

Nov. 25	Kaiaia, o.e.v., 15 years	Ketch ..	24	1	Benzine, cases	1,250	Explosion	..	Auckland ..	..	N.E.	Moderate	J. Stewart.
"	Tui, s.s., — years	Cutter	6	2	..	..	Fire	..	Auckland Harbour ..	..	W.	Moderate	A. E. Ragg.
"	Cobar, s.s., 21 years	Cutter ..	69	6	12	..	} Collision	..	Wellington Harbour ..	..	N.	Light	J. W. Gower.
"	Wairau, s.s., 14 years	Schooner	56	8	..	General, 40 tons	
"	Clifton, o.e.v., 24 years	Ketch ..	24	2	..	Light	Struck wharf	..	Thames River	..	Calm	..	A. W. Humphreys.
Dec. 11	Kapuni, s.s., 12 years	Ketch ..	97	10	..	General	Grazed western wall	..	Patea Harbour	..	W. by N.	Fresh breeze	R. McLachlan.
"	Kawau, s.s., 34 years	Cutter (staysail only)	37	7	..	..	Auxiliary check-feed-valve leaking	..	Hauraki Gulf	..	S.W.	Strong	Edward Henry.
"	Inaha, motor, 1 year	Cutter ..	116	11	..	Cheese, 180 tons	Struck wharf	..	Wellington Harbour ..	..	S.	Strong ..	A. P. Gibson.
"	Sheafmount, s.s., 11½ years	Schooner	3,207	44	..	General, 8,000 tons	Fire	..	Lat. 20° 26' N., long. 138° 20' W.	..	E.S.E.	Moderate	C. V. Groves.
"	Konini, s.s., under 1 year	Schooner	833	23	..	Salt, 767 tons; gypsum, 830 tons	Stranded; total loss	..	Near Bluff Peninsula	..	Variable	..	S. Vint.

The Court found that explosion was caused by Seaman Singer entering forepeak, against master's orders, to light riding-light, where gas from petroleum cargo had found its way, that owing to dangerous nature of cargo, Court submitted conditions under which carriage of same should be governed both above and below deck; and that for no purpose whatever should it be carried unless under certificate of Engineer Surveyor of Ships, who should certify period not exceeding one year for that carried above, and for one voyage only in the case of that carried below

Through the vessel rolling, the asbestos around the wooden coaming of the light and air space worked off, allowing the kindling which was on fire on top of boiler to ignite the woodwork on coaming

"Cobar" was approaching Ferry Wharf when "Wairau" came out from Queen's Wharf, and, although both vessels rang "Full speed astern," the "Wairau" caught "Cobar" a glancing blow amidships with her bow, causing damage to the extent of £2. It is considered that accident could have been avoided had "Wairau" taken a wider course from wharf, enabling her to see and be seen by "Cobar"

When going up river, vessel struck wharf belonging to the Lands Department, below and on opposite side river to Kopu, damaging jib and carrying away bowsprit

At the entrance, vessel grazed the western wall, springing her stem slightly and causing her to leak a little in the forepeak. She was beached, and temporary repairs effected, after which she proceeded to Wanganui

As water could not be got into boiler as it came back through auxiliary check-valve, the fires were drawn, and vessel towed back to Auckland, where it was found that some substance had got between the valve and seat, otherwise valve was in good order

Owing to engines refusing to go astern, and to fresh southerly, the vessel when berthing struck King's Wharf end on, bending and cracking her stern, and bending plates on both sides

Banker coal caught fire as result of spontaneous combustion, but no damage was done to ship or cargo

The Court held that, the patent log not having been in use, and the bearings taken off Centre and Dog Islands being too approximate, and vessel being in confined waters, the master should have altered his course when Dog Island was lost, by heading vessel into clear of strait and awaiting clearer weather, and that master was guilty of wrongful act by continuing at full speed under the circumstances; but, while censuring him, the Court did not suspend his certificate, but ordered that he pay £40 towards the cost of the inquiry