

*Survey of Ships.*

During the year certificates were issued after survey to 337 steamers, 537 oil-engine vessels, and 119 sailing-vessels, as compared with 252 steamers, 166 oil-engine vessels, and 89 sailing-vessels during the previous year.

The following limits have been defined to be river and extended river limits:—

Great Barrier Island: River limits for Port Abercrombie and Port Fitzroy to be inside a right line drawn from the outermost point of Green Island to Wellington Heads, thence to False Head; and for Port Tryphena inside a right line drawn from the outermost point of the easternmost head to the outermost point of the north-western head. The extended river limits for the island are within a radius of three nautical miles from it.

Mokau: River limits, inside the bar.

Tairua: River limits, inside Paku Head; and extended river limits, inside a line drawn from mainland immediately to eastward of most south-eastern points of Rabbit Island, thence to north-western point of Slipper Island, thence to most north-eastern point of Shoe Island, and thence westward to the mainland.

Opotiki: River limits, inside the bar; extended river limits, three miles outside the bar.

Porirua: Ohau, extended river limits for fishing-vessels, between Porirua Harbour and Ohau River.

Timaru: River limits, inside breakwater; extended river limits, within a radius of three miles from outer end of southern breakwater, and extended river limits for fishing-vessels within a radius of twenty miles from breakwater.

Otago: Extended river limits for fishing-vessels, within a radius of thirty miles from Taiaroa Head Lighthouse.

The following fire-extinguishing appliances have been approved for use on motor-boats, viz.: "Kyl Fyre," "Vanguard," and "Pyrene."

Proceedings have been taken by the Department for the following breaches of the law in connection with survey certificates, viz.: I. Fletcher, master of scow "Magic," for carrying passengers without a passenger certificate, fined £1 and costs; H. S. Beer, for running his oil-launch beyond prescribed limits, fined £3 and costs; C. A. Spencer, master of s.s. "Minerva," for carrying more passengers than allowed by vessel's certificate, fined £1 7s. and costs; T. W. Hamilton, master of the s.s. "Ngapuhu," for carrying more passengers than allowed by his certificate, fined £5 and costs; W. Walker, for running his launch for hire without a survey certificate, fined £2 and costs; W. McNeil, for running his launch without life-saving appliances, convicted but no fine imposed.

*Deck Cargo Regulations.*

The regulations have been amended to provide that the decks on which cargo may be carried are the main deck and the working-deck, provided the latter is the next deck above the main deck.

J. Broadhouse, master of the s.s. "Breeze," has been fined £1 and costs for not notifying the Superintendent of the shipment of deck cargo.

*Wireless Telegraphy on Ships.*

Section 50 of the Shipping and Seamen Amendment Act, 1909, provides that the Governor in Council may make regulations requiring ships registered in New Zealand and carrying passengers to be provided with apparatus for transmitting messages by means of wireless telegraphy, and the necessary regulations are now being prepared.

*Deceased Seamen's Estates.*

The estates of thirty-three deceased seamen have been dealt with during the year. The amount received on account of them was £406 7s. 3d., and the amount paid to relatives and other claimants was £338 17s. 10d. The sum of £49 17s. 10d., which had remained unclaimed for over six years, was paid into the Public Account. Particulars of the estates are given in the appended return.

*Wrecks and Casualties.*

During the year ninety-four inquiries into casualties to ships were held, eighty-six of them being preliminary and eight Magisterial inquiries. Tables showing the casualties reported and an analysis thereof are appended. Those on or near the coasts of New Zealand numbered 103, representing 45,001 tons register, as compared with 105, of 46,815 tons, in the previous year. The number of lives lost was thirty-three, as compared with two in the previous year. Included in the lives lost are twenty-five, being the master, officers, and crew of the dredge "Manchester," which left Wellington for Sydney, N.S.W., on the 6th April, 1912, and which has not since been heard of.

*Coastal Surveys and Dangers.*

Whilst the Antarctic ship "Terra Nova" was in New Zealand last year the Department arranged with Lieutenant Pennell, R.N., who was in charge of her, to make a survey of the coast between the French Pass and Jackson's Head; but want of time prevented the whole of the work being carried out. A very complete survey was, however, made in the vicinity of the French Pass and Admiralty Bay, a chart of which has been sent to the Hydrographer to the Admiralty in order that the results may be shown on the Admiralty charts. Two oil-launches were chartered by the Department, one of which was used by Lieutenant Pennell and the other by Lieutenant Renwick, R.N., of the "Terra Nova," who was associated with him in the work.