10	0 15 0	2,323	174 9 6	2,095	157 3 6	4,418	331 13 0
Napier	47	3 3 0	43	2 8 0	255	12 1 6	249	11 11 0	32	2 3 0	32	2 3 0	334	17 7 6	324	16 2 0	658	33 9 6
Nelson	8	0 12 0	5	0 7 6	795	53 5 6	729	48 6 6	7	0 6 0	2	0 3 0	810	54 3 6	736	48 17 0	1,546	103 0 6
New Plymouth	..	..	..	..	4	0 6 0	8	0 12 0	..	..	..	..	4	0 6 0	8	0 12 0	12	0 18 0
Oamaru	9	0 13 6	10	0 15 0	5	0 7 6	2	0 3 0	..	..	..	..	14	1 1 0	12	0 18 0	26	1 19 0
Patea	..	..	..	..	67	4 9 6	60	4 10 0	..	..	..	..	67	4 9 6	60	4 10 0	127	8 19 6
Pictou	1	0 1 6	..	..	99	6 18 6	101	6 18 6	..	..	..	..	100	7 0 0	101	6 18 6	201	13 18 6
Poverty Bay	15	1 2 6	11	0 16 6	207	13 6 0	195	12 13 0	..	..	..	..	222	14 8 6	206	13 9 6	428	27 18 0
Russell	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tauranga	..	..	..	..	1	0 1 6	1	0 1 6	..	..	..	..	1	0 1 6	1	0 1 6	2	0 3 0
Thames	6	0 9 0	6	0 9 0	6	0 9 0	6	0 7 3	..	..	..	..	12	0 18 0	12	0 16 3	24	1 14 3
Timaru	22	1 13 0	10	0 15 0	168	12 11 6	136	10 3 6	..	..	..	..	190	14 4 6	146	10 18 6	386	25 3 0
Wairau	..	..	..	..	28	2 2 0	35	2 12 6	..	..	..	..	28	2 2 0	35	2 12 6	63	4 14 6
Waikara	..	..	..	..	24	1 16 6	26	2 0 0	14	1 1 0	13	0 19 6	38	2 17 6	39	2 19 6	77	5 17 0
Wanganui	9	0 13 6	3	0 1 6	227	14 7 0	209	13 3 0	..	..	..	..	286	15 0 6	212	13 4 6	448	28 5 0
Wellington	1,523	94 16 0	1,342	82 7 6	3,040	182 15 0	3,179	200 17 6	..	..	..	..	4,563	277 11 0	4,521	283 5 0	9,084	560 16 0
Westport	114	8 11 0	70	5 5 0	223	15 19 6	191	13 11 6	..	..	..	..	337	24 10 6	261	18 16 6	598	43 7 0
Totals	6,647	473 8 0	6,211	437 5 0	11,729	772 13 0	11,458	754 7 9	689	42 13 0	667	39 11 6	19,065	1,288 14 0	18,386	1,231 4 3	37,401	2,519 18 3

RETURN of STEAMERS and OIL-ENGINE VESSELS to which CERTIFICATES of SURVEY were issued in
NEW ZEALAND during the Year ended 31st March, 1907.

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.					Remarks.
							Able Seamen.	Firemen.	Trimmers.	Crewsers.		
Admiral ..	82	28	..	Compound ..	Screw ..	River ..	..	..	..	..
Advance ..	..	8	..	Non-condensing ..	" ..	Extended river ..	..	..	..	..
Advance ..	40	30	..	Oil-engines ..	" ..	Home trade ..	2	..	..	..
Ahuriri ..	31	17	..	Compound ..	" ..	Extreme river ..	2	1	..	..
Akaroa ..	43	28	98	" ..	" ..	Home trade ..	2	1	..	..
Albany ..	8	8	..	Non-condensing ..	" ..	River ..	..	..	..	..
*Albatross ..	111	37½	..	Compound ..	" ..	" ..	..	..	..	..
Alexander ..	185	72	307	" ..	Twin-screw ..	Home trade ..	4	3	..	..
Alice ..	..	3½	..	High-pressure ..	Screw ..	River ..	..	..	..	..	First survey.	
Anna ..	21	10	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	Fishing-vessel.	
Antelope ..	14	2½	..	" ..	" ..	" ..	1	..	..	..	"
Antrim ..	35	17	..	Condensing ..	" ..	River ..	..	..	..	..
Aotea ..	157	33	..	Compound ..	" ..	Extended river ..	..	..	..	..
Aorere ..	49	16½	70	" ..	" ..	Home trade ..	2	1	..	..
Apanui ..	135	28	187	Triple-expansion ..	" ..	" ..	4	2	..	..	First N.Z. survey.	
Arahura ..	771	147	1,726	" ..	Twin-screw ..	" ..	7	6	3	3		
Ariel ..	13	2½	..	Oil-engines ..	Screw ..	" ..	1	..	..	..	First survey; fish- ing-vessel.	
Atom ..	..	1	..	High-pressure ..	" ..	River ..	..	..	..	..	First survey.	
Atua ..	1895	329	2,450	Triple-expansion ..	Twin-screw ..	Foreign trade ..	9	9	3	3	First N.Z. survey.	
Aupauri ..	220	55	410	" ..	Screw ..	Home trade ..	5	3	..	..	"
Awaroa ..	211	62	450	" ..	" ..	River ..	..	..	..	..
Awarua ..	100	32	212	Condensing ..	Paddle ..	Home trade ..	4	2	..	..	Since wrecked.	
Baden Powell ..	92	30	162	Compound ..	Screw ..	" ..	2	2	..	..
Baroona ..	79	24	..	" ..	" ..	Extended river ..	..	..	..	..	First N.Z. survey.	
Beatrice ..	8	10	..	Non-condensing ..	" ..	" ..	..	..	..	..	Fishing-vessel.	
Ben Lomond ..	33	15	..	Compound ..	" ..	River ..	..	..	..	..
Blanche ..	18	9	..	Non-condensing ..	" ..	Extended river ..	..	..	..	..
Blenheim ..	85	50	209	Compound ..	" ..	Home trade ..	2	2	..	..
Bonnie Jean ..	5	2½	..	Oil-engines ..	" ..	" ..	1	..	..	..	First survey; fish- ing-vessel.	
Bravo ..	13	5	..	" ..	" ..	" ..	1	..	..	..	Fishing-vessel.	
Britannia (A'kland)	108	40	..	Non-condensing ..	Paddle ..	River ..	..	..	..	..
Britannia (Bluff) ..	18	2½	..	Oil-engines ..	Screw ..	Home trade ..	1	..	..	..	Fishing-vessel.	
Canopus ..	835	250	1,167	Triple-expansion ..	" ..	" ..	7	3	2	3		
Canterbury ..	..	24	..	Non-condensing ..	Twin-screw ..	Extended river ..	..	..	..	..
Chelmsford ..	79	24	64	Compound ..	Screw ..	Home trade ..	2	1	..	..
Claudian ..	379	90	569	" ..	" ..	" ..	5	3	..	..
Claymore ..	92	54	295	" ..	" ..	" ..	2	3	..	..
Cobar ..	57	40	..	" ..	" ..	River ..	..	..	..	..
Colleen ..	15	2½	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	First survey; fish- ing-vessel.	
Condor ..	122	24	..	Compound ..	" ..	River ..	..	..	..	..
Corinna ..	820	141	1,067	" ..	" ..	Home trade ..	7	3	2	3		
Countess ..	84	28	..	" ..	" ..	River ..	..	..	..	..
Cygnets ..	66	43	170	" ..	" ..	Home trade ..	2	2	..	..
Daphne ..	..	1	..	Non-condensing ..	" ..	River ..	..	..	..	..	Yacht.	
Defender ..	117	36	144	Compound ..	" ..	Home trade ..	4	2	..	..
Despatch ..	24	20	..	" ..	" ..	Extreme limits ..	1	1	..	..	Fishing-vessel.	
Dolly Varden ..	19	30	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	"
Doto ..	19	13	..	Compound ..	" ..	Extended river ..	..	..	..	..	"
Duchess ..	95	81	..	Triple-expansion ..	" ..	River ..	..	..	..	..
Duco ..	25	60	..	" ..	" ..	Extended river ..	..	..	..	..	Tug.	
Durham ..	54	24	..	Compound ..	" ..	" ..	..	..	..	..
Eagle ..	138	70	..	" ..	Paddle ..	" ..	..	..	..	..
Echo ..	98	60	..	Oil-engines ..	Screw ..	Home trade ..	2	..	..	..	First survey.	
Edina ..	4	6	..	Non-condensing ..	" ..	River ..	..	..	..	..	Towing only.	
Eliza ..	..	3	..	" ..	" ..	" ..	..	..	..	..
Elsie ..	15	8	..	" ..	" ..	Extended limits ..	..	..	..	..
Elsie Evans ..	6	20	..	Oil-engines ..	" ..	" ..	..	..	..	..
Emma Sims ..	61	32	..	" ..	" ..	Home trade ..	2	..	..	..
Endeavour ..	54	30	..	" ..	" ..	" ..	2	..	..	..	First survey.	
Endon ..	12	5	..	Compound ..	" ..	Extended limits ..	..	..	..	..
*Energy ..	15	16	48	" ..	" ..	Home trade ..	1	1	..	..
Enterprise ..	14	2½	..	Oil-engines ..	" ..	" ..	1	..	..	..	Fishing-vessel.	
Erskine ..	98	35	..	Compound ..	" ..	Extended river ..	..	..	..	..
Express ..	36	25	108	" ..	" ..	Home trade ..	2	2	..	..
Fairy ..	33	15	..	Non-condensing ..	" ..	Extended limits ..	..	..	..	..	Fishing-vessel.	
Falcon ..	..	6	..	" ..	" ..	" ..	..	..	..	..
Fanny ..	55	30	149	Compound ..	" ..	Home trade ..	2	2	..	..
Ferro ..	10	20	..	Oil-engines ..	" ..	River ..	..	..	..	..	First survey.	
Fingal ..	22	11	48	" ..	" ..	Home trade ..	1	..	..	..
Freerader ..	94	30	..	Non-condensing ..	Stern-wheel ..	River ..	..	..	..	..
Gael ..	55	20	..	Compound ..	Screw ..	Extended limits ..	..	..	..	..
Gannet (Picton) ..	15	6	..	Condensing ..	" ..	" ..	..	..	..	..
Gannet (Bluff) ..	18	5	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	First survey; fish- ing-vessel.	

* Surveyed twice.

RETURN of STEAMERS and OIL-ENGINE VESSELS 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.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Crossers.	
Gertie ..	119	59	332	Condensing ..	Twin-screw	Home trade ..	4	3	..	..
Glengelg ..	156	75	288	Compound ..	Screw ..	" ..	4	3	..	..	Fishing-vessel.
Goldfinch ..	..	12	..	Non-condensing ..	" ..	River ..	..	..	..	..
Gosford ..	57	30	..	Compound ..	" ..	Extended river	..	..	..	..
Gordon ..	9	12	..	" ..	" ..	River ..	..	..	..	..
Greyhound ..	83	50	..	Oil-engines ..	" ..	Home trade ..	2	..	..	..
*Hamurana ..	24	3	..	Non-condensing ..	" ..	River ..	..	..	..	..
Hauptiri ..	452	88	493	Compound ..	" ..	Home trade ..	6	3	..	..
Hauroto ..	1,276	253	1,241	" ..	" ..	Foreign trade	8	3	2	3	
Hawea ..	1,114	104	929	Triple expansion	" ..	" ..	7	3	2	3	
Heathcote ..	94	35	..	Compound ..	" ..	Extended river	..	..	..	..
Heather Bell ..	20	12	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	First survey; fishing-vessel.
Himitangi ..	149	45	243	Compound ..	" ..	" ..	4	2	..	..
*Hinemoa ..	8	6½	..	Non-condensing ..	" ..	River ..	..	..	..	..
Hirere ..	32	16	..	Compound ..	Twin-screw	Extended river	..	..	..	..
Huia (Thames) ..	..	8	..	Non-condensing ..	Screw ..	River ..	..	..	..	..
Huia (Wellington) ..	69	23	126	Compound ..	" ..	Home trade ..	2	2	..	..
*Huia (Wellington) ..	..	2	..	Condensing ..	" ..	River ..	..	..	..	..
Ida ..	12	10	..	Non-condensing ..	" ..	Extended river	..	..	..	..
Ithaca ..	13	9	..	Compound ..	" ..	" ..	..	..	..	..
Jane Douglas ..	75	22	71	" ..	" ..	Home trade ..	2	1	..	..
J.D.O. ..	88	28	..	" ..	" ..	Extended river	..	..	..	..	Tug and dredge.
John Anderson ..	36	20	..	" ..	" ..	Extreme limits	..	..	..	..
John Townley ..	85	40	..	" ..	Twin-screw	Extended	..	..	..	..
Kaeo ..	147	60	..	Oil-engines ..	Screw ..	Home trade ..	4	..	..	..
*Kahu ..	99	40	193	Compound ..	" ..	" ..	2	2	..	..
Kaituna ..	6	10	..	Oil-engines ..	" ..	River ..	..	..	..	..	First survey.
Kaituna (Dunedin) ..	1,246	200	1,063	Triple expansion	" ..	Foreign trade	7	3	2	3	
Kamona ..	903	117	723	" ..	" ..	" ..	6	3	..	..
Kanleri ..	115	20	162	Compound ..	" ..	Home trade ..	4	2	..	..
Kapanui ..	75	32	..	" ..	" ..	Extended river	..	..	..	..
Kapiti ..	80	35	206	" ..	" ..	Home trade ..	2	2	..	..
Karitane ..	848	147	900	Triple expansion	" ..	Foreign trade	6	3	2	3	First N.Z. survey.
Karoro ..	52	17	..	Compound ..	" ..	Extended river	..	..	..	..
Kate ..	..	5	..	Non-condensing ..	" ..	" ..	..	..	..	..
Katikati ..	27	8	..	Condensing ..	" ..	" ..	..	..	..	..
Kawatiri ..	..	2½	..	Non-condensing ..	" ..	River ..	..	..	..	..
Kawau (Auckland) ..	53	20	..	Compound ..	" ..	Extended river	..	..	..	..
Kennedy ..	131	43	187	" ..	Twin-screw	Home trade ..	4	2	..	..
Kereru ..	96	55	..	Oil-engines ..	" ..	" ..	2	..	..	..	First survey
Kia Ora (Auckland) ..	157	65	386	Compound ..	" ..	" ..	4	3	..	..
Kia Ora (Waikato) ..	..	24	..	Non-condensing ..	Stern-wheel	River ..	..	..	..	..
Kilmorey ..	..	1½	..	" ..	Screw ..	" ..	..	..	..	..
Kini ..	702	130	633	Triple expansion	" ..	Home trade ..	6	3	..	..
Kiripaka ..	75	24	110	Compound ..	" ..	" ..	2	2	..	..
Kittawa ..	708	120	718	" ..	" ..	" ..	6	3	..	..
Koi ..	53	32	160	" ..	Twin-screw	Extreme limits	2	2	..	..	First survey.
Koonya ..	663	115	749	Triple expansion	Single	Home trade ..	6	3	..	..
Kopu ..	..	13	..	Non-condensing ..	Paddle ..	Extended river	..	..	..	..
Koputai ..	5	120	490	Compound ..	" ..	Home trade ..	1	3	..	..	Tug.
Koroi ..	..	9½	..	Quadruple expansion	Screw ..	Extended river	..	..	..	..
Kotahi ..	9	18	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..
Kotare ..	79	20	130	Compound ..	" ..	" ..	2	2	..	..	Formerly "Shirley Hassell."
Kotiti ..	42	14	..	" ..	" ..	Extended river	..	..	..	..
Kuaka ..	33	90	..	Oil-engines ..	" ..	" ..	..	..	..	..
Lady Barkly ..	39	20	71	Compound ..	" ..	Home trade ..	2	1	..	..
Little Jack ..	..	1½	..	Non-condensing ..	" ..	River ..	..	..	..	..	Yacht.
Loyalty ..	68	35	175	Compound ..	" ..	Home trade ..	2	2	..	..	Fishing-vessel.
Lyttelton ..	39	80	191	" ..	Paddle ..	Extreme river	2	2	..	..	Tug.
Lyttelton ..	..	14	..	Non-condensing ..	Twin-screw	River ..	..	..	..	..
Mabeno ..	3,277	600	†	Turbines ..	Triple-screw	Foreign trade	12	†	†	†	First N.Z. survey, turbines.
Maheno ..	24	60	..	Oil-engines ..	Screw ..	River ..	..	..	..	..
Mahuta ..	11	13	..	" ..	" ..	" ..	..	..	..	..
Makarora ..	45	13	..	Non-condensing ..	" ..	" ..	..	..	..	..
Mana (Westport) ..	51	90	..	Compound ..	Paddle ..	Extended river	..	..	..	..
Mana (Wellington) ..	77	25	126	" ..	Screw ..	Home trade ..	2	2	..	..
Manapouri ..	1,288	300	1,535	" ..	" ..	Foreign trade	8	6	3	3	
Manaroa ..	78	24	156	" ..	" ..	Home trade ..	2	2	..	..
Manchester ..	366	160	..	" ..	" ..	Extended river	..	..	..	..	Dredge.
Mangaiti ..	..	6	..	Non-condensing ..	" ..	River ..	..	..	..	..
Mangapapa ..	87	28	199	" ..	" ..	Home trade ..	2	2	..	..
Manuka ..	2,784	357	4,102	Triple expansion	Twin-screw	Foreign trade	11	9	6	3	

* Surveyed twice.

† Estimated 6,000.

‡ No provision yet made for turbine steamers.

RETURN of STEAMERS and OIL-ENGINE VESSELS 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.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Crewsers.	
Manukau ..	45	15	80	Compound ..	Screw ..	Extreme limits	2	1	..	..
Manurere ..	..	3½	..	Quadruple expansion	" ..	River ..	..	..	..	..
Manuwai ..	94	30	..	Non-condensing	Stern wheel	" ..	..	..	..	..
Mapourika ..	718	130	1,076	Triple expansion	Screw ..	Home trade ..	7	3	2	3	
Mararoa ..	1,381	530	3,865	" ..	" ..	Foreign trade	8	9	6	3	
Mascotte (Auckl'd)	..	3	..	Non-condensing	" ..	River ..	..	..	..	..
Matarere ..	..	2	..	Compound ..	" ..	" ..	..	..	..	..
Matuku ..	..	4	..	Non-condensing	" ..	" ..	..	..	..	..
May Howard ..	55	45	..	Oil-engines ..	" ..	Home trade ..	2	..	..	..
Moana (Dunedin)	2,414	372	4,491	Triple expansion	" ..	Foreign trade	10	9	6	3	
Moana (Greymouth)	6	7	..	Non-condensing	" ..	River ..	..	..	..	..
Moeraki ..	2,715	357	3,984	Triple expansion	Twin-screw	Foreign trade	11	9	6	3	
Moerangi ..	16	27½	..	Oil-engines ..	Screw ..	River ..	..	..	..	..
Mokoia ..	2,154	255	3,626	Triple expansion	" ..	Foreign trade	10	9	6	3	
Motara ..	..	4	..	Non-condensing	" ..	River ..	..	..	..	..
Moturoa ..	10	10	..	" ..	" ..	" ..	..	..	..	..
Mountaineer ..	66	50	..	Compound ..	Paddle ..	" ..	..	..	..	..
Moura ..	1,247	275	1,810	Triple expansion	Twin-screw	Foreign trade	8	6	3	3	
Murihiku ..	369	70	443	" ..	" ..	Home trade ..	4	3	..	..	Dredge.
Muritai (Auckland)	133	45	265	Compound ..	Screw ..	" ..	4	3	..	..
Naomi II. ..	9	19	..	Oil-engines ..	" ..	Extended river	..	..	..	..
Napier ..	48	30	87	Compound ..	" ..	Home trade ..	2	1	..	..	Fishing-vessel.
Natone ..	50	24	..	" ..	" ..	River ..	..	..	..	..
Naumai ..	29	12	..	" ..	" ..	Extended river	..	..	..	..
Nautilus ..	29	18	..	" ..	" ..	" ..	..	..	..	..
Navua ..	1,813	220	2,206	Triple expansion	Twin-screw	Foreign trade	9	9	3	3	
Ngapuhi ..	299	160	663	" ..	" ..	Home trade ..	5	3	..	..
Ngatiawa ..	220	55	355	Compound ..	" ..	" ..	5	3	..	..	First N.Z. survey.
Ngunguru ..	68	17	..	Compound ..	Screw ..	" ..	2	1	..	..
Nina ..	7	2	..	" ..	" ..	River ..	..	..	..	..
No. 121 ..	394	100	..	" ..	Twin-screw	Extended river	..	..	..	..	Dredge.
No. 222 ..	502	120	528	" ..	" ..	Home trade ..	5	3	..	..
No. 350 ..	488	..	750	Triple expansion	" ..	" ..	5	3	2	3	First N.Z. survey dredge
Ohinemuri ..	73	26	120	Compound ..	Screw ..	Home trade ..	2	2	..	..
Ohura ..	34	60	..	Condensing ..	Twin-screw	River ..	..	..	..	..
Opawa ..	64	18	60	Compound ..	Screw ..	Home trade ..	2	1	..	..
Oreti (Wellington)	117	50	209	" ..	" ..	" ..	4	2	..	..
Oreti (Invercargill)	14	3	..	Non-condensing	" ..	River ..	..	..	..	..	Lighter.
Orewa ..	37	17	..	Compound ..	" ..	Extended river	..	..	..	..
Osprey ..	138	70	..	" ..	Paddle ..	River ..	..	..	..	..
Paeroa ..	46	15	66	" ..	Screw ..	Home trade ..	2	1	..	..	Fishing-vessel.
Pania ..	27	11	..	" ..	" ..	Extended river	..	..	..	..
Pareora ..	355	71	413	Triple expansion	" ..	Home trade ..	4	3	..	..
Pateena ..	550	250	1,893	Compound ..	" ..	" ..	6	6	2	3	
Pelican ..	1	57	284	Triple expansion	Twin-screw	Home trade ..	1	3	..	..
Pelorus ..	18	12	..	Oil-engines ..	Screw ..	River ..	..	..	..	..
Penguin ..	517	180	932	Compound ..	" ..	Home trade ..	6	3	2	3	
Petone ..	388	82	525	Triple expansion	" ..	" ..	4	3	..	..
Phantom ..	18	11	..	Compound ..	" ..	Extended river	..	..	..	..	Fishing-vessel.
Phoenix ..	6	5	..	Non-condensing	" ..	River ..	..	..	..	..
Pilot (Dunedin)	27	15	..	Triple expansion	" ..	" ..	..	..	..	..
Pilot (Napier)	11	13	..	Compound ..	" ..	Extended river	..	..	..	..
Piraki ..	10	4	..	Non-condensing	" ..	River ..	..	..	..	..
Planet ..	13	8	..	" ..	" ..	" ..	..	..	..	..
*Plucky ..	29	40	256	Compound ..	" ..	Home trade ..	1	3	..	..	Tug.
Poherua ..	749	128	704	Triple expansion	" ..	" ..	6	3	..	..
Presto ..	..	3	..	Non-condensing	" ..	River ..	..	..	..	..
Progress ..	200	50	148	Compound ..	" ..	Home trade ..	4	2	..	..	Dredge.
Pukaki ..	917	110	623	Quadruple expansion	" ..	" ..	6	3	..	..
Purau ..	38	18	..	Compound ..	Twin-screw	Extended river	..	..	..	..
Putiki ..	157	60	370	" ..	Screw ..	Home trade ..	4	3	..	..
Queen of Beauty	9	37	..	Oil-engines ..	" ..	Extreme limits	1	..	..	..
Queen of the South	121	40	195	Compound ..	" ..	Home trade ..	4	2	..	..
Rakanoa ..	1,393	200	339	Triple expansion	" ..	Foreign trade	7	3	2	3	
*Rakiura (Dunedin)	81	35	125	Compound ..	" ..	Home trade ..	2	2	..	..	Formerly "Rose Casey."
Rakiura (Bluff)	13	10	..	Oil-engines ..	" ..	" ..	1	..	..	..	First survey; fishing vessel.
Rarawa ..	460	140	1,055	Triple expansion	" ..	" ..	6	3	2	3	
Result ..	18	10	..	Compound ..	" ..	Extended river	..	..	..	..	Fishing-vessel.
Rimu ..	144	95	459	Triple expansion	" ..	Home trade ..	4	3	..	..
*Ripple ..	187	60	290	" ..	" ..	Foreign trade	4	3	..	..	First N.Z. survey.

* Surveyed twice.

RETURN of STEAMERS and OIL-ENGINE VESSELS 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.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Crews.	
*Rita	22	11	..	Compound ..	screw ..	Home trade ..	1	1	..	..	Fishing-vessel.
Riwaka	19	10½	..	" ..	" ..	River trade ..	..	..	..	..
*Rob Roy	34	16	..	" ..	" ..	Home trade ..	2	1	..	..
Rosamond	462	90	422	" ..	" ..	" ..	5	3	..	..
Rosetta	10	5	..	Oil-engines ..	" ..	" ..	1	..	..	..	First survey; fishing vessel.
*Rothesay	8	4½	..	Compound ..	" ..	" ..	1	1	..	..
Rotoiti (Auckland)	..	2½	..	Triple expansion	" ..	River ..	..	..	..	..
Rotoiti (Dunedin)	630	104	1,103	" ..	Twin-screw	Home trade ..	7	3	2	3	
Rotomahana (Auckland)	139	50	..	Compound ..	Screw ..	Extended river	..	..	..	..
Rotomahana (Dunedin)	915	450	2,620	" ..	" ..	Home trade ..	7	9	3	3	
Rotokohu	11	8	..	Oil-engines ..	" ..	Extended river	..	..	..	..	Yacht.
*Rotorua	6	..	..	" ..	" ..	River ..	..	..	..	..
Ruahine	12	2½	..	" ..	" ..	Home trade ..	1	..	..	..	First survey; fishing-vessel.
Rubi Seddon	349	60	..	Triple expansion	Twin-screw	Extended river	..	..	..	..	Dredge.
Rurahau	16	2½	..	Oil-engines ..	Screw ..	Home trade ..	1	..	..	..	Fishing-vessel.
Ruru (Auckland) ..	11	10	..	Compound ..	" ..	Extended river	..	..	..	..
*Ruru (Napier) ..	65	50	260	" ..	" ..	Home trade ..	2	3	..	..	First survey.
Savaii	31	16	..	Condensing ..	" ..	Extended river	..	..	..	..	Fishing-vessel.
Scout	11	11	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	Fishing-vessel; first survey.
Shamrock	60	120	..	" ..	" ..	Extreme limits	2	..	..	..
Sir Wm. Wallace ..	30	20	..	Compound ..	" ..	Extended river	..	..	..	..	First N.Z. survey; fishing-vessel.
Southern Cross ..	403	117	545	Triple expansion	" ..	Foreign trade	6	3	..	..	Missionary vessel.
Speedwell	31	10	..	" ..	Stern-wheel	River ..	..	..	..	..
Squall	133	60	243	Compound ..	Screw ..	Home trade ..	4	2	..	..
Standard	9	10	..	Oil-engines ..	" ..	River ..	..	..	..	..	First survey.
Stella	157	90	227	Compound ..	" ..	Home trade ..	4	2	..	..
Sterling	26	39	197	" ..	" ..	" ..	1	2	..	..	Tug.
Storm	186	70	292	" ..	" ..	" ..	4	3	..	..
Stormbird	137	40	206	" ..	" ..	" ..	4	2	..	..
Sunmer	94	35	..	" ..	" ..	Extended river	..	..	..	..
Sunbeam	8	5	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	Fishing-vessel.
Swan .. ..	..	1	..	Steam rotary ..	" ..	River ..	..	..	..	..	First survey; yacht.
Taieri	1,071	155	745	Triple expansion	" ..	Home trade ..	7	3	..	..
Tainui	46	20	..	Non-condensing	Paddle ..	River ..	..	..	..	..
Tainui	60	24	122	Compound ..	Screw ..	Home trade ..	2	2	..	..
Takapuna (Auckland)	58	20	..	Non-condensing	Paddle ..	River ..	..	..	..	..
Takapuna (Dunedin)	472	165	1,493	Compound ..	Screw ..	Home trade ..	6	6	3	3	
Talune	1,370	255	1,987	Triple expansion	" ..	" ..	8	6	3	3	
Tararua	110	70	..	Compound ..	Twin-screw	Extended river	..	..	..	..
Taniwha (Auckland)	191	40	..	" ..	" ..	" ..	..	..	..	..
Taniwha (Timaru)	16	16	..	Non-condensing	Screw ..	" ..	..	..	..	..	Dredge.
Tarakahi .. ..	..	4	..	" ..	" ..	River ..	..	..	..	..
Tarawera	1,269	250	1,542	Compound ..	" ..	Home trade ..	8	6	3	3	
Tarewai	7	6	..	Non-condensing	" ..	River ..	..	..	..	..
Taviuni	910	135	960	Quadruple expansion	" ..	Foreign trade	7	3	2	3	
Tawera (Waikato)	..	8	..	Non-condensing	" ..	River ..	..	..	..	..
Tawera (Auckland)	44	40	..	Oil-engines ..	" ..	Extended river	..	..	..	..
Tawera (Te Anau)	..	25	..	Non-condensing	" ..	River ..	..	..	..	..
Te Anau	1,028	250	1,245	Compound ..	" ..	Home trade ..	8	3	2	3	
Te Waipounamu ..	20	2½	..	Oil-engines ..	" ..	" ..	1	..	..	..	First survey; fishing-vessel.
Tere	7	12	..	" ..	" ..	River ..	..	..	..	..	First survey.
Thistle	77	90	..	Oil-engines ..	Twin-screw	Extreme limits	2	..	..	..
Thomas King	70	16	..	Non-condensing	Screw ..	Extended river	..	..	..	..	Dredge.
Timaru	211	78	295	Compound ..	Twin-screw	Home trade ..	4	3	..	..
Togo .. ..	..	14	..	" ..	" ..	River ..	..	..	..	..
*Tongariro	4	8	..	Non-condensing	Screw ..	" ..	..	..	..	..
Torgauten	197	18½	108	Compound ..	" ..	Home trade ..	4	2	..	..
Toroa	174	91	494	Triple expansion	" ..	" ..	4	3	..	..
Traveller .. ..	..	8	..	Compound ..	" ..	River ..	..	..	..	..
Tuakau .. ..	..	2	..	Vertical ..	" ..	" ..	..	..	..	..
Tuatea	58	28	278	Compound ..	" ..	Home trade ..	2	3	..	..
Tu Atu	30	48	..	Oil-engines ..	Twin-screw	Extended river	..	..	..	..
Tuhara	74	60	..	" ..	" ..	Home trade ..	2	..	..	..	First survey.
Tuna (Gisborne) ..	..	14	..	Compound ..	" ..	Extended river	..	..	..	..
Uira .. ..	..	3½	..	Non-condensing	Screw ..	River ..	..	..	..	..
Variance	19	2½	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	Fishing-vessel.
Victoria	92	50	..	Non-condensing	Paddle ..	River ..	..	..	..	..
Vivid	6	13	..	" ..	Screw ..	" ..	..	..	..	..
Waiapu	57	15	..	Oil-engines ..	" ..	Home trade ..	..	..	..	..
Waihi	63	20	172	Compound ..	" ..	" ..	2	2	..	..
Waikato	56	14	..	Non-condensing	Paddle ..	River ..	..	..	..	..
Waimarie (Auckland)	159	48	..	Compound ..	Screw ..	Extended river	..	..	..	..

* Surveyed twice.

RETURN of STEAMERS and OIL-ENGINE VESSELS 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.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Crewmen.	
Waimarie (Wanganui)	65	26	..	Non-condensing	Paddle ..	River ..	..	..	..	..
Wainui ..	411	95	568	Compound ..	Screw ..	Home trade ..	6	3	..	..
*Waione ..	43	..	..	" ..	" ..	River ..	..	..	..	..
Waiora ..	..	..	66	" ..	" ..	" ..	..	..	..	..
Waiotahi ..	168	56	298	" ..	Twin-screw	Home trade ..	4	3	..	..
Waipori ..	1,229	180	993	Triple expansion	Screw ..	Foreign trade	7	3	2	3	
Wairere ..	41	81	..	Non-condensing	Paddle ..	River ..	..	..	..	..
Wairua ..	..	..	66	Compound ..	Screw ..	" ..	..	..	..	..
Wairuna ..	2,530	396	1,965	Triple expansion	" ..	Foreign trade	10	6	3	3	
Waitangi (Auckland)	34	62	394	Compound ..	Twin-screw	Home trade ..	2	3	..	..
Waitangi (Kaipara)	31	5	..	" ..	Screw ..	River ..	..	..	..	..
Waitohi ..	18	10	..	" ..	" ..	Extended river	..	..	..	..
Waiwera (Henley)	..	16	..	Oil-engines	" ..	River ..	..	..	..	..
Waiwiri ..	..	7 $\frac{3}{4}$	..	Non-condensing	" ..	Extended river	..	..	..	..
Wakatere ..	157	140	..	Compound ..	Paddle ..	" ..	..	..	..	..
Wakatu ..	95	23	161	" ..	Screw ..	Home trade ..	2	2	..	..
Wanaka ..	1,572	280	1,181	Triple expansion	" ..	Foreign trade	7	3	2	3	
Warkworth ..	24	10	..	Oil-engines	" ..	River ..	..	..	..	..
Warrimoo ..	2,076	490	3,713	Triple expansion	" ..	Foreign trade	10	9	6	3	
Waverley ..	93	25	105	Compound ..	Twin-screw	Home trade ..	2	2	..	..
Weka (Auckland)	86	27	..	" ..	" ..	River ..	..	..	..	..
Weka (Napier) ..	53	20	..	" ..	Screw ..	Home trade ..	2	1	..	..
Westland ..	8	64	..	Condensing	Paddle ..	" ..	2	3	..	..	Tug.
Whakapara ..	..	2 $\frac{1}{2}$	..	Compound ..	Screw ..	Extended river	..	..	..	..	Yacht.
Whakarire ..	449	120	630	" ..	Twin-screw	Home trade ..	5	3	..	..	Dredge.
Wootton ..	90	33	180	" ..	Screw ..	" ..	2	2	..	..	First N.Z. survey.
Yankee Doodle ..	..	12	..	" ..	Stern-wheel	Extended river	..	..	..	..
Young Bungaree ..	47	35	199	" ..	Screw ..	Home trade ..	2	2	..	..

* Surveyed twice.

The compulsory-manning schedule of the Act does not apply to steamers and oil-engine vessels plying within river and extended-river limits.

RETURN of INTERCOLONIAL SAILING-SHIPS to which SURVEY CERTIFICATES were issued during the Year ended 31st March, 1907.

Name of Vessel.	Tons Register.	Class of Certificate.	Minimum Number of Seamen required by Law to be carried.			Remarks.
			Able Seamen.	Ordinary Seamen.	Boys.	
*Defiance ..	199	Intercolonial ..	4	..	1	
Elverland ..	361	" ..	6	1	1	
Empreza ..	236	" ..	5	1	1	
Frank Guy ..	191	" ..	4	..	1	
Helen Denny ..	695	" ..	8	1	2	
Hirotha ..	499	" ..	7	1	1	
James Craig ..	646	" ..	8	1	2	First survey New Zealand.
Jessie Craig ..	653	" ..	8	1	2	Formerly "Clan McLeod."
Onyx ..	396	" ..	6	1	1	First New Zealand survey.
Pendle Hill ..	222	" ..	5	1	1	
St. Kilda ..	189	" ..	4	..	1	
Wai-iti ..	690	" ..	8	1	2	First New Zealand survey.
Zelateur ..	524	" ..	7	1	2	

* Surveyed twice.

RETURN showing Number of FISHING-BOATS REGISTERED and LICENSED at each Port during Year ended 31st December, 1906.

Port.	Number registered.	Number licensed.	Port.	Number registered.	Number licensed.
Auckland ..	272	197	Brought forward ..	772	670
Blenheim ..	2	2	New Plymouth ..	19	19
Bluff ..	107	84	Oamaru ..	50	48
Dunedin and Port Chalmers ..	96	92	Patea ..	..	..
Greymouth ..	..	..	Piiton ..	6	6
Hokitika ..	4	3	Poverty Bay ..	6	6
Hokianga ..	12	12	Russell ..	51	51
Invercargill ..	58	58	Tauranga ..	6	6
Kaipara ..	25	26	Thames ..	44	37
Lyttelton ..	106	106	Timaru ..	14	14
Mangonui ..	13	13	Wanganui ..	1	1
Napier ..	39	39	Wellington ..	120	120
Nelson ..	38	38	Westport ..	17	17
Carried forward ..	772	670	Totals ..	1,106	995

TABLE showing the Number and Tonnage of Sailing and Steam Vessels which remained upon the Register of the Colony of New Zealand on the 31st December, 1905; of those added to and deducted from the Register during the Year 1906; and of those which remained upon the Register on the 31st December, 1906.

	Sailing Vessels.			Steam Vessels.			Totals.		
	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.
Upon the Register on the 31st December, 1905	337	43,100	41,145	272	127,857	76,439	609	170,957	117,584
Added to the Register,—									
Vessels registered for the first time—									
(a.) New vessels built at a port in the United Kingdom .. .. .	..	..	..	4	6,840	3,850	4	6,840	3,850
(b.) New vessels built at ports in British possessions	4	412	367	7	812	518	11	1,224	885
(c.) Purchased from foreigners	1	733	690	..	..	..	1	733	690
Vessels transferred from ports in the United Kingdom	2	1,517	1,456	2	782	320	4	2,299	1,776
Vessels transferred from ports in British possessions	1	126	98	4	478	251	5	604	349
Vessels registered <i>de novo</i>	7	1,113	1,019	5	473	250	12	1,586	1,269
Other vessels .. .. .	..	..	..	1	28	28	1	28	28
Tonnage added on remeasurement .. .. .	..	7	7	..	48	28	..	55	35
Total added	15	3,908	3,637	23	9,461	5,245	38	13,369	8,882
Struck off the Register,—									
Vessels wrecked or otherwise lost	10	1,076	994	1	19	13	11	1,095	1,007
Vessels broken up or unfit for use	9	565	559	..	..	..	9	565	559
Vessels converted into hulks, &c. .. .. .	..	..	..	1	350	199	1	350	199
Vessels sold to foreigners	4	51	51	..	..	..	4	51	51
Vessels transferred to ports in the United Kingdom .. .. .	..	..	..	..	..	..	..	..	..
Vessels transferred to ports in British possessions	2	770	711	..	..	..	2	770	711
Vessels registered <i>de novo</i>	9	1,006	957	2	337	153	11	1,343	1,110
Other vessels	1	28	28	..	..	..	1	28	28
Tonnage deducted on remeasurement or alteration (without re-registry) .. .. .	..	..	27	..	..	14	..	..	41
Total deducted	35	3,496	3,327	4	706	379	39	4,202	3,706
Vessels on Register on 31st December, 1906	317	43,512	41,455	291	136,612	81,305	608	180,124	122,760

TABLE showing the Number and Tonnage of the Registered Vessels (distinguishing Sailing from Steam) which belonged to each of the Ports of New Zealand on the 31st December, 1906.

Ports.	Sailing Vessels.			Steam Vessels.		
	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.
Auckland	204	18,257	17,007	126	16,950	9,787
Napier	6	550	537	22	2,571	1,632
Wellington	23	3,687	3,520	36	6,857	3,604
Nelson	11	320	299	13	1,561	868
Lyttelton	23	4,775	4,612	11	2,996	1,284
Timaru	2	1,649	1,577	1	942	488
Dunedin	36	12,969	12,659	75	103,812	63,159
Invercargill	12	1,305	1,244	7	923	483
Totals	317	43,512	41,455	291	136,612	81,305

DESCRIPTIVE RETURN of New Zealand COASTAL LIGHTHOUSES.

Name of Lighthouse.	Order of Apparatus.	Description.	Period of Revolving Light.	Colour of Light.	Tower built of	Dwellings built of	Date first lighted.
Cape Maria van Diemen	1st order dioptric	Revolving	1'	White	Timber	Timber	24 Mar., 1879
	"	Fixed	..	Red, to show over Columbia Reef.			
Moko Hinou	1st order dioptric	Flashing	10"	White	Stone	Timber	18 June, 1888
Tiritiri	2nd "	Fixed	..	White, with red arc over Flat Rock	Iron	"	1 Jan., 1865
Ponui Passage	5th "	"	..	White and red ..	Timber	"	29 July, 1871
Cuvier Island	1st "	Revolving	30"	White	Iron	"	22 Sept., 1889
East Cape	2nd "	Flashing	10"	"	"	"	9 Aug., 1900
	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
Jack's Point	4th "	Fixed	..	"	Iron	"	1 July, 1904
Moeraki	3rd "	"	..	"	Timber	"	22 April, 1878
Taiaroa Head	3rd "	"	..	Red	Stone	Stone	2 Jan., 1865
Cape Saunders	2nd "	Revolving	1'	White	Timber	Timber	1 Jan., 1880
Nugget Point	1st "	Fixed	..	"	Stone	Stone	4 July, 1870
Waipapapa Point	2nd "	Flashing	10"	"	Timber	Timber	1 Jan., 1884
Dog Island	1st order catadioptric	Revolving	30"	"	Stone	Stone	1 Aug., 1865
Centre Island	1st order dioptric	Fixed	..	White, with red arcs over inshore dangers	Timber	Timber	16 Sept., 1878
Puysegur Point	1st "	Flashing	10"	White	"	"	1 Mar., 1879
Cape Foulwind	2nd "	Revolving	30"	"	"	"	1 Sept., 1876
Kahurangi Point	2nd "	Fixed	..	White, with red sector to show over Stewart Breaker	Iron	"	30 Nov., 1903
Farewell Spit	2nd "	Revolving	1'	White, with red arc over Spit end	"	"	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
Stephen 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 ACCIDENTS to SEAMEN and Others on board Ship reported to the MARINE DEPARTMENT during the Financial Year ended the 31st March, 1907.

Date of Accident.	Name of Vessel, Port of Registry, and Official Number.	Name of Person injured.	Nature of Injury: Fatal or otherwise.	Place where Accident occurred.	Particulars as to Accident and its Cause, and Verdict of Jury where Coroner's Inquest held.
1906.					
April 3	Endeavour (schooner), Fremantle, 117813	J. Rand, A.B.	Injured right shoulder ..	Auckland Wharf ..	Stepped on gangway, which was not made fast, and fell on the deck.
" 4	Clansman, s.s., Auckland, 87520	W. Donald, greaser ..	Strained back ..	Auckland ..	In attempting to lift a heavy brass bush he strained his back.
" 4	Kahu (scow), Whangarei, 102314	J. Johansen, A.B. ..	Injured right foot ..	Whangarei ..	Whilst unloading bricks one fell and injured right foot.
" 4	Canopus, s.s., Dunedin, 101490	John Taft, A.B. ..	Sprained ankle ..	Lyttelton ..	Slipped on deck and sprained ankle.
" 10	Cygnat, s.s., Lyttelton, 91893 ..	E. J. Etheridge, mate ..	Right arm broken ..	Lyttelton ..	Bundle of leather fell out of sling and struck his right arm, breaking it.
" 12	Seagull (scow), Auckland, 87534	George White, seaman ..	Back hurt ..	Mercury Bay ..	While hauling vessel to wharf the line slipped off a post, and White fell against spokes of wheel, causing injury to his back.
" 16	Mararua, s.s., Dunedin, 89380	J. Livingstone, A.B. ..	Strained right foot ..	Wellington ..	Whilst working about hydraulic gear he slipped and caught his foot in the pipes, straining it severely.
" 28	Wimmera, s.s., Melbourne, 123722	E. Wright, fireman ..	Contused right thigh ..	On voyage, Lyttelton to Wellington	Washed by a sea against fore-hatch, and bruised right leg.
" 28	Rimutaka, s.s., Plymouth, 111355	Robert McEllenney, greaser ..	Drowned ..	Timaru Wharf ..	Fell off wharf, and was drowned.
May 9	Gannet (scow), Auckland, 82683	James Evans, seaman ..	Internal injuries ..	Freeman's Bay, Auckland	While engaged discharging logs one slipped and crushed him, causing internal injuries.
" 11	Kanieri, s.s., Auckland, 84490	M. Anderson, A.B. ..	Right ankle sprained ..	Whangarei ..	A sack of wheat fell from slings striking him on the leg, and spraining his ankle.
" 17	Mangapapa s.s., Auckland 112600	John Kelly, fireman ..	Little finger crushed ..	Hauraki Gulf ..	Whilst engaged trimming, a piece of coal fell and crushed his little finger.
" 17	Kia Ora, s.s., Auckland, 102289	Mrs. F. Nelson, stewardess ..	Broken arm ..	New Plymouth ..	Slipped on deck and fell, fracturing her right arm.
" 18	Taniwha, s.s., Auckland, 102302	J. Malley, fireman ..	Bruised hand ..	Auckland ..	Hand was caught by wheel of dynamo, and bruised badly.
" 19	Seagull (scow), Auckland, 87534	G. Broadfoot, mate ..	Left hand bruised ..	Auckland ..	Whilst engaged discharging logs the jack slipped, and bruised his hand badly.
" 21	Taniwha, s.s., Auckland, 102302	T. Clayton, O.S. ..	Right hand cut ..	Auckland ..	When coming out of forecastle, slipped and fell on some pipes, part cargo, and cut a piece of flesh out of palm of right hand.
" 24	Kassa (scow), Hobart, 55310 ..	Karl Anderson, A.B. ..	Drowned ..	Wellington Harbour ..	Deceased was found drowned in Wellington Harbour.
" 26	Apartima, s.s., London, 116807	Frederick Perara, wharf labourer ..	Killed ..	Wellington Wharf ..	Presumed he slipped and fell into hold while engaged in putting on hatches. Inquest verdict: "Accidental death."
" 31	Niwaru, s.s., London, 114854 ..	John Richardson, O.S. ..	Fractured left wrist, and out over right eye ..	Queen's Wharf, Wellington	While descending ladder into No. 2 hold he slipped and fell into lower hold.
June 2	Mararua, s.s., Dunedin, 89380	E. Darnoch, greaser ..	Injured foot ..	Between Wellington and Lyttelton	Foot jambed in levers of valve-gear, badly damaging left heel.
" 8	Tongariro, s.s., Plymouth, 111356	A. Barratt, bosun's mate ..	Fractured right leg, and several bruises ..	Wellington Wharf ..	While fixing weather-screens on promenade-deck, fell between ship's side and wharf.
" 15	Mokoia, s.s., Dunedin, 101483	G. Hampshire, fireman ..	Arm injured ..	Between Wellington and Lyttelton	Whilst putting coal on port fire the door slammed, owing to ship rolling, and caused the shovel in his hand to injure the arm.
" 15	Southern Isle (scow), Nelson, 102334	Karl Johansen, A.B. ..	Fractured skull ..	Lyttelton Wharf ..	When going on board at night he fell from wharf to deck, and fractured his skull.
" 26	Niwaru, s.s., Auckland, 114854	C. Pitt, A.B. ..	Crushed hand ..	Auckland ..	Whilst shipping insulator-hatches the cross-piece of the upper hatch fell and struck his right hand.
July 3	Manuka, s.s., Dunedin, 117582	M. McCann, A.B. ..	Injured leg ..	Dunedin Wharf ..	While taking in timber the end of a log struck McCann, and pinned him against the skylight.

RETURN OF ACCIDENTS TO SEAMEN and Others on board Ship reported to the MARINE DEPARTMENT, &c.—continued.

Date of Accident.	Name of Vessel, Port of Registry, and Official Number.	Name of Person injured.	Nature of Injury: Fatal or otherwise.	Place where Accident occurred.	Particulars as to Accident and its Cause, and Verdict of Jury where Coroner's Inquest held.
1906.					
July 6	Rotomahana, s.s., Dunedin, 715224	H. Stephens, greaser	Loss of finger	Wellington	Whilst greasing engines Stephens slipped, and had third finger of left hand cut off by L.P. valve gear.
" 8	Kia Ora (scow), Auckland,	William Bateson, Cook	Cut hand	Kawhia	Cut his hand with knife which he was carrying.
" 16	Queen Helena, s.s., Glasgow, 119147	Frank Nelson, A.B.	Injury to head	Dunedin	Fell between wharf and ship into the water, and struck his head.
" 17	Kia Ora, s.s., Auckland, 115205	James Duffery, A.B.	Injured limbs	Auckland	Duffery released winch when pawl was disconnected, and handle struck him on left arm and right leg, injuring both severely.
" 19	Defender, s.s., Sydney, 112520	William Brown, fireman	Injury to ribs	At sea	Fell from main hatch on to lower deck.
" 19	Mokoia, s.s., Dunedin, 101483	P. McLean, A.B.	Fingers crushed	Auckland	Whilst taking in boat after drill got fingers crushed in chock.
" 27	Waimarie, s.s., Auckland, 102282	W. Cunningham, O.S.	Bruised fingers	Auckland	Whilst lifting bullion into safe slipped and fell.
" 31	Kipple, s.s., Lyttelton, 120627	Charles Williams, fireman	Hurt ankle	Wanganui	In getting down from fore-castle-winch he stepped on a rope, and twisted his ankle.
Aug. 1	Rarawa, s.s., Auckland, 115207	C. Berry, A.B.	Bruised arm	New Plymouth Wharf	Whilst heaving the ship to the wharf one of the chocks carried away, and the snatch-bolt hook struck Berry's arm.
" 4	Ngapuhi, s.s., Auckland, 102329	William Millar, A.B.	Bruised knee	New Plymouth	Whilst steadying a sling of cargo it struck Berry's arm.
" 4	Defender, s.s., Sydney, 112520	R. Aspin	Injury to ankle	Lyttelton	Fell from ladder on to fore-castle-deck.
" 10	Medora (schooner), Auckland, 78380	Thomas Thomas, A.B.	Drowned	About 40 miles N.N.E. from Tairaroa Heads	Vessel jibed, and Thomas was probably knocked overboard by the boom; master and other A.B. were below at the time.
" 14	Ngapuhi, s.s., Auckland, 102329	George Roberts, cook	Bruised knee	New Plymouth	Whilst he was steadying a sling of cargo it struck his left knee.
" 16	Atua, s.s., Dunedin, 117591	D. Nelson, fireman	Fractured rib	At sea	Whilst firing and using the slice it struck him on the right side.
" 19	Manuka, s.s., Dunedin, 117582	William Klempp, fireman	Bruised foot	At sea	Whilst trimming coal a lump fell on his left foot.
" 22	Waimarie, s.s., Auckland, 102282	William Cunningham, O.S.	Crushed fingers	Auckland	Whilst attending to the winch Cunningham leaned over to clear the falls, and placed his right hand on the cogs.
" 25	Eunice (scow), Auckland, 102343	J. McDonald, mate	Concussion	Onehunga Wharf	Whilst loading timber McDonald fell backwards into the hold on his head.
" 25	Moana, s.s., Dunedin, 101479	W. Clarke, fireman	Head out	At sea, near Lyttelton	Fell whilst going into fore-castle.
" 26	Victoria, s.s., Auckland	H. Syme, A.B.	Bruised wrist	Auckland	Whilst attending to winch the hauling-line flew off the barrel, and struck his wrist.
" 31	Kapanui, s.s., Auckland, 102311	P. Hansen, seaman	Burst vein in leg	Auckland Wharf	Whilst making fast to wharf he struck his left leg against some timber.
Sept. 4	Moeraki, s.s., Dunedin	E. Hayden, fireman	Fractured elbow	Dunedin	Whilst slicing fires struck his elbow against bulkhead.
" 6	Kamona, s.s., Auckland, 101486	John Wilson, A.B.	Crushed foot	At sea, near Lyttelton	Whilst lashing the forward hawser got his foot jambed between the grating and the forward bitts.
" 14	Wakatu, s.s., Wellington, 64818	M. Colbert, fireman	Injured finger	At sea, near Lyttelton	Whilst on duty Colbert bruised the knuckle of middle finger of right hand.
" 19	Taviuni, s.s., Dunedin, 84500	C. F. Osberg, seaman	Right foot injured	Westport	When at boat-drill Osberg jumped from rail of ship to deck.
" 27	Clansman, s.s., Auckland, 87520	J. H. Burns, fireman	Injury to back	Whangaroa	Whilst helping to discharge cargo Burns ricked his back.
" 28	Aparima, s.s., London, 115807	(George Stant, labourer (John Cashman, labourer	Head injured Wrist injured	Wellington	Whilst coaling from "Pukaki" a basket of coal was being hove up when the hook on lower block of topping-lift tackle carried away, causing the "Pukaki's" derrick to come down on "Aparima's" deck, the gin-block struck Stant on the back of the head, severely injuring him. Cashmere was landing the basket at the time, and had his wrist badly bruised.

RETURN OF ACCIDENTS TO SEAMEN and Others on board Ship reported to the MARINE DEPARTMENT, &c.—continued.

Date of Accident.	Name of Vessel, Port of Registry, and Official Number.	Name of Person injured.	Nature of Injury: Fatal or otherwise.	Place where Accident occurred.	Particulars as to Accident and its Cause, and Verdict of Jury where Coroner's Inquest held.
1906.					
Oct. 5	Manapouri, s.s., Dunedin ..	R. Howearth, seaman ..	Twisted ankle ..	Raratonga ..	Fell down companion-ladder.
" 8	Waiohahi, s.s., Auckland, 94250	James Coglean, second steward ..	Injured spine ..	Auckland ..	Whilst cleaning brasswork on companion-steps Coglean fell.
" 8	Altair (scow), Auckland, 115200	J. Jansen, seaman ..	Injured leg ..	Auckland ..	A basket upon which he was standing capsized, and he fell.
" 14	Mokoia, s.s., Dunedin, 101483..	T. Cuthbert, fireman ..	Burnt face and arms ..	Auckland ..	Whilst raking fires Cuthbert received a blast from the furnace.
" 15	Togo, s.s. ..	Michael McCarthy, sea-man ..	Drowned ..	Wellington Harbour ..	Whilst assisting in mooring a punt McCarthy stepped from the tug on to the punt, and fell backwards into the sea.
" 20	Takapuna, s.s., Dunedin, 66540	John Hume, steward ..	Injured knee ..	Auckland ..	Slipped and fell on deck.
" 20	Endeavour, s.s., Auckland, 118972	J. Martell, seaman ..	Bruised wrist ..	Between Whangaroa and Kaeo ..	Whilst trimming coal Martell struck his left wrist against the combing of hatch.
" 23	Clansman, s.s., Auckland, 87520	E. Williams, deck-boy ..	Killed ..	Whangaroa ..	Williams was taking the spring off the post on the wharf, when he slipped and fell between the wharf and the vessel, fracturing his skull.
" 23	Clansman, s.s., Auckland, 87520	F. Wilson, seaman ..	Injured knee ..	Between Whangaroa and Kaeo ..	When riding to obtain medical assistance for a deck-boy, Williams, Wilson was thrown from his horse.
" 24	May (scow), Auckland, 94257..	H. Hardwick, A.B. ..	Bruised arm ..	Off East Cape ..	Whilst helping to break away the anchor he was struck on the right arm by the handle of the winch.
" 25	Waitangi, s.s., Auckland ..	C. Willis, A.B. ..	Injury to side ..	Parengarenga ..	Whilst vessel was laying at anchor the mate exploded a detonator, part of which struck the man and penetrated his side.
" 27	Tarawera, s.s., Dunedin, 84480	J. Harrison, trimmer ..	Burnt feet ..	Lyttelton ..	Whilst sweeping dust off boiler, Harrison put his feet into some hot refuse.
" 29	Clansman, s.s., Auckland, 87520	William Baker, A.B. ..	Injured back ..	Auckland ..	Whilst discharging cargo in lifting a bale Baker twisted the sinews of his back.
Nov. 8	Ngapuhi, s.s., Auckland, 102329	C. Rider, A.B. ..	Crushed fingers ..	Whangarei Wharf ..	Whilst assisting to moor vessel Rider got two fingers of left hand crushed between bow-line and windlass. Fingers had to be amputated.
" 20	Ngapuhi, s.s., Auckland, 102329	James Oakes, A.B. ..	Bruised foot ..	Auckland Wharf ..	Whilst in hold discharging cargo a case fell upon his foot.
" 20	Murital, s.s., Auckland, 89319..	William Kelly, A.B. ..	Sprained ankle ..	Onehunga ..	Whilst shipping cargo a bag of sugar fell and struck his left foot.
" 27	Delphic, s.s., Liverpool, 106851	P. Sims, fireman ..	Scalded ..	Dunedin ..	Whilst employed scaling the inside of one of the boilers steam was accidentally turned on.
Dec. 1	Ngapuhi, s.s., Auckland, 102329	E. Robinson, A.B. ..	Bruised knee ..	Whangarei ..	Whilst engaged at boat-drill Robinson fell out of one of the boats.
" 1	Stella, s.s., Auckland, 69002 ..	C. Malinguist, A.B. ..	Legs injured ..	Waiau ..	When taking in logs the rope surged and threw him across the rudder-head.
" 4	Anna, s.s., Dunedin, 117591 ..	E. A. Clark, trimmer ..	Crushed finger ..	At sea ..	When closing the ash-pit door finger got crushed.
" 4	Kotiti, s.s., Auckland, 102306	Charles Clark, O.S. ..	Fatal ..	Entrance to Matakana River ..	Whilst getting stern-line ready for wharf Clark fell overboard, and was drowned.
" 5	Haweia, s.s., Dunedin, 101478	Percival Fulda, steward ..	Fatal ..	Greymouth ..	Fell off the wharf when going aboard his vessel, and was drowned.
" 6	Opawa, s.s., Wellington, 91800	Frederick Walker, boy ..	Fatal ..	Wellington ..	Drowned whilst bathing in the Opawa River.
" 6	Takapuna, s.s., Dunedin, 84485	J. A. Grieves, A.B. ..	Injury to eye ..	Between New Plymouth and Onehunga ..	A hot ash got into Grieves's eye.
" 7	Kanieri, s.s., Auckland, 84490	John West, A.B. ..	Sprained ankle ..	Auckland ..	Whilst discharging cargo he stepped on a piece of dunnage, and sprained his ankle.
" 11	Wanaka, s.s., Dunedin, 95018..	A. Stewart, A.B. ..	Internal injury ..	Napier ..	Whilst rigging heavy gear he got jammed between the derrick and a meat-safe.
" 12	Wairuna, s.s., Dunedin, 118495	G. A. Pratt, fireman ..	Fractured ribs ..	Lyttelton ..	Whilst washing paint-work in engine-room he fell.

RETURN of ACCIDENTS to SEAMEN and Others on board Ship reported to the MARINE DEPARTMENT, &c.—continued.

Date of Accident.	Name of Vessel, Port of Registry, and Official Number.	Name of Person injured.	Nature of Injury: Fatal or otherwise.	Place where Accident occurred.	Particulars as to Accident and its Cause, and Verdict of Jury where Coroner's Inquest held.
1906.					
Dec. 12	Ysabel (schooner), Auckland, 66578	A. J. Swanson, A.B.	Injured fingers	At sea	Whilst setting jib-stay got third and fourth fingers of right hand caught in winch.
"	Delphic, s.s., Liverpool, 106851	W. John Spooner, A.B.	Fatal	At sea	Fell from the fore-peak ladder. At Coroner's inquest jury found that death was due to heart-failure.
"	Ruapahu, s.s., Plymouth, 111357	James Scott, trimmer	Concussion of brain	Wellington	When going up gangway Scott fell from it to the wharf about 20 ft.
"	Mokoia, s.s., Dunedin, 101483	T. Baker, fireman	Rupture	At sea	Whilst firing shipped on stokehold-plates.
"	Talune, s.s., Hobart, 57626	John McDonald, A.B.	Bruised	Lyttelton	Whilst shipping passengers' luggage McDonald fell into the hold.
1907.					
Jan. 7	Tui, s.s., not registered	Henry Kerr	Fatal	Outside Wairau Bar	When on a fishing excursion he fell overboard when drawing a bucket of water, and was drowned.
"	Aratapu (barquentine), Auckland, 78354	Cyril Johnson, boy	Injured head	Between Kaipara and Lyttelton	Main-boom topping-lift carried away and fell on Johnson's head.
"	Ngapuhi, s.s., Auckland, 102329	T. White, fireman	Sprained ankle	Wharf, Auckland	When cleaning a window in the engine-room the ladder on which he was standing slipped.
"	Tarawera, s.s., Dunedin, 84480	R. Reilly, A.B.	Injured leg	Napier	When taking the stern-line along the deck Reilly fell.
"	Takapuna, s.s., Dunedin, 84485	C. Muir, fireman	Burnt foot	At sea	Whilst working near the boiler Muir got his foot burnt.
"	Mokoia, s.s., Dunedin, 101483	W. Olsen, steward	Poisoned hand	At sea between Wellington and Auckland	Whilst shifting cases in store-room he scratched his left hand with a rusty nail, which caused blood-poisoning.
Feb. 8	Hapiri, s.s., Dunedin, 89094	J. Sutherland, A.B.	Crushed finger	At sea	Whilst at boat-drill got his hand jammed between the boat and ship's side.
"	Sterling, s.s., Auckland, 101703	Ernest P. Saunders, mate	Drowned	Shag Creek, Wairoa River	Whilst paying out the tow-line Saunders was caught in a bight of the rope and dragged overboard.
"	Talune, s.s., Hobart, 57626	A. Matheson, A.B.	Injury to ribs	Lyttelton	Was struck on the left side by a sling of timber.
"	Waikonini (scow), Auckland, 102336	Gustav Hanley, A.B.	Drowned	About seven miles from Port Awanui	Hanley had been peculiar in his manner, and was missed when the vessel was about seven miles off shore at Port Awanui.
"	Ngapuhi, s.s., Auckland, 102329	J. McCracken, O.S.	Burnt foot	At sea	Whilst crossing deck he stood on a steam-pipe, and burnt his right foot.
Mar. 5	Surrey, s.s., London, 110184	James Baird, stevedore	Fatal	Wellington	When putting on the hatches on No. 3 hold the fore-and-aft beam slipped out of its socket, and precipitated J. Baird and J. Usher (who were standing on the hatch) into the hold.
"	Turakina, s.s., Plymouth, 114620	Henry Tobin, stevedore	Severely injured	Wellington	Baird was killed by the fall, but Usher was not injured.
"	Ngapuhi, s.s., Auckland, 102389	E. Robinson, A.B.	Crushed foot	Whangarei	Whilst working at No. 2 hatch he overbalanced himself and fell into the hold. He sustained severe scalp wound, slight concussion of the brain, a broken collarbone, and contused spine.
"	Taniwha, s.s., Auckland, 102302	Walter Cain, fireman	Injured knee	At sea	Whilst working in the hold a sling of cargo fell on Robinson's foot.
"	Ayrshire, s.s., Glasgow, 119666	A. Mustard, carpenter's mate	Fractured leg and arm; and severe bruises	Dunedin	When carrying a bag of ashes up the ladder leading from the stokehold he struck his right knee against one of the steps, and the injury developed into an abscess.
"	Rangi (scow), Auckland, 118976	Daniel McKay, cook	Drowned	Wellington Harbour	Whilst arranging a ladder to go down the hold he overbalanced himself and fell to the bottom of the hold. McKay was missed from his vessel from 25th March, and his body was found floating in harbour on 3rd April. At the inquest a verdict of "found drowned" was returned.

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the MARINE DEPARTMENT from the 1st April, 1906, to the 31st March, 1907.

Date of Casualty.	Vessel's Name, Age, and Class.	Reg.	Register Tonnage	Number of		Nature of		Place where Casualty occurred.	Wind.		Finding of Court of Inquiry.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.		Direction.	Force.		
1905. Sep. 8	Whangape, s.s., 5 years	Schooner	1901	32	..	Sugar ..	Collision, and stranded; partial loss	..	Calm	..	The "Whangape" left Suva for Auckland with a cargo of sugar, and whilst going at half-speed turned into the passage and discovered the cutter "Bronzewing," 14 tons, straight ahead, showing no lights. The "Whangape" kept to port side of passage as much as possible, going full speed astern to avoid the cutter, which was crossing the passage, using sweeps. "Bronzewing" struck "Whangape" on starboard bow, and carried away her bowsprit. After passing the cutter the "Whangape's" bows took the sandpoint, south-west of Pile light, grounding very lightly, and backed off at midnight on three-quarter-flood tide. Mate did not carry out master's order to keep out to sea. Vessel mis-stayed, and went ashore.	R. D. Watson.
1906. Mar. 21	Aotea, auxiliary, 12 years	Schooner	89	8	..	General	Stranded; partial loss	Waipiro Bay ..	S.S.W.	Gentle breeze	Vessel broke her tail-shaft 4 in. inside propeller-boss. Breakage apparently caused by granulation from wear and tear.	John Brown.
"	Cygnets, s.s., 20 years	Schooner	66	11	..	Ballast	Broke tail-shaft	Guard's Bay, Cook Strait	S.	Squally	Casualty caused by continuous westerly winds	Alexander Innes Murray.
April 4	Aorete, s.s., 21 years	Ketch ..	49	9	..	General	Stranded; no damage	Inside Patea bar ..	S.S.W.	Light ..	No evidence as to cause of fire. It may have been due to spontaneous combustion, or the flax may have been wilfully set on fire by some person or persons unknown.	A. H. Fisk.
"	Mimiro, s.s., 6 years	Schooner	4025	55	..	Wool, flax, &c.	Fire ..	Glasgow Wharf, Wellington	N.W.	Light ..	Vessel struck a rock to the north of Pania Reef Buoy. Master was deceived as to his distance from the buoy, and the extent of the reef to the north.	Fredk. Charles Lidstone.
"	Perthshire, s.s., 12 years, 100 Al	Schooner	3622	58	..	General	Stranded; no damage	Pania Reef, near Napier Breakwater	W.	Light ..	Vessel touched coming out of Lyttelton Harbour, but got off again in a few hours.	E. T. Cremer.
"	Mararoa, s.s. ..	Schooner	1381	76	313	General	Stranded; no damage	Outside Western Mole, Lyttelton	S.W.	Moderate breeze	Vessel cast ashore by the westerly swell, in consequence of the wind failing and rendering it impossible to reach seaward. Master was guilty of an error in judgment in sailing the vessel too near the coast in the weather prevailing, and was ordered to pay the costs of the inquiry, £6 3s.	W. Manning.
"	Warrior, scow	Schooner	73	5	..	Timber	Stranded; total loss	Oakuru, New Plymouth	S.	Very light	Vessel left Lyttelton at mid-May on 21st April, 1906, and was sighted next morning off Cape Campbell, bottom up. It is supposed she capsized owing to the violence of the wind and sea. Vessel towed to Wellington later.	C. Anderson.
"	Ronga, schooner, 6 years	Schooner	93	6	..	Coal ..	Cap-sized; partial loss	Supposed to be off Cape Campbell	S.	Gale ..		E. O. Peterson.

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the MARINE DEPARTMENT, &c.—*continued.*

Date of Casualty.	Vessel's Name, Age, and Class.	Reg.	Registered Tonnage	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Finding of Court of Inquiry.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1906. April 29	River Hunter, 14 years	Barquentine	284	10	..	Ballast	Stranded; total loss	..	Whangape Heads ..	N.W.	Strong breeze	No fault of master or certificated officers. Charterers provided a steamer to tow the vessel, but the tug was not powerful enough, and the tow-line was defective. Vessel stranded before she could get back of Tri Tiri light. Vessel having very little draught sagged to leeward in the heavy sea, and went ashore	Robert Alex. Campbell.
May 4	Irene, scow, 17 years	Schooner	37	3	..	Timber	Stranded; total loss	..	N.E. end of Whangaparoa Head, Hauraki Gulf	N.N.E.	Strong breeze	The ship was on a voyage from Greymouth to Warnambool with a cargo of white-pine timber. She put into Wellington leaking badly, and was surveyed, and condemned as unseaworthy	Andrew Donovan.
" 6	Devonport, 28 years	Barque	291	10	..	Timber	Leaking; condemned	..	Between Greymouth and Wellington	N.E.	Moderate gale	Fire probably caused by the fusing of the electric-light wire in the forehold	Robert Watt.
" 8	Tasman, s.s., ..	Schooner	87	13	..	Coal	Fire, slight damage	..	4 miles W. of Jackson's Head	W.N.W.	Moderate gale	The vessel was last seen by the East Cape Island lighthouse-keeper on the 19th May, passing the East Cape, and on her way south, and has not been heard of since.	P. A. Gibbons.
" 19	Haeremai, scow, 2 years	Schooner	97	5	..	Timber	Total loss ..	5	Last seen off East Cape, North Island	..	Furious gale	A day or so after the vessel passed East Cape the weather became unusually stormy, and the only reasonable inference to be drawn from the evidence is that she was lost, with all hands, shortly after the 19th May	J. G. Morris.
" 22	Opawa, s.s., 10 years	Schooner	64	12	3	General	Lost propeller	..	½ mile south of Falcon Shoal, Wellington Harbour	N.W.	Strong	Propeller dropped off; no damage to ship ..	Edward Shaw.
" 23	Natone, s.s., 6 years	Schooner	50	3	..	Tug	Collision; no damage	..	Off end of No. 1 berth, Wellington Harbour	S.E.	Light	Probable that if "Natone's" engines had been stopped and reversed when she first sighted the "Uta" the casualty would not have occurred	Joseph Carich.
" 23	Uta, 7 years	Cutter ..	15	3	..	Pilot-boat	Collision; slight damage	..	Wellington Harbour ..	N.	Moderate breeze	Unavoidable accident; everything done to prevent the collision	W. Shilling.
" 29	Coromandel ..	Hulk ..	..	2	..	Coal	Collision; slight damage	..	Wellington Harbour ..	..	..	Whilst trying to return to port the vessel was stranded in a dense fog. Casualty might have been avoided by heaving the lead and using more caution when approaching the shore	(No master. J. T. Rolls.
" 29	Tarawera, s.s., 23 years	Schooner	1269	53	80	General	Collision; damage, £30	..	Napier, South Beach, Hawke's Bay	..	Calm ..	Coupling-bolts of intermediate shaft broke; no one to blame	Joseph Eddy.
" 30	Winona, s.s., 32 years	Cutter ..	13	3	..	Fish	Stranded; total loss	..	Off Manukau Bar ..	S.S.W.	Moderate		A. Stephenson.
June 2	Muritai, s.s., 22 years	Schooner	133	13	..	General	Broken shaft	..					

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the MARINE DEPARTMENT, &c.—continued.

Date of Casualty.	Vessel's Name, Age, and Class.	Reg. Fig.	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Finding of Court of Inquiry.	Name of Master.
			Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1906. June 2	Elsie, s.s., 22 years	15	3	..	..	Burnt; total loss	..	Blackball Wharf, Havelock	..	..	Woodwork near funnel caught fire, and vessel was scuttled, as efforts to subdue the fire failed.	R. Pugh.
"	Pelotas, 9 years	250	10	..	Timber	Stranded; total loss	..	Whangape Harbour ..	S.E.	Gentle breeze	Whilst being towed down the harbour the vessel stranded, owing to the tug not having sufficient power to tow her over the bar	F. W. Whitton.
"	Waihi, s.s., 24 years	63	9	..	General	Stranded; partial loss	..	Wairau Bar ..	S.E.	Moderate	Cause of casualty: insufficient water on the bar, and the negligent navigation of the master in continuing too long on a south-west by west course after passing the line of beacons; and, further, by not ascertaining his position by compass-bearings, or by soundings with the lead, after he had failed to pick up the back beacon. The Court considered the master should be severely censured, and ordered him to pay the costs of the inquiry, £15 7s. 6d.	C. F. Backstrom.
"	Akitio, oil-launch, 2 years	12	2	..	Nil ..	Swamped; total loss	2	Somewhere near mouth of Akitio River	S.W.	Strong	Returning from coastal voyage the vessel was unable to enter the river, owing to darkness and no lights visible. Direction of the wind suddenly changed during the night, and the vessel was compelled to put to sea. Owing either to failure of the engines or rough sea she was swamped, and the occupants drowned	John Beer.
July 2	Kiripaka, s.s., 11 years	75	10	..	Coal ..	Stranded; slight damage	..	Patea Bay ..	N.W.	Light ..	After crossing the bar the vessel touched bottom, and lost steering-way	A. M. Gillies.
"	Pondo, s.s., 12 years	1773	32	..	General	Collision; slight damage	..	Glasgow Wharf, Wellington Harbour	S.W.	Strong breeze	In backing out from Railway Wharf "Corinna" collided with "Pondo," and broke off a blade of the latter's propeller. Unavoidable accident, caused by the strong breeze blowing. The "Corinna" had one of her davits broken	E. R. Large.
"	Corinna, s.s., 25 years	812	30	..	General	Supposed struck anchor	..	Wairau Bar ..	W.	Gale ..	Vessel is supposed to have struck a submerged anchor on Wairau Bar, and had a hole torn in her bottom by the fluke	J. S. Pender.
"	Blenheim, s.s., 1 year	85	10	2	Produce	Tail-shaft broken	..	6 miles N.W. by W. of Cape Foulwind	S.W.	Strong breeze	Heavy seas caused the engines to race, and the tail-shaft carried away	S. Clark.
"	Kini, s.s., 12 years	702	22	..	Ballast	Stranded; partial loss	..	Fitzroy Bay ..	N.N.W.	Hurricane	Cable parted, and vessel drove ashore, not having sufficient power to steam against heavy sea and wind	C. M. Tenant.
"	Paiaaka, s.s., 25 years	10	2	..	Ballast	Stranded; slight damage	..	Wharf, Okain's Bay ..	N.W.	Moderate	Ketch swung round and stranded on rocks through swell making whilst she lay at anchor	J. Symons.
"	Lily, 31 years ..	13	2	..	Timber	Stranded; slight damage	..	Wharf, Okain's Bay ..	N.W.	Moderate	Ketch swung round and stranded on rocks through swell making whilst she lay at anchor	W. Adams.

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the MARINE DEPARTMENT, &c.—continued.

Date of Casualty.	Vessel's Name, Age, and Class.	Rig.	Register Tonnage.	Number of		Nature of		Place where Casualty occurred.	Wind.		Finding of Court of Inquiry.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.		Direction.	Force.		
1906. July 11	Rose Casey, s.s., 27 years	Schooner	81	9	..	General	Stranded; partial loss	New River, near Invercargill	W.S.W.	Moderate	The vessel got in the trough of a rough sea as she was crossing the bar, and struck the ground heavily	H. McGilvray.
"	Sir Henry, 19 years	Brigantine	95	4	..	Timber & drain-pipes	Capsized; total loss	Between East Cape Island and mainland	E.	Furious gale	Owing to an unusually strong easterly gale and heavy sea the vessel was capsized and lost, with all hands, about 7.30. a.m. on the 17th July, off East Cape	J. Goomes.
"	Aotea, auxiliary s.s., 12 years	Schooner	89	9	2	General	Stranded; total loss	Waipiro Bay, near East Cape	E.	Furious gale	Owing to an unusually strong easterly gale and heavy sea the vessel was driven ashore in Waipiro Bay, and became a total wreck. The master, his wife and child, and the crew were all drowned	J. H. Skinner.
"	May, scow, 14 years	Schooner	44	4	..	Timber, bricks, & iron	Damage to bulwarks, &c., £100	Middle of Tokomaru Bay	..	Calm	Whilst moored to the shore for the purpose of discharging cargo the sea suddenly increased, and the port cable parted. The vessel swung on to the beach, and the sea carried away part of bulwarks, broke stanchions, and part of deadwood. The vessel was hove off on the 18th August, and towed to Gisborne	W. Sharp.
Aug. 4	Tasman, s.s., 3 years	Schooner	87	13	..	General	Stranded; no damage	Boulder Bank, Nelson	S.W.	Moderate	Casualty was caused through want of knowledge of the currents and eddies in the new channel	F. W. Cox.
"	Moa, s.s., 20 years	Schooner	95	12	..	Coal	Stranded; partial loss cargo, £95	S. Spit, mouth of Manawatu River	N.W.	Moderate	Insufficient depth of water on the bar. Unavoidable accident	W. H. Sayers.
"	Tasman, s.s., 3 years	Schooner	87	13	..	General	Collision with mole; trifling damage	Boulder Bank, Nelson	S.	Light	Vessel collided with pipe projecting from mole. Casualty caused by want of knowledge of currents and eddies in the new channel	F. W. Cox.
"	Pitiki, s.s., 2 years	Schooner	157	16	..	Coal	Stranded; slight damage	S. Spit, mouth of Manawatu River	S.W.	Fresh	Insufficient depth of water on the bar; 240 tons of coal jetisoned	F. Dewhurst.
"	Pateena, s.s., 23 years	Schooner	550	57	..	General	Collision; no damage	Queen's Wharf, Wellington	N.	Light	Stern line of "Pateena" was let go too soon, and she collided with s.s. "Aorere," lying at wharf	Charles Cliff.
"	Aorere, s.s., 21 years	Schooner	49	9	..	General	Collision; damage, ship, £300, cargo, £350	Queen's Wharf, Wellington	N.	Light	Run into by "Pateena"	A. H. Fisk.
"	Medora, 27 years	Schooner	33	3	..	General	Loss of life	About 40 miles N.N.E. from Otago Heads	N.-N.E.	Fresh	When running before a fresh breeze the boom jibed and knocked Thomas Thomas, an A.B., overboard. The vessel returned immediately to the place where the accident occurred, but no trace of Thomas could be found	W. Scourah.

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the MARINE DEPARTMENT, &c.—continued.

Date of Casualty.	Vessel's Name, Age, and Class.	Reg.	Register Tonnage	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Finding of Court of Inquiry.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1906. Aug. 11	Māpourika, s.s., 8 years	Schooner	718	40	30	Coal ..	Stranded; no damage	..	Boulder Bank, Nelson, N. of New cut	..	Calm ..	Vessel in charge of pilot, who allowed insufficient room in rounding up to get a fair run into the channel	S. L. Kennedy.
"	Pateana, s.s., 13 years	Schooner	550	40	30	General	Stranded; no damage	..	Entrance to Nelson Harbour, old channel	S.	Light ..	Vessel touched on flat rock, and afterwards grounded, got off without damage	C. Cliff.
"	Aorere, s.s., 21 years	Schooner	49	9	..	Produce	Shipped heavy sea; slight damage	..	Patea Bar ..	N.	..	When crossing the bar the vessel shipped a heavy sea, which carried away the forward bulkhead of house on deck; unavoidable accident	A. H. Fisk.
"	Tuna, launch, 17 years	..	15	4	..	..	Damage of plates	..	Reef off Kaiti Beach, Poverty Bay	..	Calm ..	Vessel touched on reef and dented five plates, and also broke two blades of her propeller.	C. F. Berney.
"	Defiance, 26 years	Brigantine	189	8	..	Coal and general	Stranded; refloated; slight damage	..	W. Sandspit, Kaipara	N.E.	Fresh ..	Casualty was caused by master standing too close in to the beach before tacking	Robert Lloyd White.
"	Charles Edward, s.s., 42 years	Schooner	145	16	..	Timber	Lost propeller	..	Wanganui River ..	..	..	Head of shaft broken and propeller lost, but afterwards recovered	Edward Graham.
Sept. 9	Eveline ..	Launch	not reg'd.	2	..	..	Sunk ..	..	Mangawhare Wharf, Kaipara	N.N.E.	Light ..	The launch was obstructing the approach to the wharf, and the s.s. "Awaroa" ran into her	Thomas Pettit.
"	Petone, s.s., 6 years	Schooner	388	17	..	Ballast..	Crowns of furnace fell in	..	Greymouth..	..	Calm ..	Casualty was not due to faulty construction of furnaces or other portion of machinery, and was not due or contributed to by negligence or carelessness	J. Christian.
"	Cape Corrientes, s.s., 15 years	Schooner	1660	28	..	Ballast..	Stranded; no damage	..	Egg Bank, Dog Point, Kaipara	E.S.E.	Strong	Master had not entered Kaipara Harbour for four years, and was not aware of alterations in the channel, and took a wrong course	Edmund Jones.
"	Lutterworth, 38 years	Barque	887	18	..	Ballast..	Dismasted ..	..	22 miles N. by E. of Kaikoura Peninsula	S.	Moderate gale	The casualty was due to the vessel lurching heavily, thus causing the shifting of the ballast, which shifting was contributed to by the shifting boards being insufficiently high	H. L. Hicks.
Oct. 10	Port Stephens, s.s., 12 years	Schooner	2278	33	..	Ballast..	Broken shaft; abandoned	..	Long. 164° 40' E., Lat. 45° 50' S.	N.N.W.	Strong breeze	The master was guilty of a great error of judgment in abandoning the vessel under the circumstances, and was ordered to pay £15 costs of inquiry.	Arthur Edwin Jolly.
"	Tarawera, s.s., 24 years	Schooner	1269	53	b'w'n 50 & 60	General	Fire; partial loss	..	Bay of Plenty ..	S.W.	Moderate	Whilst vessel was on voyage from Gisborne to Auckland it was found that cargo in No. 3 hold was on fire, which was extinguished by the crew after five hours work. Cause of fire unknown	John T. Rolls.
Nov. 7	Baden Powell, s.s., 6 years	Schooner	92	12	..	Produce	Stranded; partial loss	..	Bar, Manawatu River	N.W.	Strong breeze	Insufficient depth of water on the bar. Rudder and rudder-post were carried away, caused by the vessel striking the ground heavily	W. McGavin Muir.

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the MARINE DEPARTMENT, &c.—continued.

Date of Casualty.	Vessel's Name, Age, and Class.	Rig.	Register Tonnage	Number of		Nature of		Place where Casualty occurred.	Wind.		Finding of Court of Inquiry.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.		Direction.	Force.		
1906. Dec. 14	Elverland, 11 years	Barquentine	361	11	..	Coal ..	Foundered; total loss	About 3 miles N.E. of Three Kings	S.E.	Light ..	Vessel was becalmed between Three Kings Islands and Cape Maria, and during a dense fog in the night drifted close up to the islands. Whilst the boats were engaged towing her off she struck a rock, sprung a leak, and finally sank. The casualty might have been avoided if the lead had been used or bearings been taken to ascertain if vessel was drifting	S. E. Savory.
18	Penguin, s.s., 42 years	Schooner	517	40	80	General	Damaged stern	Wellington Harbour	N.N.E.	Squally	While working out to get clear of Jervois Quay the vessel's stern struck the wharf, causing damage to the vessel to the extent of about £150, and splitting corner pile of the wharf	S. Kennedy.
1907. Jan. 16	Storm, s.s., 3 years	Schooner	186	15	..	Coal ..	Stranded; slight damage	Wanganui River Bar	W.N.W.	Strong	Casualty caused by heavy fresh in river causing bar to silt up	A. Irvine.
"	Purau, s.s., ..	Ketch ..	39 not r'gd	5	200	..	Collision; no damage	Purau Bay = ..	..	Calm	The vessels came into collision owing to neglect on part of the master of the "Purau," and error of judgment on part of the master of "John Anderson." Court ordered one moiety of costs of inquiry to be paid by each master	Matthaeus Mark Thomas.
"	John Anderson, s.s., 15 years	Schooner	36	5	180	..	Foundered; partial loss	Auckland Harbour ..	S.	Light ..	The vessel settled down on the fluke of her anchor, the ebb-tide running; the anchor entered her side, causing her to sink. She was subsequently raised, slipped and repaired	John McDonald Etheridge. Thomas Dowd.
"	Mabel, scow, 25 years	Schooner	49	3	..	Timber	Foundered; partial loss	Auckland Harbour ..	S.	Light ..	The vessel settled down on the fluke of her anchor, the ebb-tide running; the anchor entered her side, causing her to sink. She was subsequently raised, slipped and repaired	Wm. Cormack.
"	Wai-iti, 15 years	Barque	690	15	..	Ballast..	Capsized; total wreck (since refloated)	Mangawhare, Kaipara	E.N.E.	Fresh breeze	The master committed an error of judgment in leaving the wharf under the circumstances without a tug. The negligence was not sufficiently serious to warrant the Court dealing with his certificate	Wm. Cormack.
Feb. 1	Waikonini, 6 years	Schooner	60	4	..	Ballast..	Collision no damage	12 miles E. of Anaura, Poverty Bay	N.E.	Moderate	Schooner "Awanui" failed to stay and the wind being very light, the vessels collided, the jib-boom of the "Awanui" being carried away	R. M. Cliffe.
"	Awanui, 16 years	Schooner	85	6	..	Ballast..	Collision; slight damage	12 miles E. of Anaura, Poverty Bay	N.E.	Moderate	While vessel on a voyage from Whangaroa to Auckland flax and tow in after hold caught fire, no cause being ascertainable. Fire brigade and fire-boat gave assistance, but vessel had to be scuttled to finally extinguish the fire	P. Bonfield.
"	Greyhound, s.s., 8 years	Schooner	83	7	..	Flax and gun	Fire; 25 damage	Auckland Harbour ..	N.	Fresh breeze	While vessel on a voyage from Whangaroa to Auckland flax and tow in after hold caught fire, no cause being ascertainable. Fire brigade and fire-boat gave assistance, but vessel had to be scuttled to finally extinguish the fire	Alfred Subitzky.

RETURN OF WRECKS AND CASUALTIES TO SHIPPING REPORTED TO THE MARINE DEPARTMENT, &c.—*continued*.

Date of Casualty.	Vessel's Name, Age, and Class.	Reg. Tonnage.	Crew.	Number of Passengers.	Nature of		Number of Lives Lost.	Place where Casualty occurred.	Wind.		Finding of Court of Inquiry, &c.	Name of
					Cargo.	Casualty.			Dirac-tion.	Force.		
1907. Feb. 5	Admiral, lighter, 30 years	40	3	..	Wool ..	Foundered; partial loss; refloated	..	Napier Harbour	N.	Light ..	Cause of casualty was the anchor went through the bow of the vessel and caused a leak, but how this happened is not known. Vessel was towed on to a bank, where cargo was discharged and damage repaired. The "Awarua", in charge of an A.B., the master being engaged in mate's duties, struck on uncharted rocks, and became a total wreck. Movables were salvaged by s.s. "Pelican" and boats. In view of evidence given at Magisterial inquiry master should have been warned of rocks in the vicinity of his course. Vessel driven ashore by a sudden tempest of wind and sea from an unexpected quarter. The master during thick stormy weather shortran his distance to clear Cape Maria Van Diemen, and was driven ashore. Probable cause, strong adverse currents and bad weather. Grounded on a sand-bank (uncharted), and was towed off by the s.s. "Invercargill" on 1st March. Court found that master was greatly to blame for not taking the usual precautions in foggy weather. Certificate suspended for six months. Considered that the mate was also to blame, and ordered that he pay £5 5s. towards costs of inquiry. No observations for correction of compasses were obtainable for several days prior to the wreck, and the vessel got out of her course and went ashore in a dense fog, becoming a total wreck. When vessel was about seven miles from land Gustave Hankey, A.B., was missed, and though vessel was brought up in the wind and look-out kept up for an hour no sign of the missing man could be found. One of the party threw a lighted match into a pool of benzine, which flared up and scorched the woodwork of the boat. The vessel not answering her helm properly stranded, owing to the joggle of the sea in a tortuous channel.	J. C. Tonkin.
"	Awarua, p.s., 23 years	54	7	..	Ballast..	Stranded; total wreck	..	1 mile from Kauri Mountain, Whangarei Heads	N.W.	Light ..		L. A. McLean.
"	Rook Lily, 20 years	50	4	..	Ballast..	Stranded; partial loss	..	½ mile N. of Mercury Bay	S.E.	Gale ..	P. Bonfield.	
"	Bravo, scow, 10 years	99	5	..	Timber	Stranded; partial loss, refloated	..	8 miles S.E. of Cape Maria Van Diemen	N.N.E.	Moderate	Charles Nelson.	
"	Rimu, s.s., 9 years	144	..	..	Timber & wool	Stranded; no damage	..	Paterson's Inlet, Stewart Island	..	Calm ..	J. A. Bergquist.
"	Rakiura, s.s., 29 years	81	10	..	Ballast..	Stranded; no damage	..	Korora Creek, Molyneux Bay	S.S.E.	Light ..	W. M. Dudfield	
"	Marguerite Mirabeau	1731	24	..	Coal, &c.	Stranded; total loss	..	Akatore, Otago	E.S.E.	Light ..	J. M. Tattevin.	
"	Waikonini, scow 6 years	60	4	..	..	..	1	Near East Cape	N.	Strong	John Brown.
"	Matai ..	*	1	12	..	Fire; slight damage	..	Otago Harbour	..	Calm ..	..
"	Echo, 2 years...	99	7	..	Timber	Stranded; slight damage	..	N. Spit, Karamea River	S.W.	Light ..	Arthur Seeley.	

* Under 5 tons, not registered.

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the MARINE DEPARTMENT, &c.—continued.

Date of Casualty.	Vessel's Name, Age, and Class.	Rig.	Registered Tonnage.	Number of		Nature of		Place where Casualty occurred.	Wind.		Finding of Court of Inquiry, &c.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.		Direction.	Force.		
1907. Mar. 3	Onslow, 18 years	Schooner	16	..	..	Fire; slight damage	..	Tairua, Auckland ..	..	..	Fire caused by ignition of signal-lights in lockers	J. Stenhouse.
" 14	Invercargill, s.s., 22 years	Schooner	123	..	General	Stranded; slight damage	..	Wallace Rock, Waikawa River, Southland	..	Calm ..	Entering Waikawa River against strong ebb tide the vessel was thrown slightly out of her course and grounded on Wallace Rock	J. Gillies.
" 17	Ururoa, 6 years	Schooner	196	..	Timber	Lost rudder	..	Lat. 36° 5' S., Long. 159° 40' E.	S.E.	Gale ..	Heavy sea struck the ship, and carried away the rudder	John Bushell.
About 25	Rangi, scow, 2 years	Schooner	86	..	..	Loss of life	..	Wellington Harbour	..	..	Body found floating in harbour on 3rd April was that of cook of "Rangi," missing since 25th March. At Coroner's inquest verdict of "Found drowned" was returned. The man's name was Daniel McKay	Geo. Sorenson.
" 25	Kestrel, 2 years	Ferry- steamer	204	5	..	Collision; trifling damage	..	Auckland Harbour ..	S.	Light	Collision with "Rotomahana," took place owing to difference of opinion between the masters as to proper course in narrow waters	Matthew Scott.
" 25	Rotomahana, s.s., 31 years	Schooner	139	13	..	..	..	Auckland Harbour ..	..	Light	Collision took place owing to difference of opinion between masters as to the rule of the road in harbours or narrow waters	Arthur Stephen- son.
" 26	Kanieri, s.s., 21 years	Schooner	116	14	General	Collision; trifling damage	..	Auckland Harbour ..	N.E.	Light	Collision took place owing to difference of opinion between masters as to the rule of the road in harbours or narrow waters	Thomas Mayers.
" 26	Dawn, s.s. ..	Ketch ..	Not reg'd	3	General	..	..	Haulshore Island, Nelson Harbour	N.E.	Strong gale	Vessel touched the ground aft when caught in the eddy of the ebb-tide and would not then come about	Hugh Bartho- lomew Kelly.
" 29	Argus, 53 years	Ketch ..	36	3	Coal ..	Stranded; no damage	..	Haulshore Island, Nelson Harbour	N.E.	Strong gale	Vessel touched the ground aft when caught in the eddy of the ebb-tide and would not then come about	Samuel West- rupp.

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, 1907.

Port or Place.	Subject of Notice.
Auckland	Rock being deposited off Acheron Point, Freeman's Bay.
"	Prohibitions with regard to anchorages within the harbour.
"	Explosives anchorage.
"	Lights on Railway Wharf.
"	Erection of dolphin in Freeman's Bay.
Bluff Harbour	Lightship sunk. Place temporarily marked by black buoy.
"	Substitution of pile beacons for buoys.
Bream Island	Awarua Rock and cluster of rocks off Ocean Bay.
Bruce Bay and Jackson's Bay	Uncharted rocks.
Cape Egmont (265 miles therefrom)	Temporary cable-buoys.
Cape Kidnappers	Error in charted position of coast-line.
Croixelles Harbour	Telegraph-cable laid.
Hauraki Gulf	Uncharted rocks off Kawau and Little Barrier Islands.
Hokianga River	Alteration in channel.
Jack's Point, Timaru	Alteration in lights.
Kaipara Harbour	Additional leading-beacon for harbour-entrance.
"	Light at Pouto Point.
Little Barrier and Kawau Islands	Rock off north-west shore.
Manukau Harbour	Depth of water in the channels.
"	Red light at signal-station when bar unsafe for vessels to proceed to sea.
Manawatu Heads	Alteration in position of lights.
New Plymouth	Alteration to lower leading-beacon.
Oamaru Harbour	Dredge-moorings.
Otago Harbour	Fog-signal, Taiaroa Head.
"	Harrington Point: Old-channel buoy removed; new channel-buoys and buoy.
Pelorus Sound	Buoy placed over Dart Rock.
Port Ahuriri	Soundings off Pania Reef.
"	Auckland Rock and buoys.
"	Red leading-light on Breakwater Wharf.
Three Kings Islands	Non-existence of charted islets.
"	Provision-depot.
Tory Channel	Telegraph-cable laid.
Wairau Bar	Mooring-buoy laid.
Wanganui River	Lights to be exhibited during carrying-out of harbour-works.
"	Directions for vessels entering.
Wellington	Lights for Taranaki Street Wharf.
"	Low-level light at entrance to harbour.
Westport	Electric lights shown from Denniston.
"	Electric lights shown. Error in notice.
General	"New Zealand Nautical Almanac" published.

RETURN showing the ORDERS IN COUNCIL which have been issued during the Year ended 31st March, 1907.

Date of Order.	Purpose of Order.
1906.	
April 6	Approves plans of footbridge, boat-shed, and slip, Picton. Authorises Picton Borough Council to construct same.
" 6	Approves plans of Mr. Thomas Begg's wharf, Anderson's Bay, Otago Harbour.
" 6	Licenses Mr. Thomas Begg to occupy foreshore, Anderson's Bay, Otago Harbour.
" 6	Makes regulations for examination and licensing of colonial pilots.
" 6	Licenses Borough Council to occupy foreshore for wharf-site, Akaroa Harbour, and fixes wharf dues.
" 18	Fixes dues for Sounds Co-operative Company's wharf, Paradise Bay, Pelorus Sound.
" 18	Approves plans of wharf at Horeke.
" 18	Licenses Hokianga County Council to occupy foreshore as wharf-site, Horeke.
" 30	Prescribes oyster-license fee for North Island.
" 30	Approves plan and authorises construction of tram-line from Otatara to Invercargill.
" 30	Approves expenditure by Westport Harbour Board of sums for waiting-room, Westport, and goods-shed, Seddonville.
May 8	Approves expenditure by Westport Harbour Board for railway-carriage accommodation.
" 8	Approves plans of Mr. C. Gothard's wharf, Whangaroa.
" 8	Licenses C. Gothard to occupy foreshore, Whangaroa, as wharf-site.
" 4	Approves plans of outfall drain from Messrs. Dymock and Co., and Banks' Co-operative Meat-works, Ngahauranga.
" 12	Revokes Order in Council licensing Joseph Fell to occupy foreshore, Hokianga Harbour.
" 12	Extends close season for seals.
" 23	Approves plans of removal of Thorndon Yacht Club's house, and construction of boat-slip.
" 23	Approves plans of extension of Monck's jetty, Sumner, and construction of boat-skids by Lyttelton Harbour Board.
" 23	Approves plans of Eastern Breakwater, Westport Harbour.
" 23	Approves plans of Waitemata County Council's wharf, Deep Creek.
" 23	Licenses Waitemata County Council to occupy foreshore, Deep Creek, Hauraki Gulf.
" 23	Appoints member of Greymouth Harbour Board.
" 23	Makes regulations under "Sea-fisheries Act, 1894."
June 1	Approves plans of Devonport Steam Ferry Company's wharf, Brown's Island.
" 1	Licenses Devonport Steam Ferry Company to occupy foreshore, Brown's Island, as wharf-site.
" 1	Approves plans of boatshed and stage for Kaipara Union Amateur Boating Club, Te Kopuru.
" 1	Licenses Kaipara Union Amateur Boating Club to occupy foreshore, Te Kopuru.
" 1	Approves plan of Mangonui County Council's goods-shed and additions to Awanui wharf.

RETURN showing the ORDERS IN COUNCIL which have been issued during the Year ended 31st March, 1907—continued.

Date of Order.	Purpose of Order.
1906.	
June	1 Licenses Mangonui County Council to occupy foreshore, Awanui River, for goods-shed and wharf.
"	1 Approves plans of Awhitu Road Board's shed and extension of Graham's Beach wharf.
"	1 Licenses Awhitu Road Board to occupy foreshore, Graham's Beach, as wharf-site.
"	1 Approves plans of Amos McKegg's wharves, Taieri Mouth.
"	1 Licenses Amos McKegg to occupy foreshore, Taieri Mouth, as wharf-sites.
"	1 Approves plans of wharf and breastwork, Kaiapoi.
"	11 Approves plans of Dive and Ramsay's wharf, Hokianga Harbour.
"	11 Licenses Dive and Ramsay to occupy foreshore, Hokianga Harbour, as wharf-site.
"	11 Approves plans of jetty, landings, &c., Birkenhead.
"	11 Approves plans of wharf, north-east of Glasgow Wharf, Wellington.
"	11 Approves plans of boat-slip, Port Moeraki.
"	11 Licenses Waitaki County Council to occupy foreshore, Port Moeraki, as site for boat-slip.
"	28 Approves plans of Westport floating-basin.
"	28 Prescribes dues and rates for Kohukohu County wharf.
"	28 Prescribes dues and rates for Rawene County wharf.
"	28 Makes regulations for loading and storage of ballast.
July	9 Makes regulations for controlling traffic on Lake Rotoiti and management of wharves, and prescribes dues for same.
"	12 Approves plans of extension of Orua Bay wharf.
"	12 Licenses Awhitu Road Board to occupy foreshore, Manukau Harbour, for extension to Orua Bay wharf.
"	12 Approves plans of Northern Coal Company's wharf and bridge at Ngunguru.
"	12 Licenses Northern Coal Company to occupy foreshore, Ngunguru, as wharf and bridge sites.
"	12 Approves plans of Levin and Co.'s mooring-piles, Foxton Harbour.
"	12 Licenses Levin and Co. to occupy foreshore, Foxton Harbour, as site for mooring-posts.
"	23 Approves expenditure of £125 by Westport Harbour Board on verandah at Waimangaroa Station.
"	23 Approves plans of wharf-extension and erection of shed by Messrs. Prouse and Saunders at West Wanganui.
"	23 Licenses Prouse and Saunders to occupy foreshore, West Wanganui, for wharf-extension and shed.
"	23 Approves plans of extension of Karamea Sawmilling Company's wharf, Karamea.
"	23 Licenses Karamea Sawmilling Company to occupy foreshore, Karamea, for wharf-extension.
"	23 Prescribes dues and rates for Rawene County wharf.
"	23 Prescribes dues and rates for Kohukohu County wharf.
"	23 Approves plans of E. G. Pilcher's tramway, Pakawau.
"	23 Licenses E. G. Pilcher to occupy foreshore, Pakawau, as tramway-site.
"	23 Approves alteration of site for erection of Ohinemuri County bridge over Waihou River at Mangaiti.
Aug.,	2 Issues Commission to inquire into and report on cause of fires on ships carrying wool, &c.
"	6 Approves plans of E. G. Pilcher's wharf, Pakawau.
"	6 Licenses E. G. Pilcher to occupy foreshore, Pakawau, as wharf-site.
"	18 Varies rules as to life-saving appliances for ships.
"	27 Extends time for report by Commission of Inquiry into cause of fires on ships carrying wool, &c.
Sept.,	3 Revokes Order in Council authorising construction of tram-line across New River Estuary, and authorises construction of work on new plan.
"	3 Approves plans of cattle-yards and slip alongside Raupo wharf.
"	3 Declares County Council shall exercise powers of Harbour Board, Kawhia, and defines limits of harbour.
"	10 Revokes license to Havelock Town Board to occupy foreshore as wharf-site, and vests management of wharf in Havelock Harbour Board.
"	10 Fixes dues for Waiwera wharf.
"	17 Approves plans of D. G. Lane's wharf, Rawene, Hokianga.
"	17 Licenses D. G. Lane to occupy foreshore, Rawene, Hokianga, as wharf-site.
"	17 Prescribes class of boats to be carried by fishing-vessels.
"	24 Approves plans of C. J. Brunzell's boat-slip, Picton Harbour.
"	24 Approves plans of Waikokopu Harbour Board's tramway and shed.
"	24 Approves plans of New Zealand Portland Cement Company's wharf-extension, Limestone Island, Whangarei.
"	24 Licenses New Zealand Portland Cement Company to occupy foreshore, Limestone Island, Whangarei.
"	24 Approves plans of Mrs. E. Nield's wharf, Wairoa River, Kaipara.
"	24 Licenses Mrs. E. Nield to occupy foreshore, Wairoa River, Kaipara, as wharf-site.
"	24 Approves plans of Ramsay Bros. and Eyes's boat shed and slip, Rawene, Hokianga.
"	24 Licenses Ramsay Bros. and Eyes to occupy foreshore, Rawene, Hokianga, as site for boat shed and slip.
"	24 Approves modification of plan of bridge across New River Estuary for Invercargill Borough Council's tram-line.
Oct.	2 Approves plans of harbour-works, Puponga Harbour.
"	2 Authorises Puponga Coal and Gold-mining Company to carry out harbour-works, Puponga Harbour.
"	2 Licenses C. J. Brunzell to occupy foreshore, Picton Harbour, as site for boat-slip.
"	2 Extends time for report of Wool Fires Commission.
"	8 Makes regulations for safe navigation of harbours.
"	15 Approves plans and authorises construction of bridge over Ohinemuri River at Paeroa.
"	15 Approves plans of J. McLaren's wharf, Wairoa River, Kaipara Harbour.
"	15 Licenses J. McLaren to occupy foreshore, Wairoa River, Kaipara Harbour, as wharf-site.
"	15 Approves plans of borough baths, Bluff Harbour.
"	15 Licenses Campbelltown Borough Council to occupy foreshore, Bluff Harbour, as site for baths.
"	15 Approves plans of wharf, Tamaki River.
"	15 Licenses Otahuhu Road Board to occupy foreshore, Tamaki River, as wharf-site, and fixes dues for same.
"	15 Consents to lease of land by Thames Harbour Board to H. H. Adams and others.
"	15 Approves expenditure by Westport Harbour Board for water-supply, &c., on Westport-Mokihinui Railway.
"	22 Authorises Westport Harbour Board to expend £13,000 on additional hopper coal-wagons.
"	22 Makes additional regulations for loading and stowage of ballast.
"	22 Extends time for report of Wool Fires Commission.
"	29 Revokes license to Harry Couch to occupy foreshore, Bon Accord Harbour, Kawau Island, as wharf-site.
"	29 Licenses A. J. Farmer to occupy foreshore, Bon Accord Harbour, Kawau Island, as wharf-site.
"	29 Approves plan and licenses Sumner Borough Council to occupy foreshore for artesian wells

RETURN showing the ORDERS IN COUNCIL which have been issued during the Year ended 31st March, 1907—*continued*.

Date of Order.	Purpose of Order.
1906.	
Nov. 6	Approves plan and authorises erection of tramway viaduct near Cave Rock, Sumner.
" 6	Revokes license to S. J. Deck to occupy foreshore, Golden Bay, Stewart Island, as site for boat-shed.
" 6	Licenses J. W. Squires to occupy foreshore, Golden Bay, Stewart Island, as site for boat-shed.
" 6	Fixes dues for Amos McKegg's wharves, Taieri Mouth.
" 26	Vests management of wharf in Kawhia County Council as Harbour Board, and fixes dues for same.
" 26	Fixes pilotage for Karamea.
Dec. 3	Extends time for report of Commission on Wool-ship's fires, &c.
" 3	Approves construction of bridge by Picton Borough Council.
" 3	Revokes existing regulations, and makes new ones, for loading and stowage of ballast.
" 10	Approves plan and authorises cutting of channel through Wairau Boulder Bank.
" 10	Approves plan of extension of Miramar Wharf, Wellington Harbour.
" 10	Approves plan of G. B. Watson's tram-line, West Wanganui.
" 10	Licenses G. B. Watson to occupy foreshore, West Wanganui, as site for tram-line.
" 17	Approves plans of Port Awanui wharf.
" 17	Licenses Apirana T. Ngata and others to occupy foreshore, Port Awanui, as wharf-site.
" 21	Approves plans of Mason Bros. and Walker's booms, Whirinaki River, Hokianga.
" 21	Licenses Mason Bros. and Walker to occupy foreshore, Whirinaki River, Hokianga, as site for booms.
1907.	
Jan. 7	Approves plans of R. T. Wrathall's building, Mangonui Harbour.
" 7	Licenses R. T. Wrathall to occupy foreshore, Mangonui Harbour, as building-site.
" 7	Approves plans of Levin and Co.'s wharves, Manawatu River.
" 7	Licenses Levin and Co. to occupy foreshore, Manawatu River, as site for wharves.
" 7	Extends time in which Wool Fires Commission may report.
" 21	Appoints members of Greymouth Harbour Board.
" 21	Approves plans of D. Goldie's timber booms, Hobson's Bay, Auckland.
" 21	Appoints trustee for Cape Turnagain landing.
Feb. 7	Approves plans of wharf, Little Shag Creek, Tokatoka.
" 7	Licenses Otamatea County Council to occupy foreshore, Little Shag Creek, Tokatoka, as wharf-site.
" 7	Approves expenditure on coal-loading crane-wharf, by Westport Harbour Board.
" 7	Approves plans of Northern Steamship Company's wharf, Awaroa Bay, Waiheke Island.
" 7	Licenses Northern Steamship Company to occupy foreshore, Awaroa Bay, Waiheke Island, as wharf-site.
" 7	Approves reclamation of 8½ acres by Bluff Harbour Board.
" 7	Extends hour for closing poll for election of Lyttelton Harbour Board members by ratepayers of New Brighton, Woolston, and Sumner.
" 16	Extends time for report by Wool Commission.
" 16	Approves expenditure for shed at or near Crane Wharf by Westport Harbour Board.
" 27	Grants pension to W. Cunningham, late light-keeper, Nelson.
March 5	Approves plans of approaches to cargo-shed, Waikokopu.
" 13	Fixes time and place for first election of members, Hokitika Harbour Board.
" 19	Extends close season for seals.

Approximate Cost of Paper.—Preparation, not given; printing (1,900 copies, including wreck chart), £75 7s. 6d.

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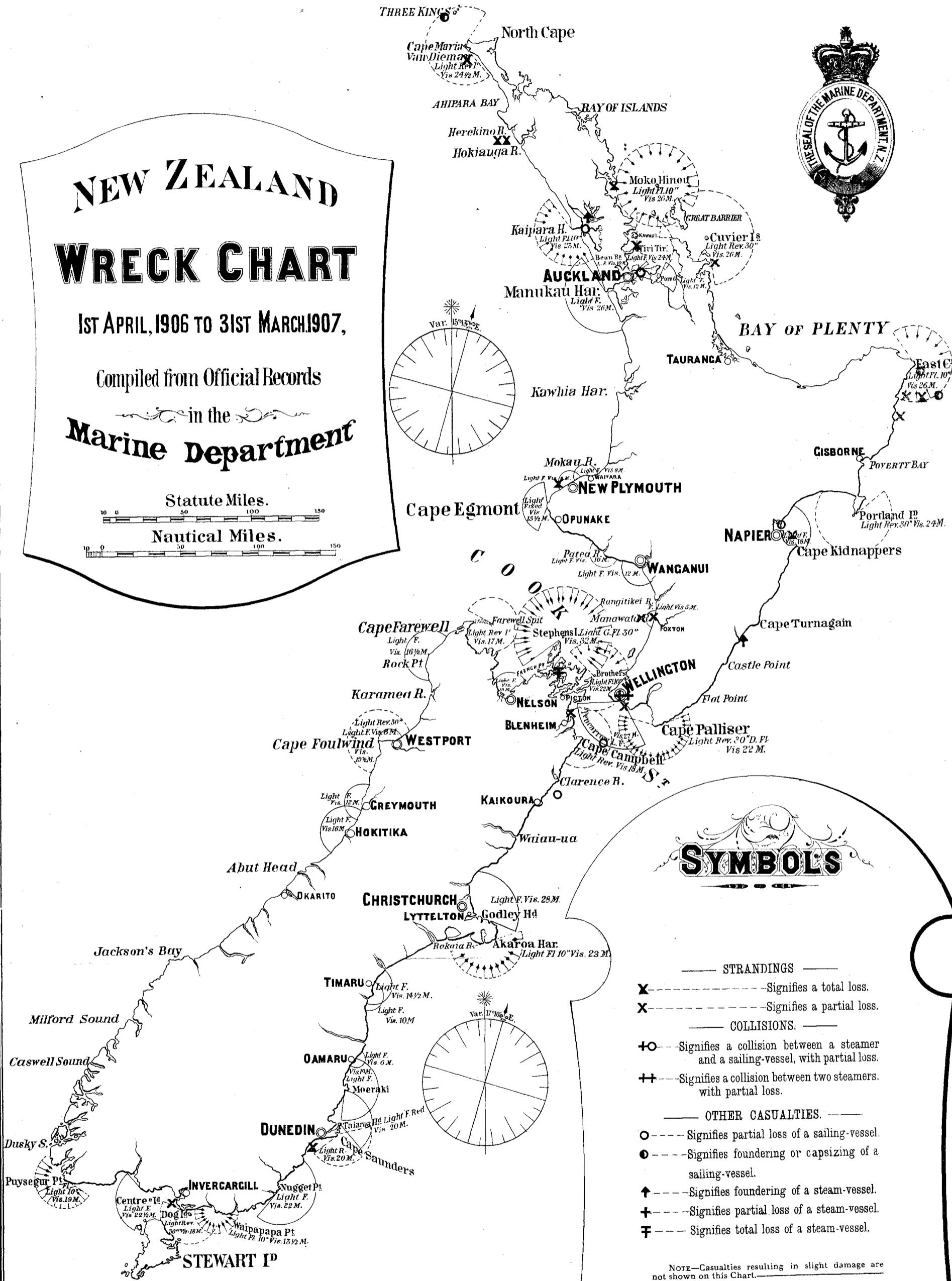
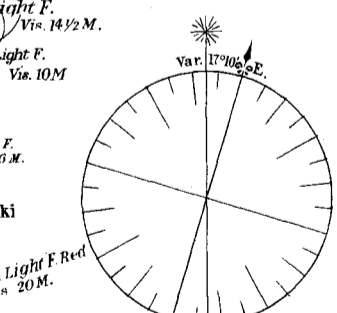
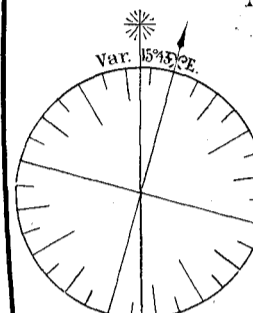


NEW ZEALAND WRECK CHART

1ST APRIL, 1906 TO 31ST MARCH, 1907,

Compiled from Official Records

in the
Marine Department



SYMBOLS

- STRANDINGS —
- X ————— Signifies a total loss.
- X - - - - - Signifies a partial loss.
- COLLISIONS. —
- +O — Signifies a collision between a steamer and a sailing-vessel, with partial loss.
- ++ — Signifies a collision between two steamers, with partial loss.
- OTHER CASUALTIES. —
- O - - - - Signifies partial loss of a sailing-vessel.
- - - - - Signifies foundering or capsizing of a sailing-vessel.
- ↑ - - - - Signifies foundering of a steam-vessel.
- + - - - - Signifies partial loss of a steam-vessel.
- ⚡ - - - - Signifies total loss of a steam-vessel.

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

☞ SNARES

