

May 15	Kotare, s.s., 22 years	Schooner	83	9	Nil	Timber, 100 tons	Collision	Nil	Invercargill, N.Z.	N.	Slight	The "Kotare" was approaching the jetty to berth; owing to the proximity of mud-banks there was no room for manœuvring, and the "Kotare" carried the launch "Pakeha" on to the bridge north of the jetty. No damage to "Kotare"; £25 damage to "Pakeha". Gear-clutch flange broke; could not be avoided	W. E. Mumby.
May 15	Pakeha, o.e.v. . .		..	..	Nil	..	..	..	..	..	..		
May 28	Resolution, aux., 1 year	Schooner	29	9	Nil	General, 50 tons	Gear-clutch flange broken	Nil	Off Tritiri Island light, N.Z.	W.S.W.	2		W. H. Carter.
May 31	Echo, o.e.v., 22 years	Schooner	99	10	Nil	General, 45 tons	Crank-shaft broken	Nil	Wellington, N.Z.	S.E.	Light		F. G. L. Radford.
June 2	Opua, s.s., 24 years	Schooner	288	18	Nil	General, 50 tons	Grounded	Nil	Manukau Harbour, N.Z.	N.E.	Light		E. H. Fowler.
June 3	Koa, o.e.v., 3 years	Cutter	6	4	Nil	..	Total loss	Nil	Twilight Bay, N.Z.	S.W.	9		V. Harrison.
June 6	Manaia, s.s., 29 years	F. and A.	629	36	55	General, 30 tons	Total loss	Nil	Slipper Island, N.Z.	N.W.	4		W. F. Norbury.
June 7	Ngoiro, s.s., 13 years	Steam	139	4	50	Nil	Struck wharf	Nil	Auckland, N.Z.	Calm	..		W. G. Sutcliffe.
June 30	Waikouaiti s.s., 12 years	F. and A.	2,379	41	Nil	Timber, 700 tons	Struck wharf	Nil	Wellington, N.Z.	S.E.	Fresh		D. McDonald.

While berthing in Wellington Harbour, the starboard engine-crank-shaft web broke on the forward crank

While crossing Manukau Bar in line of beacon, ship steering N.E., white flashing-light was opened at 5.42 a.m. The course was altered to N.E. by N. N. When on the course three minutes the ship grounded. No damage

On account of cyclonic gale, vessel put into Twilight Bay for shelter; wind veered round to S.W.; found position hopeless, and decided to beach vessel

The Court found that while the vessel was on her usual course she was carried off that course nearly three miles by the time she was in the vicinity of Slipper Island. The Court was of opinion that the vessel was lost owing to a strong set taking her off her course and to the poor visibility preventing the vessel's position being realized until too late. The Court exonerated the master and commended his action in connection with his conduct after the vessel struck. With regard to the third officer, who was on watch at the time, while not blaming him for the loss of the vessel, the Court was of the opinion that, in view of his having had no previous experience of the Auckland to Tauranga run, he showed overconfidence in not calling the master earlier, owing to heavy rain-squalls, poor visibility, and want of experience on the run. While the Court was of opinion that the third officer was wrong in not calling the master earlier, and although the comment stood, yet no order would be made in regard to his certificate

While berthing at Auckland, at the usual place of reversing the engines, rang down to engine-room and got no reply, consequently hit wharf

While berthing at King's Wharf, vessel struck corner of wharf, denting a plate in bow, starboard side, and bending three frames