

FOURTH REPORT

ON

THE MARINE DEPARTMENT

FOR YEAR 1868.

PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND OF
HIS EXCELLENCY.

WELLINGTON.

—
1868.

FOURTH REPORT

ON

THE MARINE DEPARTMENT, FOR THE YEAR 1868.

SIR,—

General Post Office, Wellington, 15th August, 1868.

I have the honor to submit for your Excellency's information, a Report from the Colonial Marine Engineer on the administration of the Marine and Steam Navigation Acts, and the general conduct of the Maritime business of the Colony, for the year ended 30th June last.

The arrangements in operation for the inspection of steamers, and the examination of Masters and Engineers, continue to work well, and the business of Mr. Balfour's department is efficiently conducted by him.

After a consultation with the various Harbour-masters from nearly all parts of New Zealand, a general Code of Harbour Regulations for the Colony has been established, in the place of the great variety of Regulations which have hitherto prevailed at the various ports, and which were found very embarrassing to masters of vessels frequenting New Zealand Ports. These new Regulations come into force on the 1st of next month.

The Lighting Apparatus for the Lighthouses at Farewell Spit and Cape Campbell is now being manufactured; and the plans for these Lighthouses, as well as for that at The Nuggets, are now so far advanced that the erection of the buildings can be proceeded with in a very short time.

To His Excellency Sir G. F. Bowen, K.M.G.,
Governor of New Zealand.

I have, &c.,
JOHN HALL.

SIR,—

Marine Department,
Wellington, 10th August, 1868.

I have the honor to forward herewith a Report on the working of the Marine Department for the year 1867-8.

The Hon. the Postmaster-General,
Wellington.

I have, &c.,
JAMES M. BALFOUR, M.I.C.E.,
Colonial Marine Engineer.

REPORT.

1. In my last Report I described the organization of the Marine Department, and explained the arrangements which had been made to enable a small staff to overtake in a satisfactory manner the numerous and important duties with which they were intrusted. I am glad to be able to report that the arrangements so described have continued to work very satisfactorily, and the duties of the department are still carried on in the same manner, with but trifling alterations of detail. The correspondence has, however, become very heavy; and but for the authority I received to employ a temporary correspondence clerk, this branch of my duty must have fallen hopelessly in arrear. The only addition to the present staff that is at all called for at present is a permanent instead of a temporary correspondence clerk and bookkeeper.

2. "The Steam Navigation Act Amendment Act, 1867," has been found to work well, and the present state of the law, as regards the inspection of steamers, may be said to be satisfactory; with, perhaps, the exception of the system of examining masters and engineers, which I hope ere long to be able to assimilate to the system adopted by the Board of Trade. The present law for these examinations is somewhat cumbrous, and the certificates issued, being available only for a particular vessel, are not so valuable as a general certificate of competence would be to any officer who might wish to go to England, or to any other Colony. I am not aware, however, that any officer has suffered in consequence of existing arrangements, especially as several certificates have been granted to the effect that the holder had been examined and would receive a certificate of competence for any vessel, of a certain class, on application; this being the nearest approach to a general certificate of competence which could legally be made. The general classification of steamers referred to in last Report has not been lost sight of, but the subject is surrounded with difficulties, and I have not yet been able to devise a thoroughly satisfactory system which would not unduly injure owners of certain vessels.

3. The Inspectors of Steamers in this Colony are placed at considerable disadvantage from the want of any arrangement by which the hulls of large vessels can be examined from the outside, and on one occasion during the past year I was compelled to have recourse to a diver, for the purpose of ascertaining the extent of the injury done to a steamer's plating by the rocks in Bluff Harbour. On the diver's report the vessel was allowed to proceed; and when she was docked at Melbourne, it was found that he had been successful in detecting all the injuries. The most careful examination made in this way is, however, but imperfect; and it is consequently most satisfactory to know that steps are being taken in several parts of the Colony to provide means for docking vessels of heavy burden.

4. "The Marine Act, 1867," has also worked satisfactorily on the whole, and certain regulations issued under its authority for the prevention of overloading steamers and sailing vessels, and for the prevention of the overcrowding of sailing vessels with passengers, will, it is hoped, prove adequate to their intended purpose, and tend to the protection of life and property. It has, however, been found that the expense of carrying out the system of compulsory pilotage and exemptions from pilotage on vessels under fifty tons burden would so very greatly exceed the income arising from it, that it has been considered advisable for the present to leave that portion of the Act in abeyance. It has also been suggested that it would be advisable to fix a minimum "Harbour Master's fee" (see Schedule to "The Marine Act, 1867"), as the present legal charge of one penny per ton amounts to so trifling a sum for vessels of fifty tons and under, that masters of such craft are not deterred by it from occupying the time of the Harbour Staff unnecessarily, to the delay of the heavier vessels for which mainly the staff is kept up. I should be glad to get the minimum fixed at fifteen shillings.

5. In the course of last summer a congress of harbour-masters was held in Wellington, with a view to the more speedy arrangement of a general code of Harbour Regulations for the Colony, and it is only due to these gentlemen to state that their intelligence and zeal for the general interest of the trade of the Colony have greatly aided this department in the completion of a difficult task. After numerous revisions, the new regulations have been gazetted, and are to come in force from the first day of next month, and I trust they will be found to answer the intended purpose satisfactorily, without annoying interference with the special arrangements rendered necessary by the local peculiarities of the several ports. I ought to call attention to the fact that, by the unanimous recommendation of all the harbour-masters, vessels in distress, and whaling vessels taking shelter or calling for water or provisions, or to refit, are henceforth to be exempt from all port dues in all parts of the Colony, and also from pilotage, unless the services of a pilot are actually made use of. As intimated in last Report, I propose from time to time to issue appendices to these regulations, containing information useful or necessary to mariners, such as descriptions of the various lights in the Colony, notices of new rocks and shoals, &c., &c., so as to make the publication more generally useful.

6. The Lighthouse service has been conducted satisfactorily, and all the buildings, with one exception, have continued in good order throughout the year. At Godley Head the dwellings were partially unroofed by the great gale in February last, and W. B. Mountfort, Esq., architect, who was called in on the emergency, reported that the framing of the roof was too slight, and recommended that it should be strengthened and covered by galvanized iron instead of the slating, which was injured by every gale. This has been done, and a new method of fixing the iron adopted at my suggestion, which renders it, I think, impossible for the roof covering to be blown off, and the buildings are now in thorough repair. The cost of the new roof, including considerable repairs and improvements on the road to the beach, a goods store on the beach, and sundry minor improvements and additions, has been £364; but the work has been well done, and I confidently expect that this station will cost very little for repairs for some years to come. The roofs of the lightkeeper's dwelling at Nelson have been repaired, and the tower painted, and a few minor works done at the other stations; materials have also been supplied to the keepers in certain instances to enable them to make some much-needed improvements for themselves.

7. Two lightkeepers have resigned during the year, but the vacancies have been filled up with steady men, and the officers now in the service appear to have fairly settled down to and to take an interest in their duties, so that there is fair ground for hoping that changes, which are always an annoyance as well as a source of expense, will be less frequent in future. One lightkeeper allowed the light to go out during his watch, thus subjecting himself to the penalty of dismissal; but as his general conduct was good, and he at once reported his fault, and as no evil consequences resulted, the full punishment was not inflicted, and he was only reprimanded, fined, and cautioned to be more careful in future.

8. Orders and specifications were duly sent to England for lanterns and apparatus for the proposed lighthouses on Cape Campbell and Farewell Spit, and for the temporary harbour light for Manukau; and the Government has recently received advice that these works are progressing satisfactorily; in fact, I have no doubt that the lanterns have ere this been shipped. The necessary examination of the several sites has also been made, and the working drawings for the towers and dwelling-houses prepared, both for these lighthouses and for the one proposed to be erected at Nugget Point, and the specifications will shortly be ready. Working drawings for a wrought-iron beacon on Flat Rock, off Kawanu, are also all but ready, so that the Government will shortly be in a position to call for tenders for the completion of the whole of these works. Indeed, but for the time lost by my frequent absences from home on public service, and a somewhat severe accident I met with while in Southland on duty, the whole would have been ready ere this. During the past year I have made some experiments with the view of ascertaining the possibility of burning kerosine in the lighthouse lamps, and am sanguine of ultimate success for Dog Island at least, where a number of small lamps are used. The introduction of kerosine would not only enable us to procure the necessary supplies in New Zealand, but would, I am satisfied, effect a considerable saving in the cost of maintenance of all the lights in which it could be used, and would also, I believe, make the light more powerful.

9. I have already, on more than one occasion, recommended the erection of a small light at the entrance to Tory Channel, and beg again to call attention to this important work. Mail steamers from Wellington to Picton are frequently so timed as to arrive off the channel after dark, and when it is at all hazy it is exceedingly difficult to make out the entrance. This, combined with the exceedingly rapid tidal currents which prevail, renders this part of the navigation truly dangerous; indeed, but for the thorough local knowledge, caution and skill of the commanders of these steamers, serious accidents might ere this have occurred, and such may any day take place notwithstanding every precaution. Should the Government not be disposed at present to go to the expense of erecting a light on the South Head, a small leading light could be erected about a mile inside, in such a situation as would probably make it available for guiding vessels through all the dangers, at a cost not exceeding £250 to £300; and as it would be very near the homestead of a resident settler, an economical

arrangement could probably be made for its regular exhibition. I should, however, greatly prefer to put up a light on the South Head, at a cost of from £3,000 to £4,000, as it would in that situation not only aid the navigation of Tory Channel, but also be of great service to passing shipping.

10. The list of wrecks and disasters at sea for the past year is very heavy. The records in this office show a total of fifty-five casualties, and there have certainly been some which have not been reported in any way, so that I believe a total of sixty casualties may be considered decidedly under rather than over the true number. This, however, includes the loss of the "General Grant" on the Auckland Islands in 1866, and the foundering of the "Esmeralda" off Opara, in May, 1867. Taking the casualties during the past year only [see Appendix O.], it will be observed that four occurred in July, five in August, three in September, five in October, ten in November, four in December, two in January, nine in February, five in March, one in April, one in May, and two in June. The gross tonnage totally destroyed is 7,805, or, deducting the "General Grant" and the "Esmeralda" as not strictly New Zealand wrecks, no less than 5,514 tons register of shipping have been completely destroyed on the coasts of the Colony, without counting vessels which have been finally recovered, though at the time abandoned. The most disastrous gale during the year was that of 3rd February, which appears to have blown with great violence, and from nearly the same point of the compass, over a very large portion of New Zealand, as on that day wrecks occurred at Hokianga and Napier in the North Island, and at Amuri, Bluff, Banks' Peninsula, and Oamaru, in the Middle Island; a wreck at Timaru on the following day was also caused by the same storm, which destroyed the "Echunga," the "Star of Tasmania," the "Water Nymph," and the "Fortune," besides smaller craft, the whole representing a total of 2,585 tons, or very nearly one-half of all the tonnage lost during the year on these coasts.

11. The number of lives lost, as recorded in the Wreck Register, is ninety-nine, but of these seventy-three perished in the "General Grant;" twenty-six being the number lost on the coast of New Zealand during the past unusually tempestuous year.

12. Owing to the recent casualties on the Auckland Isles, I understand that steps are being taken, in conjunction with other Colonies, to establish a regular dépôt of provisions and other stores for shipwrecked mariners upon them, and to provide for their periodical visitation. A lighthouse on Enderby's Island has also been recommended by the Court of Enquiry on the wreck of the "General Grant;" but I would suggest that a lighthouse on The Snares, while probably equally effective in preventing wrecks on the Auckland Isles, would be greatly more useful to the trade of this Colony, as The Snares are generally the first landfall of vessels from Atlantic ports bound to any of the southern portions of the Middle Island. Such a light would properly be an Intercolonial undertaking, as it would be of the utmost benefit to the homeward-bound shipping of a large portion of Australia, and it would be well worth while to ascertain the probable cost of the work, with a view to requesting the co-operation of the other Colonies interested.

13. A certain sum having been authorized to be expended on Marine Surveys, principally on the West Coast, G. A. Woods, Esq., was entrusted with the preparation of the "St. Kilda" for that purpose, and was afterwards appointed Chief Marine Surveyor. The greatest possible economy has been observed from first to last; indeed I believe it would have been in the end more economical had a somewhat larger sum been expended on the purchase of instruments of the best description at first. When the "St. Kilda" was fitted, I considered it advisable to employ her for a time on the East Coast, to see how her equipments answered, and to accustom the men to the work. The result proved the propriety of this precaution: it was found necessary to condemn some of the boats, and procure others more suited for the work; some of the instruments were also found unserviceable, or at least unsuited for the peculiar work they were required to do, and required to be altered or replaced by others; and all these alterations were absolutely required before the vessel could have been employed on the West Coast with either safety or advantage.

Owing to an accident which necessitated her immediate return to Wellington for repair, and from her having been afterwards sent to Kawau with despatches, and to the Chatham Islands with provisions, the survey party were deprived of the use of the "St. Kilda" for more than two months while engaged on the East Coast, and during that time the progress of the work was of necessity comparatively slow, especially as the season was unusually tempestuous; indeed the whole party were wrecked at the Amuri Bluff, on the night of the 3rd of February, and narrowly escaped with their lives. After the "St. Kilda" rejoined, the progress of the work became more rapid, until she was again detached to carry constabulary to Hokitika. In consequence of all these circumstances, it was not till the beginning of May that the work on the West Coast was commenced, and the progress between that time and the end of June has been, considering the weather, fairly satisfactory. The cost, however, of maintaining a steamer merely as a tender for a shore survey party is very great, and the staff is too limited to permit of work being carried on simultaneously both on shore and afloat. Mr. Woods has, in consequence, returned to the West Coast with only Mr. Knight, his assistant, and one boat's crew, with the intention of completing the astronomical work on shore in the first place; making the best practicable arrangement for the transfer of the party from point to point by passing steamers as may be required. Should this plan prove successful, there will certainly be a great saving from its adoption; if not, the next most economical plan will be to employ a sufficiently numerous staff to allow of the work on shore and afloat being carried on simultaneously.

I have the honor to forward herewith the Chief Marine Surveyor's Report, which shows in detail the amount of work done up to 30th June. I also send the finished copies of the surveys already completed, viz., Kaikoura anchorages, Waiau-ua River, Gore Bay, Flaxbourne, and Cape Campbell, and beg to recommend that these drawings, together with the whole of the field sketches, notes, and calculations, should be forwarded to England for submission to the Hydrographical Department of the Admiralty for examination and approval, with a request for permission to publish lithograph copies of the charts (provided they are approved), under the sanction of the Admiralty, as a temporary expedient until such time as engraved copies may be issued by the Hydrographical Department.

14. I also forward herewith a small sketch chart of "Port Curtis," being the bay formed by Point Elizabeth a few miles to the north of Greymouth; Mr. Woods was instructed to procure a few sound-

ings in the bay on the first available opportunity, and this sketch is the result. The soundings show that there is an area of probably not less than a quarter of a square mile already partially sheltered, and with a depth at low water of two fathoms and upwards. Seeing that there is an ample supply of hard limestone on the spot, very fairly adapted for the construction of a breakwater, and that this bay is of perfectly easy access from the Grey Coal Fields, its future importance as a harbour will be sufficiently obvious; indeed it is the only place on the West Coast which I am acquainted with where there are both natural facilities and abundant materials for constructing a barless commercial harbour of very considerable dimensions, in direct and easy communication with very valuable coal fields. I hope during the present year to procure a careful survey of Port Curtis on a large scale.

On the whole, and making due allowance for the tempestuous character of last season, a fair amount of work has been done in a satisfactory manner, and the cost, though greater than estimated, is much less than it would have been if the surveys had been made by a staff of Admiralty surveyors; a very considerable portion of the outlay, moreover, has been on instruments and fittings of a permanent nature, so that additional work will be executed more economically. I beg to recommend that authority be granted to complete the general survey of the West Coast, and to make detailed surveys of such portions as, like Jackson's Bay and Port Curtis, will probably become of importance as the future harbours of a rising district.

15. The accompanying Appendices A. to P. show the annual expenditure of the department, the cost of the marine survey and of the lighthouse establishment (in detail), the amount of survey and other fees and light dues collected during the year; also, the amounts received as pilotage at the several ports of the Colony, and an approximation to the annual cost of all the harbour and pilot establishments in the Colony, the number of steamers surveyed during the year, an abstract of the wreck returns, &c., &c.

JAMES M. BALFOUR,
Colonial Marine Engineer.

REPORT by Mr. GEORGE AUSTIN WOODS.

(No. 2,027)

Surveying Steam Sloop "St Kilda,"

18th July, 1868.

SIR,—

Herewith I have the honor to forward a report to the close of the financial year of the progress of the Marine Survey under your control.

The work was commenced on the 15th December last at the Kaikoura Peninsula, and was continued on the East Coast until the 30th April, as detailed in my monthly reports.

An accident to the surveying steamer "St. Kilda" on the first day of work, which necessitated her immediate return to Wellington for repairs, together with her further absence on other duties,—also the wrecking of the schooner "Sea Bird," in which the survey party were taking a passage,—very considerably retarded the progress of the work. The surveys, however, carried out during that time comprise the coast and outlying dangers off Cape Campbell, the anchorages off the Flaxbourne River, and the north and south anchorages off the Kaikoura Peninsula, and the coast line adjacent, all in the Province of Marlborough; Gore Bay and Waiānua River, in the Province of Nelson; together with the examination for verification of the position of Cook's Rock.

The "St. Kilda" proceeded to the West Coast of the Middle Island in the commencement of May, and the system to be adopted for carrying on the survey from the southern boundary of the County of Westland was decided after consultation with the Chief Surveyor of the County.

As nothing had been done beyond an incomplete beach traverse, no position of the coast having been fixed astronomically by the Provincial Surveyor, the District Surveyor being aware that we required to determine the position of the principal headlands was only waiting for us to do so in order to carry down a series of geodetic lines on a line bearing from point to point connected with the coast traversed and observed points in the interior. By thus working the two services together, as Mr. Frazer, the County Surveyor, has already reported, both would be benefitted, and the progress of the Marine Survey materially facilitated, as the sea traverse must be worked by the included angles between the points we fix astronomically and the most prominent heights in the interior that can be seen from seaward, and the bearings obtained by the County surveyors from these latter positions to our Trigonometrical Stations on the coast will be a check upon our observations.

The general system being arranged, the survey was commenced on the 7th May, the inshore line of soundings run down from Abut Head to Cascade Point, the angles being taken to conspicuous points to be fixed in future. Cape Jackson having been selected for the present southern point of our base line, the chronometers were duly rated for time at this position, when it was found that a serious alteration had taken place in their rates since they left the Observatory in Melbourne, where they had been rated and reported upon by R. L. J. Ellery, Esq., F.R.A.S., the superintendent, and the need for verifying their rates with extraordinary care involved considerable delay. The hard gales and general bad weather experienced by us at this time sadly kept us back; but I have to report, notwithstanding, that the geographical position of Cape Jackson, Open Bay Islets, and Tititira Head are fixed astronomically, and that a sea traverse from Cascade Point to Ohirokua Point (Yellow Cliffs), a distance of seventy-five miles, has been practically completed, though some points require to be carefully determined before the work can be properly protracted. Numerous rocks a-wash have been discovered that are not marked in the Admiralty charts; but as a rule they are out of the ordinary course of ocean-going steamers, though dangerous to the coasting steamers. Errors in the true bearings of different points of the coast surveyed also exist. This, Dr. Hector, F.R.S., Director of the Geological Survey, had previously discovered to be the case south of Cascade Point; the errors to the northward I attribute to the fact of the Admiralty surveyors having accepted data from an ambulatory draft made by Messrs. Heaphy and Brunner, of the New Zealand Survey Department, in 1846, in their celebrated exploratory journey on the West Coast, though such a draft being prepared from compass bearings and estimated distances, if continued for some leagues on an irregular coast, must necessarily be more

or less erroneous, and affect the bearings. A considerable error in the coast line (about three miles of distance), we have also found in the Admiralty charts, between Arnott Point and Jackson's Bay, and an error of 1' 9" of latitude in the position of the Open Bay Islands.

The work of fixing the geographical position and true bearings of the different points on the coast (the spheroid distance being used for base lines), can, I am satisfied after a careful inspection of the coast, be carried out with a good boat's crew and equipments. This plan will be by far the most economical, as we shall thus avoid the constant expense of maintenance of the "St. Kilda," and as no vessel could be employed with advantage until the stations are fixed for the triangulation.

In conclusion, I beg to forward the usual returns of survey, &c.

I have, &c.

G. A. Woods,

Surveyor in charge of Colonial Coast Survey.

James M. Balfour, Esq., C.E., Colonial Marine Engineer.

RETURN of SURVEY of COAST of NEW ZEALAND for the financial year ending 30th June, 1868.

Surveyor—GEORGE AUSTIN WOODS.

Assistant—WALTER H. PILLIET (till injured by the wreck on 3rd February).

„ CHARLES G. KNIGHT (from 1st April).

- | | |
|--|---|
| 1. Nature and extent of coast line surveyed, whether open sea coast, friths, rivers, or harbours. | { 7 miles of port in 20-chain scale; 5½ miles of port in 10-chain scale; ½ mile of port in 5-chain scale; 85 miles of sea coast in 1-chain scale. |
| 2. Area sounded over in square miles. | { 337 square miles. |
| 3. Average distance off shore to which soundings have been carried, and outer depth. | { 4 miles; outer depth, 80 to 100 fathoms. |
| 4. Was the triangulation executed by the surveyors? | { Yes. |
| 5. Has a series of tidal observations been made? | { Yes. |
| 6. Number of officers employed in the survey. | { Two; assisted, when practicable, by Captain Fox and the chief officer of the "St. Kilda." |
| 7. State nature and amount of work by each party engaged. | { Equal share in work generally. |
| 8. Date of beginning and ending of seasons for work (out-doors). | { Commenced 15th December, 1867, ending 30th June, 1868. |
| 9. Number of days prevented working abroad by fog, rain, and strong winds, or other unforeseen circumstances. | { Bad weather, 24 days; wrecked, 4 days. Total time lost from all circumstances, 46 days. |
| 10. Name of vessel and number of crew. | { Government steamer "St. Kilda," 90 tons, 4 boats, 20 men, including engineer and firemen. |
| 11. Opinion as to the scale on which the surveys should be published, having reference to the general wants of navigation. | { As draughted for ports, &c., coast on ½-inch scale. |
| 12. When will fair copy of work and tide register be lodged with the Government? | { Ports, &c., herewith transmitted. |
| 13. Are the sailing directions in preparation, and when will they be ready? | { Those for the East Coast surveys are transmitted. |

REPORT ON THE MARINE DEPARTMENT.

Appendix A.

RETURN of the actual COST of the MARINE DEPARTMENT for the Financial Year 1867-8, including Maintenance of Lighthouses, Expenses of "St. Kilda" (so far as charged against the Department), &c. ; but exclusive of all Expenditure charged against Schedule B., Public Debts Act.

Vote 26. Item	Nature of Expenditure.	Details of Expenditure.	Amount Expended.	Amount Voted.	Remarks.
		£ s. d.	£ s. d.	£ s. d.	
1	Marine Engineer ...	...	622 4 5	700 0 0	Engaged on Provincial work during portions of June and November, consequently a proportional part of the salary has been deducted.
2	Inspector of Steamers and Nautical Assessor	...	375 0 0	375 0 0	
3	Inspector of Steamers and Engineer Surveyor	...	375 0 0	375 0 0	
4, 5, 6, 7, 8, 9, 10	Lightkeepers' salaries ...	...	2,397 0 0	2,400 0 0	The increase of salary voted for Tiri Tiri, Mana, and Pencarrow, in lieu of other allowances, only was paid from Oct. 1st. From the same date the first and second assistant-keepers at Dog Island, have been allowed an increase at the respective rates of £20 and £10 per annum. One keeper was fined £5 during the year for negligence, and this amount was repaid to the Consolidated Fund.
11 & 12	Payments to, and travelling expenses of non-salaried officers	316 8 0	...	...	
"	Expenses of Harbour Masters attending Congress at Wellington	91 6 0	...	...	
"	Repairs to Lighthouses ...	672 9 0	...	...	All officers acting for the Department at out Ports, who are only paid for a portion of their time, are termed non-salaried officers, to distinguish them from the full paid staff, whether they receive a regular monthly allowance or not. To aid in framing the New Zealand Harbour Regulations.
"	Oil and other lighthouse stores from England, including carriage, and all charges	926 11 0	...	...	
"	Tools and other more permanent lighthouse stores	155 8 4	...	...	
"	Lighthouse contingencies, including medical charges, payment of temporary keepers, paint, fuel, &c.	288 8 1	...	...	
"	Departmental contingencies, furniture, books, instruments, cost of removal, clerical assistance, &c.	205 17 11	...	...	
"	Departmental travelling expenses	311 19 7	...	...	
"	Alterations and repairs to "St. Kilda," pay of ship-keepers while she was laid up, &c.	742 6 0	...	...	
			3,710 14 0	4,000 0 0	
	TOTALS expended and voted		7,479 18 5	7,850 0 0	

Appendix B.

RETURN of AMOUNTS EXPENDED by the MARINE DEPARTMENT, charged against Schedule B., Public Debts Act.

Nature of Expenditure.	Amount.	Remarks.
	£ s. d.	
Purchase of Nelson Lighthouse ...	2,824 8 9	Refund actual cost of Lighthouse to the Nelson Provincial Government.
Balance, price of lighthouse apparatus procured for Cape Saunders, but intended to be fitted up on Nugget Point	250 0 0	A refund to the Provincial Government of Otago.
Cost of survey of lighthouse site at Nugget Point; also clerical assistance in Drawing Office	139 10 0	The survey includes some miles of road traverse, and was a difficult work.
Clerical assistance, working drawings, Farewell Spit Lighthouse	24 15 0	Making drawings from sketches and directions: also tracings of the same.
Clerical assistance, working drawings, Cape Campbell Lighthouse	17 5 0	
Cost of Marine Survey as detailed in Appendix D.	4,347 5 10	
TOTAL ...	7,603 4 7	

REPORT ON THE MARINE DEPARTMENT.

7 E.—No. 6.

Appendix C.

RETURN showing COST of MAINTENANCE of the existing NEW ZEALAND LIGHTHOUSES during the Financial Year 1867-8.

Name of Lighthouse.	Spent on Repairs and Stores of a Permanent Nature.	Oil, Paint, and other Annual Supplies.	Keepers' Salaries.	Totals.	Total Annual Cost of each Lighthouse as estimated in Last Report.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Tiri Tiri ...	28 13 6	218 13 9	335 0 0	582 7 3	565 0 0	Timber has been supplied to the keepers to enable them to make footpaths round their houses.
Nelson ...	78 18 9	75 2 0	180 0 0	334 0 9	283 0 0	Roofs of dwellings repaired, and the whole work carefully painted.
Mana ...	30 0 9	179 12 1	335 0 0	544 12 10	565 0 0	Works have continued in good order. A new boat has been sent to this station.
Pencarrow ...	21 12 0	260 13 6	325 0 0	607 5 6	600 0 0	Some tools and materials for fencing furnished.
Godley Head	600 19 6	143 13 5	350 0 0	1,094 12 11	582 10 0	The large expenditure on repairs at this station was partially incurred during last financial year. The remainder is for new roofs, &c., rendered necessary by the damage done by the great gale of February 3rd.
Tairoa's Head	43 15 10	146 2 4	350 0 0	539 18 2	558 0 0	The works at this station have continued in good order.
Dog Island ...	23 17 0	208 0 1	522 0 0	753 17 1	773 15 0	Ditto.
TOTALS ...	827 17 4	1,231 17 2	2,397 0 0	4,456 14 6	3,926 15 0	Excess of expenditure over estimate, £529 19s. 6d. It will be seen that the cost of repairs alone during the year is £672 9s., (Appendix A.) being much more than anticipated, and quite exceptional.

Appendix D.

RETURN of AMOUNT expended on MARINE SURVEYS during the Financial Year 1867-8.

Nature of Expenditure.	Amount.	Remarks.
	£ s. d.	
Chief Surveyor	303 14 2	Contingent on the approval and adoption of the surveys by the Admiralty, it is proposed to give the chief surveyor a bonus, in addition to his salary.
Assistant Surveyor	225 16 1	Including one month's extra pay to Mr. Filliet, as compensation for personal injuries at wreck.
Purchase of instruments, &c.	232 11 0	Some valuable instruments have been borrowed from several Provincial Governments, in addition to those purchased. This sum includes rating and cleaning chronometers.
Maintenance of "St. Kilda," when on survey duty, including wages of crew, rations, stores, and sundries	2,775 19 6	
Special fittings to adapt "St. Kilda" for survey work	331 18 6	This includes cost of repairs of "St. Kilda," after she was damaged at Kaikoura, so far as it was charged against this Department.
Coal	371 8 6	
Compensation to survey party for loss of property when wrecked	105 18 1	Allowance for loss of clothes, stores, &c.
TOTAL	4,347 5 10	

REPORT ON THE MARINE DEPARTMENT.

Appendix E.

STATEMENT of MONEYS received by salaried Officers of the Marine Department, during the Financial Year 1867-8.

Nature of Service.	Amount Received.	Remarks.
	£ s. d.	
Surveys of Steam Vessels	384 6 0	} Paid into the Bank of New Zealand on Government Account in Auckland, Wellington, Nelson, Canterbury, Otago, and Westland.
Examinations of Masters and Engineers ...	17 6 6	
Pilotage Exemption Certificates	86 2 0	
Sale of Admiralty Charts, &c... ..	44 5 8	
TOTAL	532 0 2	The revenue on some items has increased. One main cause of the total being less is the fact that all the Panama Company's steamers (as well as some belonging to other companies) go to Sydney for their annual overhaul in dock and are surveyed there, and consequently are only surveyed once a year in New Zealand.
Total for 1866-7	565 1 0	

Appendix F.

STATEMENT of MONEYS received by non-salaried Officers of the Marine Department (*i.e.*, such officers as are only paid for a portion of their time and who have other occupations) during the Financial Year 1867-8.

Nature of Service.	Amount.	Remarks.
	£ s. d.	
Surveys of Steamers, and examinations of Masters and Engineers of ditto	138 12 0	<i>Note.</i> —There are other wholly unsalaried officers (such as Examiners of Masters and Adjusters of Compasses), who retain the fees as payment. Such fees do not appear in this Return.
Pilotage Exemptions	36 15 0	
Sundries	12 14 6	This includes proceeds of sales of empty oil drums from Lighthouses.
TOTAL	188 1 6	<i>Note.</i> —The total amount collected during the year, taking the totals in Appendixes E. and F. together, is £720 1s. 8d., as against £674 14s. 9d. collected during 1866-7.
Total for 1866-7	109 13 9	

Appendix G.

RETURN of LIGHT DUES collected during the Financial Year 1867-8.

Port at which Collected.	Amount.
	£ s. d.
Auckland	765 4 10
Russell	1 7 7
Wellington	1,262 7 9
Wanganui	24 15 8
Nelson	780 12 5
Westport	178 11 11
Greymouth	52 19 3
Hokitika	94 0 6
Pictou	46 10 8
Havelock	13 15 0
Lyttelton	906 1 3
Akaroa	16 1 10
Timaru	15 0 0
Dunedin	1,411 9 4
Bluff	516 16 1
Invercargill	23 10 1
Riverton	7 16 2
Total of Light dues for the Colony	6,117 0 4
Total Light dues collected during 1866-7	7,136 5 11

REPORT ON THE MARINE DEPARTMENT.

9
E.—No. 6.

Appendix H.

RETURN showing the RATES of LIGHT DUES, PILOTAGE, PORT CHARGES, and other CHARGES on SHIPPING at present levied, or proposed to be levied, in the several Ports of the Colony.

NOTE.—The proposed charges, which are for the most part merely modifications of existing charges, are distinguished by *; they have been filled up from returns received in answer to a circular asking what changes were considered desirable in existing charges at each Port, previous to re-gazetting the whole.

WHERE LEVIED.		LIGHT DUES.		PILOTAGE.		PORT CHARGES.		SHIPPING OR HARBOUR-MASTERS' FEES.		FEES FOR BOAT LICENSES.		FEES FOR LICENSES TO BOATMEN AND WATERMEN.		WHARFAGE DUES ON VESSELS.		REMARKS.
Province or District.	Port.	Charged at each time of entering Inwards only.	Per Ton Register.	Charged both Inwards and Outwards.	Per Ton Register.	Classes of Vessels which pay Port Charges, and how levied.	Per Register or Assessed Ton.	Services for which Shifting Fees are charged.	Per Register or Assessed Ton.	Classes of Boats to which Licenses are Issued.	Annual Charge.	Classes to whom Licenses are Issued.	Annual Charge.	Nature of Charge, and how levied.	Amount.	
AUCKLAND	Auckland	Sailing vessels from ports beyond the Australian Colonies ... All steam vessels from ports out of the Colony, and sailing vessels from the Australian Colonies ... Steam and sailing coasters ... NOTE.—Vessels plying in that part of Hauraki Gulf south of Rangitoto and Waiheke Islands are exempt from light dues.	d. 6 4 1	Sailing vessels of and under 100 tons ... Sailing vessels over 100 tons, first 100 tons ... Sailing vessels over 100 tons, every ton over 100 tons ... Steamers of and under 100 tons ... Steamers over 100 tons, first 100 tons ... Steamers over 100 tons, every ton over 100 tons ... * Into or out of any outer roadstead, all vessels to be charged half the above rates only.	d. 6 6 2 4 4 1½	Vessels or boats plying within the port, or employed in coasting only, quarterly ... Vessels not plying within the port, or not employed in coasting only, on arrival ... Not to exceed sixpence per ton in any one half-year.	d. 2 1	For each time the Harbour-master or his deputy goes on board to appoint the place of anchorage of any vessel, or to remove her from one place of anchorage to another ...	d. 1	Nil.	£ s. d. 2 0 0	Watermen ...	£ s. d. 2 0 0	Every registered vessel of 30 tons and under (those trading round the North and East Capes excepted,) pays for the right of hauling alongside the Queen Street Wharf, quarterly, in advance, as under:— If they are licensed by H.M. Customs ... If not licensed by H.M. Customs ... Vessels of 150 tons and under, not paying quarterly, for every day they occupy a berth alongside, or are otherwise made fast to the said wharf, are charged per ton ... Vessels over 150 tons, for every day they occupy a berth alongside, or are otherwise made fast to the said wharf, are charged per ton ... Every vessel of 30 tons and under, trading coastwise, pays for the right of hauling alongside the Queen Street or Old Government Wharf, quarterly, and in advance, as under:— If they are licensed by H.M. Customs ... If not licensed by H.M. Customs ... Vessels of 150 tons and under, not paying quarterly, for every day they occupy a berth alongside, or are otherwise made fast to the said wharf, are charged per ton ... Vessels over 150 tons are charged as above, and for every additional ton ...	£ s. d. 1 0 0 2 0 0 0 0 0½ 0 0 0½ 0 0 0½ 0 0 0½	NOTE.—From and after the 1st September, 1868,— “Vessels in distress, and whaling vessels, putting into any port through stress of weather, or for water or provisions, or to re-fit, are to be exempt from all port dues and from pilotage, except where the services of a pilot are actually made use of.” “Steam and sailing vessels from other Colonies and from beyond seas, calling at more than one port of the Colony on any one voyage, shall be considered as coasters in calculating light dues at every port of call after the first at which such dues are paid.” (See <i>New Zealand Harbour Regulations</i> , clauses 21 and 22.)
	Manukau	Nil.		Same as Auckland, except that the additional charge per ton for vessels over 100 tons is to be— * Sailing vessels ... * Steamers ... * Into or out of any anchorage below Puponga, half pilotage only to be charged.	3 2 2	Vessels or boats plying within the port, or employed in coasting only, quarterly ... Vessels not plying within the port, or not employed in coasting only, on arrival ... Not to exceed sixpence per ton in any one half-year.	3 2	Ditto ...	1	Nil.		Watermen ...	2 0 0	Every vessel of 30 tons and under, trading coastwise, pays for the right of hauling alongside the Queen Street or Old Government Wharf, quarterly, and in advance, as under:— If they are licensed by H.M. Customs ... If not licensed by H.M. Customs ... Vessels of 150 tons and under, not paying quarterly, for every day they occupy a berth alongside, or are otherwise made fast to the said wharf, are charged per ton ... Vessels over 150 tons are charged as above, and for every additional ton ...	0 0 0½ 0 0 0½ 0 0 0½	A slight increase on the pilotage of vessels over 100 tons is proposed. Also, half pilotage on vessels not coming further than Puponga.
	Kaipara	Nil.		Same as Manukau.		* Same as Manukau.		Ditto ...	1	Nil.		Nil.		Nil.		The port charge has not hitherto been levied.
	Hokitika	Nil.		Ditto.		Nil.		Ditto ...	1	Nil.		Nil.		Nil.		
	Tauranga	Nil.		Same as Auckland.		Nil.		Ditto ...	1	Nil.		Nil.		Nil.		
	Russell	Vessels from ports beyond the Australian Colonies ... All vessels from the Australian Colonies ... Steam and sailing coasters ... NOTE.—These dues are only leviable on vessels making use of or passing Tiri Tiri or other lights on the coasts of the Colony.	3 2 0½	Ditto.		Nil.		Ditto ...	1	Nil.		Nil.		Nil.		
HAWKE'S BAY	Monganui	Nil.		Ditto.		Nil.		Ditto ...	1	Nil.		Nil.		Nil.		The Pilotage at present levied is per foot draft of water,—a method of charging not in accordance with the Marine Act, and consequently of questionable legality. Port charges have not hitherto been levied. Watermen and masters of cargo boats, &c., have not hitherto been charged for licenses.
	Napier	Nil.		* To Inner Harbour,— Sailing vessels ... Steamers ... * Roadstead,— Sailing vessels over 100 tons, first 100 tons ... Every ton over 100 tons ... Steamers, first 100 tons ... Every ton over 100 tons ...	4 3 3 6 2 3 1	* Vessels or boats plying within the harbour, or engaged in coasting only, quarterly ... Vessels not plying within the harbour, or not engaged in coasting only, on arrival ... Not to exceed sixpence per ton in any one half-year. Vessels from beyond the Australian Colonies, on arrival (including use of Government moorings) ... Same as at Napier.	3 1 6	Ditto ...	1	Water tank boats, per ton ... Cargo boats, per ton ... Ballast boats, per ton ... Watermen's boats ...	0 2 6 0 2 6 0 2 6 1 0 0	* Masters of water tank boats ... * Masters of ballast boats ... * Masters of cargo boats ... * Watermen ...	2 2 0 2 2 0 2 2 0 1 0 0	Sailing vessels, per day ... Steamers, per day ... These charges to be made for a period not exceeding three days. Vessels unable to get berths are charged, while loading or discharging, for the use of planks, per day ...	0 10 0 1 0 0 0 3 0	
	Wairoa	Nil.		Same rates as for Inner Harbour, Napier.		Nil.		Ditto ...	1	Nil.		Nil.		Nil.		
TARANAKI	New Plymouth	Nil.		On vessels of all sizes (but not to exceed £3 each way in any case) ...	3	* All vessels, per quarter (payable on the first trip of each quarter) ...	1	Ditto ...	1	Nil.		Nil.		Nil.		The port charge on all vessels is intended as a substitute for a heavier charge at present made on all vessels using the Government moorings. No charge as yet made at this port. The low rate of pilotage proposed is intended to go towards the maintenance of the signal station; and as no vessel could work the port without the aid of the signal staff, it is not proposed to issue any exemptions from this charge. The remarks on Patea apply to this port also.
	Patea	Nil.		* On all vessels piloted by signals only ...	0½	* All vessels, quarterly ...	3	Ditto ...	1	Nil.		Nil.		Nil.		
	Waitara	Nil.		* Same as Patea.		* Same as at Patea.		Ditto ...	1	Nil.		Nil.		Nil.		
WELLINGTON	Wellington	Sailing vessels from ports beyond the Australian Colonies ... All steam vessels from ports out of New Zealand, and sailing vessels from the Australian Colonies ... Steam and sailing coasters ...	6 4 1	Vessels of 200 tons and under ... Vessels over 200 tons and under 301 tons ... Vessels of 301 and under 401 tons ... Vessels of 401 and under 601 tons ... Vessels of 601 tons and upwards ... Intercolonial traders are only charged half the above rates unless they actually avail themselves of the services of a pilot, in which case the full rates are charged. * Coasters under 50 tons to be exempt from pilotage unless they employ a pilot.	4 3½ 3 2½ 2 2	* Vessels or boats plying within the port, or employed in coasting only, quarterly ... * Vessels not plying within the port, or not employed in coasting only, on arrival ... Not to exceed sixpence per ton in any one half-year.	2 1	* Ditto ...	1	* Cargo boats ... * Ballast boats ... * Water tank boats ... * Watermen's boats ...	2 0 0 2 0 0 1 0 0 1 0 0	* Masters of cargo boats ... * Masters of ballast boats ... * Masters of water tank boats ... Watermen ...	1 0 0 1 0 0 1 0 0 0 10 0	Vessels under 50 tons, for the first two days, per ton per day ... Every day after the first two ... Vessels from 50 to 100 tons, for the first five days, per ton per day ... Every day after the first five ... Vessels from 100 to 150 tons, for the first six days, per ton per day ... Every day after the first six ... Vessels from 150 to 200 tons, for the first eight days, per ton per day ... Every day after the first eight ... Vessels from 200 to 250 tons, for the first ten days, per ton per day ... Every day after the first ten ... Vessels from 250 to 300 tons, for the first twelve days, per ton per day ... Every day after the first twelve ... Vessels over 300 tons, for the first twelve days, with three days added for every 100 tons over the first 300 ... Vessels from 300 to 400 tons after the first fifteen days ... Vessels over 400 tons after the number of days allowed to be charged as above, per day ...	0 0 0½ 0 10 0 0 0 0½ 0 15 0 0 0 0½ 1 0 0 0 0 0½ 1 10 0 0 0 0½ 2 0 0 0 0 0½ 2 10 0 0 0 0½ 2 10 0 3 0 0	Owing to circumstances, the Return called for by circular has not yet been received for the Province of Wellington. The charges marked by * have been filled up in accordance with the charges now levied or proposed in other Provinces.—J. M. B. At present all coasters are exempt from pilotage except when a pilot is actually employed.
	Wanganui	Vessels from ports beyond the Australian Colonies ... All vessels from the Australian Colonies ... Steam and sailing coasters ... NOTE.—Light dues are only levied at Wanganui on vessels arriving from the eastward.	3 2 0½	* All vessels when piloted by signals from the staff only ... River pilotage believed to be the same as at Wellington.	0½	* All vessels, quarterly ...	3	* Ditto ...	1	Nil.		Nil.		Nil.		† These charges have been proposed for some time, but have not yet been gazetted.
	Manawatu	Nil.		* All vessels when piloted by signals from the staff only ... There is a charge for pilotage made at present. Amount not known.	0½	* All vessels, quarterly ...	3	* Ditto ...	1	Nil.		Nil.		Nil.		
NELSON	Nelson	Sailing vessels from ports beyond the Australian Colonies ... All steam vessels from ports out of New Zealand, and sailing vessels from the Australian Colonies ... Steam and sailing coasters ...	6 4 1	Sailing vessels from 50 to 250 tons ... Sailing vessels from 251 to 400 tons ... Sailing vessels over 400 tons ... Vessels towed in or out by a steamer, half the above rates only. Steamers of and under 150 tons ... Steamers from 150 to 250 tons, first 150 tons ... For every ton over 150 ... Steamers from 250 to 400 tons, first 250 tons ... For every ton over 250 ... Steamers over 400 tons, first 400 tons ... For every ton over 400 ... The above rates of pilotage for steamers are charged the first time of entering and leaving in each year; but for every time of entering and leaving after the first in each year, only half the above rates are charged.	4 5 6 4 4 2½ 3½ 2 3 1½	Nil.		Ditto, for vessels from 50 to 200 tons ... Ditto, over 200 tons ...	1 0½	* Ballast boats ... * Watermen's boats ...	2 0 0 0 10 0	* Watermen ...	1 0 0	Nil.		† These charges have been proposed for some time, but have not yet been gazetted.
	Westport	Sailing vessels from beyond the Colony, coming from any port to the eastward of New Zealand ... Steamers from beyond the Colony, coming from any port to the eastward of New Zealand ... Steam or sailing coasters from any part of Stewart Island or Middle Island to the eastward of Solander Island, on the South and Separation Point on the North, and from any part on the east coast of the North Island between Kapiti on the South and Auckland on the North ... These light dues are only chargeable at the first port on the West Coast at which any vessel liable thereto shall call on any voyage or trip.	6 4 1	Nil.		Nil.		Nil.		* Watermen's boats ...	1 0 0	* Watermen ...	1 0 0	Nil.		

Appendix H.—continued.

RETURN showing the RATES of LIGHT DUES, PILOTAGE, PORT CHARGES, and other CHARGES on SHIPPING at present levied, or proposed to be levied, in the several Ports of the Colony—continued.

WHERE LEVIED.		LIGHT DUES.		PILOTAGE.		PORT CHARGES.		SHIFTING OR HARBOUR-MASTERS' FEES.		FEES FOR BOAT LICENSES.		FEES FOR LICENSES TO BOATMEN AND WATERMEN.		WHARFAGE DUES ON VESSELS.		REMARKS.
Province or District.	Port.	Charged at each time of entering Inwards only.	Per Ton Register.	Charged both Inwards and Outwards.	Per Ton Register.	Classes of Vessels which pay Port Charges, and how levied.	Per Register or Measured Ton.	Services for which Shifting Fees are charged.	Per Register or Measured Ton.	Classes of Boats to which Licenses are Issued.	Annual Charge.	Classes to whom Licenses are Issued.	Annual Charge.	Nature of Charge, and how levied.	Amount.	
WESTLAND	Greymouth	Same as at Westport, provided the vessel has not previously (on the same trip) called at any other port on the West Coast where these dues are levied.	d.	Nil.	d.	Nil.	d.	Nil.	d.	Cargo boats ... 1 1 0 Watermen's boats ... 1 1 0 All boats plying for hire are classed either as cargo or watermen's boats.	£ s. d. 1 1 0 1 1 0	Masters of cargo boats ... 1 1 0 Watermen ... 1 1 0	£ s. d. 1 1 0 1 1 0	Nil.	£ s. d.	These wharfage dues are levied by the Corporation of Hokitika for the maintenance of the wharves and river banks, &c. The first of these items are charged on vessels coming up to the wharf only.
	Hokitika	Same as Greymouth.		Sailing vessels ... 3 Steamers ... 2		Nil.		Nil.		Cargo boats ... 1 1 0 Watermen's boats ... 1 1 0 All boats plying for hire are classed either as cargo or watermen's boats.	1 1 0 1 1 0	Masters of cargo boats ... 1 1 0 Watermen ... 1 1 0	1 1 0 1 1 0	All sailing vessels, foreign, inter-colonial, or coastwise, from ports beyond the limits comprised between Cape Farewell and Milford Sound, per ton per trip ... All coasting steamers, including those coming from ports within the above limits, per ton per trip ... All intercolonial steamers when coming to the wharf, per ton per trip ... All lighters trading to the offing, and all tug boats bringing in cargo from vessels in the offing, per ton measurement on all cargo carried to the wharf ... All tug steamers, per registered ton of all vessels towed in by them ... All steamers carrying in or taking out passengers from or to the roadstead, per head ...	0 1 0 0 0 3 0 1 0 0 0 8 0 0 3 0 0 4	
	Okarita	Ditto.		Sailing vessels ... 3 Steamers ... 2		Nil.		Nil.		Nil.		Nil.		Nil.		
	Pictou	Vessels from ports beyond the Australian Colonies All vessels from the Australian Colonies Steam and sailing coasters Same as Pictou.	3 2 0½	Nil.		Nil.		Nil.		Nil.		Nil.		Nil.		
MARLBOROUGH	Havelock	Same as Pictou.		Nil.		Nil.		Nil.		Nil.		Nil.		Nil.		The pilotage on vessels under 500 tons is proposed to be increased. The port charges have not yet been levied. Masters of cargo boats, &c., and watermen, at present pay £1 per annum.
	Lyttelton	Sailing vessels from ports beyond the Australian Colonies ... All steamers from ports beyond New Zealand, and sailing vessels from the Australian Colonies ... Steam and sailing coasters	6 4 1	* Sailing vessels of 500 tons and under ... Sailing vessels over 500 tons, for the first 500 tons ... Every ton over 500 ... Steamers of all sizes two-thirds of the above rates for sailing vessels.	6 6 4	* Vessels plying within the port, or employed in coasting only, per quarter, in advance ... Vessels not plying within the port, or not employed in coasting only, on arrival ... Not to exceed sixpence per ton in any one half-year.	3 2	For each time the Harbour-master or his deputy goes on board to appoint the place of anchorage of any vessel, or to remove her from one place of anchorage to another ...	1	Nil.		* All masters of or persons in charge of any vessel or boat used or employed in landing or embarking cargo, luggage, passengers, ballast, or water, within the port ...	2 2 0	Nil.		
	Akaroa	Vessels from beyond the Colony, not having paid light dues at any port in New Zealand previously (on the same voyage or trip), to be charged same rates as at Lyttelton.		Nil.		Nil.		Nil.		Nil.		Nil.		Nil.		
CANTERBURY	Timaru	Same as Akaroa.		Nil.		Nil.		As at Lyttelton.	1	Nil.		Nil.		Nil.		It is believed that the fees for licenses to boatmen, other than masters or persons in charge, though gazetted, have not been charged. It is understood that some alterations on the charges made in the Port of Otago are contemplated, but details have not yet been received.
	Dunedin	Sailing vessels from ports beyond the Australian Colonies ... All steamers from ports beyond New Zealand, and sailing vessels from the Australian Colonies ... Steam and sailing coasters	6 4 1	Sailing vessels ... Steamers ...	6 4	All vessels or boats carrying passengers or cargo for hire within the port, half-yearly ... Vessels trading beyond the limits of the port are exempt.	6	Ditto	1	Ballast boats ... Water tank boats ...	2 2 0 1 0 0	Masters or persons in charge of all vessels or boats, whether propelled by steam or not, plying for hire within the port ... Boatmen not in charge, but employed in any vessel or boat as above ...	2 2 0 1 1 0	No information.		
	Oamaru	Vessels from beyond the Colony, not having paid light dues at any port in New Zealand previously (on the same voyage or trip), to be charged same rates as at Dunedin.		Nil.		Same as Dunedin legally, but believed not to be levied.		Same as Dunedin legally, but believed not to be levied.		Same as Dunedin legally, but believed not to be levied.		Same as Dunedin legally, but believed not to be levied.		Nil.		
	Moeraki	Same as Oamaru.		Nil.		Same as Oamaru.		Same as Oamaru.		Same as Oamaru.		Same as Oamaru.		Nil.		
OTAGO	Waikouaiti	Ditto.		Nil.		Ditto.		Ditto.		Ditto.		Ditto.		Nil.		The charges marked * not yet imposed.
	Molyneux	Ditto.		Nil.		Ditto.		Ditto.		Ditto.		Ditto.		Nil.		
	Bluff Harbour	Sailing vessels from ports beyond the Australian Colonies ... All steamers from ports beyond New Zealand, and sailing vessels from the Australian Colonies ... Steam and sailing coasters	6 4 1	Sailing vessels ... Steamers ... * Half the above rates only to be charged on vessels going no further than the "outer anchorage." Vessels under 50 tons exempt.	3 2	* All vessels or boats under 50 tons plying within the port, or engaged in coasting only, half-yearly ... * All vessels or boats under 50 tons not plying within the port, or not engaged in coasting only, on arrival ... * For each time a vessel makes fast to and lies at the Government moorings ... None of the above charges, whether separately or together, to exceed sixpence per ton in any one half-year.	6 1 1	For each time the Harbour-master or his deputy goes on board to appoint the place of anchorage of any vessel, or to remove her from one place of anchorage to another ...	6 2 1	* Water tank boats ... * Ballast boats ... * Cargo boats ... Watermen's boats ...	1 0 0 2 2 0 2 2 0 1 0 0	* Masters of tank boats ... * Masters of ballast boats ... * Masters of cargo boats ... Watermen's boats ...	1 0 0 1 0 0 1 0 0 0 10 0	Steamers after forty-eight hours alongside are charged, per ton per day ... Sailing vessels after twelve hours alongside are charged, per ton per day ...	0 0 2 0 0 2	
	Invercargill	Rates the same as at Bluff Harbour.		Sailing vessels ... Steamers ... Vessels under 50 tons exempt.	6 4	All vessels plying within the port, or engaged in coasting only, half-yearly, in advance ... All vessels not plying within the port, or not engaged in coasting only, on arrival ... Not to exceed sixpence per ton in any one half-year.	3 1	Ditto	1	Same as at Bluff Harbour.		Same as at Bluff Harbour.		Each time a vessel makes fast to any jetty, per ton ...	0 0 2	
SOUTHLAND	Riverton	Ditto.		Sailing vessels ... Steamers ... Vessels under 50 tons exempt.	6 4	Port charges to be the same as at Bluff Harbour.		Ditto	1	Ditto.		Ditto.		Ditto	0 0 2	

REPORT ON THE MARINE DEPARTMENT.

11 E.—No. 6.

Appendix I.

RETURN of PILOTAGE and other CHARGES on SHIPPING (exclusive of Light-dues), so far as they can be ascertained, collected at the undermentioned Ports during the Financial Year 1867-8.

Province and Port.	Pilotage.	Port Dues.	Other Charges.	Total.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<i>Auckland—</i>					
Auckland ...	746 1 4	289 1 9	66 13 11	1,101 17 0	The port dues are levied for the maintenance of buoys and beacons: see <i>New Zealand Gazette</i> for 1867, p. 74. No information as to whether licenses are issued to boatmen and others. No return of wharfage dues.
Onehunga ...	66 17 11	115 10 0	...	182 7 11	
Tauranga ...	230 18 0	...	...	230 18 0	
Kaipara ...	37 5 4	...	1 1 8	38 7 0	
Russell ...	128 15 6	...	...	128 15 6	
Hokianga ...	39 13 0	...	...	39 13 0	
TOTALS ...	1,249 11 1	404 11 9	67 15 7	1,721 18 5	
<i>Taranaki—</i>					
New Plymouth ...	76 13 0	...	...	76 13 0	A small income also derivable from mooring charges. No information.
<i>Hawke's Bay—</i>					
Napier ...	160 0 0	...	...	160 0 0	A small income derivable from licenses to boatmen, &c. There are also wharfage dues.
<i>Wellington—</i>					
Wellington ...	899 5 4	...	...	899 5 4	A considerable income is also derived from wharfage dues.
Wanganui ...	46 10 8	...	...	46 10 8	
TOTALS ...	945 16 0	...	...	945 16 0	
<i>Nelson—</i>					
Nelson ...	1,542 19 7	...	...	1,542 19 7	It is believed that the wharf is leased.
<i>Marlborough—</i>	Nil.	...	...	...	No information as to whether wharfage dues are levied.
<i>Canterbury—</i>					
Lyttelton ...	1,080 4 4	...	83 14 1	1,163 18 5	An income of about £150 is received from licenses to boatmen and others besides wharfage charges.
<i>Otago—</i>					
Dunedin ...	2,871 3 10	...	17 17 0	2,889 0 10	Licenses to boatmen and others, about £300 per annum. Estimated wharfage dues for the current year, £3,200.
<i>Southland—</i>					
Bluff ...	542 13 0	...	19 19 8	562 12 8	The "Other Charges" are wharfage dues. There is also a small income from licenses to watermen, &c.
Invercargill ...	82 12 0	...	...	82 12 0	
Riverton ...	19 3 0	...	121 13 1	140 16 1	
TOTALS ...	644 8 0	...	141 12 9	786 0 9	
<i>County of Westland—</i>					
Hokitika ...	539 8 7	...	...	539 8 7	There is a considerable income from wharfage dues at Hokitika. These belong to the Municipality, and are levied for the maintenance of the wharf and the protection of the river banks.
Okarita ...	16 1 10	...	...	16 1 10	
TOTALS ...	555 10 5	...	...	555 10 5	
TOTALS FOR NEW ZEALAND }	9,126 6 3	404 11 9	310 19 5	9,841 17 5	Or, deducting £141 12s. 9d. collected in Southland as wharfage and tonnage dues, as not strictly Harbour Revenue, the total revenue of the Harbour Departments for the Colony is about £9,700 as against an expenditure (see following Table) of nearly £22,700.

Appendix K.

APPROXIMATE RETURN of the COST of the several HARBOUR and PILOT ESTABLISHMENTS during the Financial Year 1867-8.

Name of Province.	Approximate total Cost of Harbour and Pilot Establishments.	Remarks.
	£ s. d.	
Auckland ...	2,700 0 0	This is double the published estimate for the last six months. From the Appropriation Act for the year. From the last Appropriation Act. £576 (amount voted for 8 months) x 3-2. From the Appropriation Act. This includes £341 5s. for the maintenance of Somes Lighthouse, and £240 for the Beacon Hill and Mount Victoria Signal Stations.
Taranaki ...	459 0 0	
Hawke's Bay ...	864 0 0	
Wellington ...	3,023 7 6	
Nelson ...	3,306 15 0	From the Appropriation Act for the year ending 31st March, 1868. £1,478 of this is for the Gold Fields Harbours.
Marlborough ...	305 0 0	From the Appropriation Act for the year.
Canterbury ...	2,242 0 0	But approximate. 3-2 of the amount appropriated for the 8 months from 1st April to 31st December of the current year.
Otago ...	4,940 0 0	From the Appropriation Act for the year ending 31st March, 1868. Adding £2,200 as the approximate cost of the Pilot Establishment, which is now on salary in lieu of receiving the pilotage as formerly.
Southland ...	2,100 0 0	Double the amount appropriated for the six months ending 30th June, 1868.
Westland ...	2,716 10 0	Double the expected expenditure for the six months ending 30th June, 1868.
Approximate Total for the Colony }	22,656 12 6	

REPORT ON THE MARINE DEPARTMENT.

Appendix L.

RETURN of GENERAL PILOTAGE EXEMPTION CERTIFICATES which have been issued, Harbours of more than one Province, during the Financial Year 1867-8.

No. of Certificate.	Name of Masters to whom Certificates have been issued.	Name of Vessel for which Certificate has been issued.	Ports included in the Certificate.	Remarks.
14	James W. Vandervord	Charlotte Andrews	Lyttelton, Wellington.	
15	H. B. Francis	Taranaki	Auckland, Manukau, Tauranga, Wellington, Picton, Taranaki, Lyttelton, Otago, Bluff.	
16	John McLean	Alhambra	Lyttelton, Otago, Bluff, Wellington.	
17	John V. Hall	Claud Hamilton	Manukau, Auckland, Wellington, Otago, Bluff, Picton, Lyttelton	A renewal on change of ship.
18	Andrew W. Jack	Egmont	Wellington, Lyttelton, Otago, Bluff.	
19	Francis Holmes	Wellington	Manukau, Auckland, Wellington, Taranaki, Lyttelton, Otago, Tauranga	
20	William Seymour	Rangatira	Manukau, Auckland, Tauranga, Wellington, Taranaki, Lyttelton, Otago.	
21	Thomas Underwood	Gothenburg	Wellington, Lyttelton, Otago, Bluff.	
22	Hugh Mackie	Omco	Wellington, Lyttelton, Otago, Bluff.	
23	W. Seymour	Taranaki	Same as No. 20	A renewal on change of ship.
24	H. Harris	Auckland	Auckland, Wellington, Lyttelton, Otago, Bluff.	
25	Henry Tucker	Camille	Wellington, Lyttelton.	
26	Edward Hill	Royal Exchange	Wellington, Lyttelton.	
27	Edwin Lusher	Lady Bird	Wellington, Lyttelton, Otago.	
28	Frederick Bowton	Canterbury	Lyttelton, Akaroa, Timaru, Wellington.	
29	John Bain	Wainui	Lyttelton, Oamaru, Akaroa, Otago.	
30	R. Mailler	Comerang	Lyttelton, Akaroa, Timaru, Oamaru, Dunedin.	
31	James Chrisp	Beautiful Star	Wellington, Lyttelton, Oamaru, Timaru, Dunedin.	
32	Thomas S. Brown	Ocean Wave	Auckland, Lyttelton, Akaroa, Timaru.	
33	Peter Doile	Storm Bird	Auckland, Manukau, Taranaki, Wellington, Lyttelton.	
34	John Christian	Rifleman	Wellington, Lyttelton, Akaroa, Timaru, Taranaki.	
35	John Flowerday	Ahuriri	Auckland, Taranaki, Wellington, Lyttelton, Dunedin.	
36	G. W. Clarke	Dancing Wave	Picton, Lyttelton, Akaroa, Timaru.	

Appendix M.

RETURN of LOCAL PILOTAGE EXEMPTION CERTIFICATES issued during the Financial Year 1867-8.

Province.	Name of Master to whom Certificate has been issued.	Name of Vessel for which Certificate has been issued.	Ports included in the Certificate.	Date of Issue of Certificate.
Auckland	Joseph Kennedy	Tawera	Auckland	3 April, 1868.
"	Angus Matheson	Herald	" Russell	9 April, 1868.
"	William Norris	Sea Breeze	" "	14 April, 1868.
"	Alexander McGregor	Ivanhoe	" " Mongonui	14 April, 1868.
"	Edward Bolger	Tauranga	" " "	11 May, 1868.
"	James S. Clendon	Zephyr	" " "	21 May, 1868.
"	David Stuart	Midge	" " "	30 May, 1868.
Napier	Abraham Palmer	Cleopatra	Napier, Wairoa	2 April, 1868.
Nelson	James Dillon	Nelson	Nelson, Westport, Grey	6 April, 1868.
"	Abraham Palmer	Charles Edward	" " "	6 May, 1868.
Canterbury	James Taylor	Laughing Water	Lyttelton	26 Aug., 1867.
"	Archibald Black	Cantero	"	5 Sept., 1867.
"	William Cleary	Fawn	"	11 Oct., 1867.
"	Henry Robinson	Free Trader	"	9 April, 1868.
"	Robert Rae	Laughing Water	"	9 April, 1868.
Otago	A. R. Peace	Eli Whitney	Dunedin	2 July, 1867.
"	William Gay	Eliza Shairp	"	25 July, 1867.
"	D. S. Rich	Hydra	"	4 Sept., 1867.
"	James Ritchie	Eleanor	"	16 Sept., 1867.
"	John Willing	Susannah Booth	"	16 Sept., 1867.
"	William Cumming	Record	"	20 Dec., 1867.
"	John Jameson	Bengal	"	24 Jan., 1868.
"	W. R. Williams	Anne Meluish	"	21 Feb., 1868.
"	Kenneth McLennan	Clara	"	28 Mar., 1868.
"	James Stewart	Dunedin	"	14 April, 1868.
"	John Falconer	Caledonia	"	14 April, 1868.
"	Stephen Tall	Tairoa	"	15 April, 1868.
"	John Watson	Collingwood	"	29 April, 1868.
"	James Crabbe	Caledonia	"	6 May, 1868.
"	Daniel Joyce	Keera	"	22 May, 1868.

Appendix N.
RETURN OF MASTERS and ENGINEERS to whom CERTIFICATES of COMPETENCY have been issued during the Financial Year 1867-8.

Name.	Name and Position of Examining Officer.	Nature of Examination.	Vessel for which examined.	Date of Issue of Certificate.	No. of Certificate.	Remarks.
David Stewart	Captain Burgess, Port Officer, Auckland	For Master	Midge	July 19, 1867	105	
Angus Ross	Captain Williams, Auckland	"	Bluenose	July 20, 1867	106	
David Sellers	Captain Burgess	"	Tauranga	July 22, 1867	107	
John Bain	Captain Thomson, Harbour-master, Otago	"	Wainui	Aug. 6, 1867	108	
James R. Whitford	Melbourne Steam Navigation Board	"	Lioness	"	109	
Robert Spence	Not again examined	"	Golden Land	"	110	Issued without charge in lieu of No. 4.
John Walker	"	"	Lady Barkly	"	111	Issued without charge in lieu of No. 60.
John Gorm	Captain Thomson	"	Lady of the Lake	Aug. 19, 1867	112	
Henry Brown	Captain Richards	"	Waipa	Aug. 23, 1867	113	
Thomas W. Davies	"	"	Gymnotus	"	114	
Thomas Holmes	Captain Turnbull, Harbour-master, Hokitika	"	Murray	Sept. 17, 1867	115	
Francis Holmes	Not again examined	"	Wellington	Sept. 21, 1867	116	
Thomas Chirp	Captain Thomson	"	Beautiful Star	Sept. 30, 1867	117	
Thomas Whitwell	Not again examined	"	Nelson	Oct. 17, 1867	118	
John Fairchild	Captain Johnson, Marine Department, Wellington	"	Sturt	Oct. 23, 1867	119	
John Bain	Not again examined	"	William Miskin	Nov. 30, 1867	120	
Charles Frazer	"	"	Wahopai	Dec. 16, 1867	121	
Thomas Seon	Board of Trade	"	Enterprise, No. 2	Jan. 8, 1868	122	
Charles Philpot	Not again examined	"	Gemini	"	123	
William J. Watts	Captain Richards	"	Maori Chief	Jan. 31, 1868	124	
Peter Doile	Captain Johnson	"	Storm Bird	Feb. 3, 1868	125	
George F. Thompson	"	"	Prince Alfred	Feb. 4, 1868	126	
Eben Sinclair	Captain Gibson, Harbour-master, Lyttelton	"	Novelty	"	127	No. 127 was not taken up by the officer for whom it was made out.
Francis Hepburn	Not again examined	"	Wainui	Feb. 6, 1868	129	
Robert P. Gibbons	Captain Richards	"	Clyde	Feb. 17, 1868	130	Issued without charge in lieu of No. 1.
James Malcolm	Not again examined	"	Wallace	"	131	
Thomas Thwaites	Captain Richards	"	Jane	Feb. 24, 1868	132	
Abraham Palmer	Not again examined	"	Cleopatra	Mar. 23, 1868	133	Issued without charge in lieu of No. 10.
George Gozer	Captain Richards	"	Bluenose	"	134	
James Holmes	"	"	Enterprise, No. 1	Mar. 31, 1868	135	
John Bain	Not again examined	"	Wainui	April 3, 1868	136	
Michael Carey	"	"	John Penn	April 6, 1868	137	Issued without charge in lieu of No. 108, lost in "William Miskin."
William Scott	"	"	Charles Edward	April 21, 1868	138	Issued without charge in lieu of No. 92.
Thomas Whitwell	"	"	Kennedy	"	139	Issued without charge in lieu of No. 67.
Edward Insher	Captain Johnson	"	Ladybird	April 23, 1868	140	Issued without charge in lieu of No. 31.
Thomas Rawson	Captain Richards	"	Gemini	"	141	
Charles Osborn	Captain Thomson	"	Comerang	May 1, 1868	142	
Robert Mailer	"	"	"	May 2, 1868	143	

REPORT ON THE MARINE DEPARTMENT.

Appendix N.—continued.

RETURN of MASTERS and ENGINEERS to whom CERTIFICATES of COMPETENCY have been issued during the Financial Year, 1867-8—continued.

Name.	Name and Position of Examining Officer.	Nature of Examination.	Vessel for which examined.	Date of Issue of Certificate.	No. of Certificate.	Remarks.
Peter Morris	Board of Trade	For Master	Go-ahead	May 8, 1868	144	Issued without charge in lieu of No. 129.
Francis Hepburn	Not again examined	"	Comerang	May 18, 1868	145	Fees not paid in full after end of financial year.
Edward Wheeler	Board of Trade	"	Phebe	June 20, 1868	146	Fees not paid in full after end of financial year.
Thomas Walker Beurnard	Captain Johnson	"	Rangatira	June 29, 1868	147	
Gilbert Brown	James Stewart, Engineer Surveyor, Auckland	For Engineer	Bluenose	July 20, 1867	117	
James Carlaw	Not again examined	"	Southland	Aug. 6, 1867	118	
C. C. F. Lowenhagen	James Stewart	"	Midge	Aug. 7, 1867	119	
T. H. Davidson	Not again examined	"	Lady of the Lake	Aug. 19, 1867	120	Issued without charge in lieu of No. 104.
David Richardson	James Stewart	"	Gymnotus	Aug. 23, 1867	121	Issued without charge in lieu of No. 70.
John Nutt	Not again examined	"	Keera	Aug. 30, 1867	122	Issued without charge in lieu of No. 80.
William Melville	"	"	Golden Age	Sept. 9, 1867	123	
Alfred Bach	James Stewart	"	Midge	Sept. 12, 1867	124	Issued without charge in lieu of No. 102.
George Ellis	Not again examined	"	Sturt	Sept. 12, 1867	125	
George Craig	J. Nancarrow, Engineer Surveyor for the Colony	"	Woodpecker	Nov. 7, 1867	126	
Robert Davie	"	"	Ahuriri	Nov. 11, 1867	127	
James Stewart	"	"	Star of the South	Nov. 12, 1867	128	
Thomas Thomson	James Stewart	"	Wahopai	Dec. 16, 1867	129	
John Morton	E. Hamilton, Engineer Surveyor, Otago	"	Keera	Jan. 4, 1868	130	
John Coutts	"	"	Maori Chief	Jan. 8, 1868	131	
George Buchanan	James Stewart	"	Persevere	Jan. 24, 1868	132	Issued without charge in lieu of No. 66.
Thomas Charlton	Not again examined	"	Auckland	Feb. 7, 1868	133	
William Lawrie	J. Nancarrow	"	Gemini	"	134	
William Loder	James Stewart	"	Sturt	Feb. 8, 1868	135	
William Melville	Not again examined	"	Wallace	Feb. 17, 1868	136	Issued without charge in lieu of No. 123.
William Sharpe	"	"	Jane	Feb. 24, 1868	137	Issued without charge in lieu of No. 99.
John Napier	J. Nancarrow	"	Gymnotus	Mar. 21, 1868	138	
Archibald Keith	Not again examined	"	Cleopatira	Mar. 23, 1868	139	
Isaac Landell	E. Hamilton	"	Wahopai	"	140	
Henry Ballans	James Stewart	"	Clyde	Mar. 31, 1868	141	
William Lang Bannatyne	E. Hamilton	"	Waimui	April 4, 1868	142	
George William Heslop	Not again examined	"	Comerang	"	143	Issued without charge in lieu of No. 39.
Alexander Milne	"	"	Wallaby	May 2, 1868	144	Issued without charge in lieu of No. 125.
George Ellis	"	"	Clyde	May 4, 1868	145	Issued without charge in lieu of No. 111.
James Lindsey	Enterprise, No. 2	"	Enterprise, No. 2	"	146	Issued without charge in lieu of No. 122.
John Thomas Nutt	"	"	Beautiful Star	"	147	
David Kirkwood	"	"	Storm Bird	May 14, 1868	148	
John Fleming	J. Nancarrow	"	Go-ahead	May 23, 1868	149	Issued without charge in lieu of No. 5.
John Coutts	Board of Trade	"	Taranaki	May 26, 1868	150	Issued without charge in lieu of No. 84.
William Grumby	Not again examined	"	Tararua	June 9, 1868	151	
James Carlaw	"	"	Challenge	June 27, 1868	152	Issued without charge in lieu of No. 118.

REPORT ON THE MARINE DEPARTMENT.

15 E.—No. 6.

Appendix O.

RETURN of STEAM VESSELS to which Certificates have been issued in New Zealand during the Financial Year 1867-8.

Name of Vessel.	Tons Register.	Horse-power of Engines.	Nature of Propeller.	Class of Certificate.	Nature of Engines.	Statutory No. of Surveys.	Actual No. of Surveys.	Remarks.
Enterprise, No. 1	22	10	Paddle	River	Non-condensing	4	4	
Enterprise, No. 2	43	32	"	Extended River	"	4	4	
Gymnotus (about)	12	8	Screw	River	"	4	3	Last survey due 30th June.
Bluenose	42	30	Paddle	"	"	4	4	
Waipa	30	25	"	"	"	4	2	Laid up part of year.
Maori Chief	15	26	"	"	"	4	2	Laid up part of year.
Halcyon	24	25	Twin Screw	Extended River	"	4	2	Laid up part of year.
Gemini	10	7	"	River	"	4	4	
Jane	25	18	"	Extended River	"	4	1	New boat, built at Auckland.
Clyde	27	32	Paddle	River	"	4	2	New engines and boiler fitted into the old Colonial Government steamer "Avon."
Tauranga	67	40	Twin Screw	Sea-going	Condensing	2	1	Last survey delayed as she was on the slip.
Midge	56	24	Screw	"	"	2	2	
Star of the South	147	40	"	"	"	2	2	
Tasmanian Maid	53	36	Paddle	"	"	2	1	Wrecked.
Beautiful Star	125	30	Screw	"	"	2	2	
Taranaki	298	90	"	"	"	2	2	
Wellington	261	80	"	"	"	2	2	
Phoebe	417	120	"	"	"	2	2	
Wanganui	164	50	"	"	"	2	1	First survey made in Sydney. Fees for second survey not received till after end of financial year.
Ladybird	220	70	"	"	"	2	1	Laid up part of year.
Rangatira	144	50	"	"	"	2	2	
Stormbird	67	30	"	"	"	2	2	
Ahuriri	130	50	"	"	"	2	2	
Airedale	286	60	"	"	"	2	2	
Go-ahead	70	30	Twin Screw	"	Non-condensing	4	1	Second survey made in Sydney. New boat, at present laid up.
Waipara	47	30	"	"	"	4	4	
Betsy Douglas	14	18	Paddle	River	"	4	4	
Novelty	42	30	"	"	"	4	4	
Gazelle	47	30	Screw	Extended River	"	4	4	
Mullough	41	15	"	River	"	4	4	
Wainui	87	25	"	Sea-going	Condensing	2	2	
Moa	47	25	"	"	"	2	2	
Maid of the Avon	12	10	Paddle	River	Non-condensing	4	2	Laid up part of year.
William Miskin	115	30	Screw	Sea-going	"	4	2	Wrecked.
Geelong	137	70	Paddle	"	Condensing	2	2	
Favorite	38	45	"	River	"	2	1	Last survey due on 30th June.
Keera	146	50	Screw	Sea-going	"	2	2	
Golden Age	78	60	Paddle	River	Non-condensing	4	4	
Peninsula	24	20	"	"	"	4	4	
Tairoa	51	30	Screw	Sea-going	"	4	4	
Tuapeka	24	60	Stern Wheel	River	"	4	4	
Expert	7	8	Screw	"	"	4	1	Plies on Lake Wakatip. Mr. Nancarrow inspects once a year.
Alexandra	6	8	Twin Screw	"	"	4	1	Plies on Lake Wakatip. Mr. Nancarrow inspects once a year. Arrangements were made for the remainder of the surveys to be made by a local engineer, under the supervision of the Mayor of Queenstown, but no further communications have been received.
Wallace	56	40	Paddle	Sea-going	Condensing	2	2	New boat, built at Dunedin.
Lady of the Lake	56	25	"	River	Non-condensing	4	4	
Albion	452	140	Screw	Sea-going	Condensing	2	1	Laid up part of year, has now left the Colony.
Bruce	83	40	Paddle	"	"	2	2	
Challenge	24	40	"	"	"	2	2	
Dispatch	38	40	"	"	"	2	2	
Southland	87	80	"	"	"	2	2	
Lyttelton	49	25	"	"	"	2	2	
Lady Barkley	30	25	"	Extended River	"	2	2	
Murray	57	25	Screw	Sea-going	"	2	2	
Nelson	88	50	Paddle	"	"	2	2	
Charles Edward	89	60	"	"	"	2	2	
Lioness	60	60	"	"	"	2	1	Lately arrived in New Zealand waters from Australia.
Kennedy	110	36	Twin Screw	"	"	2	2	
Wallaby	100	25	Screw	"	"	2	2	
Comerang	152	60	Paddle	"	"	2	2	
Yarra	32	35	"	River	Non-condensing	4	4	Lately arrived in New Zealand waters from Australia.
Woodpecker	24	8	"	"	"	4	2	Laid up part of year.
Golden Land	15	12	Stern Wheel	"	"	4	1	Laid up.
Cleopatra	21	25	Paddle	"	"	4	2	New boat; wrecked.
Persevere	27	25	"	"	"	4	4	
Waihopai	30	16	Twin Screw	Sea-going	"	4	1	New boat, built at Invercargill, now laid up.

REPORT ON THE MARINE DEPARTMENT.

Appendix P.
RETURN of WRECKS on which INQUIRIES have been held under "The Inquiry into Wrecks Act, 1863," or which have been Reported between 1st JULY, 1867,
and 30th JUNE, 1868.

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Rig.	Register Tonnage.	Number of Crew.	Number of Passengers.	Nature of Cargo.	Nature of Casualty.	Lives Lost.	Wind.		Place where Accident occurred.	Finding of Court of Inquiry.	Remarks.
									Direction.	Force.			
1866 May 14	General Grant ...	Ship ...	1103 '83	22	61	Wool, hides, and gold	Total wreck	73	...	Calm	West Coast of the Auckland Islands	Wreck an accident; no blame attributable to any one on board	Fifteen souls in all were saved from this ill-fated vessel, but one died on the Auckland Islands, and four, who left in a boat in search of aid, were never more heard of. The ten survivors were landed at Bluff Harbour, on Jan. 13, 1868, one year and eight months after the date of the wreck. They were very kindly treated by their rescuer, Captain Gilroy, of the brig "Amherst," who deserves some public recognition of his humane conduct. "Murray" considerably, "Hunter" slightly, damaged.
1867 April 24	Murray Huntress ...	S.S. ...	57	...	...	...	Collision	...	S.W.	Moderate	About 3 miles N. of Woodpecker Bay	Master of "Hunter" only to blame.	
May 9	Esmeralda, 12 years, AE in red	P.S. Ship ...	54 1188	23	...	Guano and cotton seed	Foundered at sea	...	S.S.E.	Fresh breeze	15 miles N.N.E. of Island of Opara	The loss of the vessel was caused by the choking of the pumps. The Court found the master guilty of great neglect in not using every endeavour to make the Port of Opara, and reprimanded him severely.	
June 23	Agnes, 7 years ...	Cutter ...	100	9	...	General ...	Total wreck	...	...	Calm	At entrance to Tūranganui Harbour	Wind failing, tide set vessel on rocks.	
July 18	Harriet, 17 years	Brigantine	100	9	...	Ditto	Ditto	...	W.	Fresh	Grey Bar	Wreck caused by cable parting; no want of seamanship.	
" 22	Frederick, 21 years	Barque ...	170	10	...	Ditto	Ditto	...	N.W.	Fresh breeze	Hokitika Bar	The vessel was drawing too much water for the Port.	
" 22	Gratitude ...	Brigantine	89	7	...	Ditto	Ditto	...	N.W.	Fresh breeze	Hokitika Bar	Wreck caused by towline slipping.	
" 31	Vistula, 10 years	Ditto ...	133	7	...	Timber	Ditto	...	S.S.E.	Fresh gale	Oamaru Beach	Negligence, and perhaps drunkenness, of master.	
Aug. 1	Edward Christopher	Ketch ...	23	3	...	Wire fencing and flour	Ditto	...	S.E.	Gale	Stoney Bay, Banks Peninsula	No inquiry held.	
" 1	Vixen ...	Schooner	17	...	...	Ditto	Ditto	2	S.E.	Gale	Ninety-Mile Beach	Cable parted; no blame attaches to master	Master and ones and drowned. Number of crew and nature of cargo not reported.
" 2	Cordelia ...	Cutter ...	21	...	...	Probably wheat	Ditto	At least 3	S.E.	Gale	Near Baring Head	No inquiry held, as no one was saved ...	Three bodies afterwards washed on shore. Number of souls on board not known.
" 11	Nautilus, 1½ years	Schooner	29	3	2	Ballast	Ditto	...	S.W.	Heavy squall	Whale Island	No blame attaches to the master or any one.	
" 14	Banshee, 2 years	Ditto ...	70	8	...	Not stated	Ditto	...	N.E.	Gale	Oamaru Beach	Cable parted; no blame attaches to any one	Wreck sold.

Appendix P.—continued.
RETURN of WRECKS on which INQUIRIES have been held, &c.—continued.

Date of Casualty.	Name of Vessel ; Age and Class when known.	Rig.	Register. Tonnage.	Number of Crew.	Number of Passengers.	Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Wind.		Place where Accident occurred.	Finding of Court of Inquiry.	Remarks.
									Direction.	Force.			
1867													
Sept. 2	Hercules, 2 years	Cutter ...	34	5	...	General...	Stranded	...	...	Moderate weather	Mitiera Reef, South-land Islands	Master did not make sufficient allowance for the current	Total loss.
"	5 Mountain Maid, 25 years	Brig ...	192	...	...	Coals	Total wreck	...	...	Fine weather	Buller Bar	Bad management and error of judgment on part of master	Court recommended master's certificate to be cancelled.
"	28 Lizzie, 9 years	Cutter ...	19	4	...	Ballast	Total wreck	...	...	Fine weather	Urnui River	No blame attaches to the master.	Mate and one hand drowned.
Oct. 4	Manukau	Schooner	443	12	...	Coals and maize	Ditto	2	W.	Strong	4 miles N. of Manawatu	Wreck caused by neglect or incompetence of master or both	
"	4 Lady Wynyard, 2 years	Cutter ...	29	3	...	Oil	Ditto	...	...	...	Near East Cape	The master appears to have misjudged his distance from the shore. He appears to have done what he could to save the vessel after the accident.	
"	21 Matilda, 15 years	Schooner	15	3	...	General...	Ditto	...	...	Fine weather	Okarita Bar	Wreck accidental ; no one to blame.	
"	29 Ocean Wave, 2 years	Ditto ...	117	8	...	Ditto	Stranded	...	...	Fine weather	North Spit, Hokitika	The tug took the ground. The master of the "Ocean Wave" then tried to sail in, but the current was too strong, and she also was stranded	This vessel was got off with but little damage.
"	31 Hope, 11½ years	Ditto	25	4	2	Ditto	Total wreck	...	...	Moderate weather	Rurima Reef, near Whale Island	The master thought he was past this danger.	
Nov. 2	Elizabeth, 18 years	Ditto	113	5	...	Ditto	Stranded	...	...	Moderate weather	North Spit, Hokitika	Master of tug blamed for keeping to much to the northward. Master of "Elizabeth" blamed for want of energy in trying to save vessel and cargo after stranding	Became a total wreck.
"	2 Gazelle	S.S.	46	...	...	Ditto	Ditto	...	...	Fine weather	Sumner Bar	Master not specially blamed, but it was considered that he had undertaken too heavy a tow under all the circumstances	Sold. The new owners have recovered and repaired her.
"	5 Alliance, 17 years	Barque ...	346	11	...	Coals	Total wreck	...	N.W.	Fresh	Struck the Beach, near Kapiti; afterwards became a wreck in Fitzroy Bay, entrance to Wellington Harbour	The captain is blamed for the first accident, for "too much frailty in giving in to the opinion of the mate and seamen as to what land was seen." The signal-man at Barrel Beacon is blamed for the final catastrophe, for "not making out and repeating signals" of distress.	
"	5 Charles Edward, 3 years old	P.S.	89	19	40	General...	Ran on shore	...	...	Heavy sea	On Beach, north of the Grey River	The master acted properly in beaching the vessel to save life, as she was leaking badly	The "Charles Edward" was sold, and her purchaser succeeded in relaunching and repairing her.
"	7 Mary Ann White, 16 years	Schooner	14	2	2	Firewood	Stranded	...	...	Moderate weather	Rangitoto Reef	Accident caused by want of proper lookout	Became a total wreck.
"	8 Flying Cloud, 7 years	Ditto	43	4	...	General...	Ditto	...	...	Moderate weather; heavy sea	Mouth of Grey River	Cable parted. Master blameless	Became a total wreck.
"	9 Cymraes, 3 years	Ditto	28	5	...	Ditto	Ditto	...	Westerly	Strong	Mouth of Grey River	Cable parted. Master blameless	Total wreck. Master acted with judgment.

Appendix P.—continued.
RETURN of WRECKS on which INQUIRIES have been held, &c.—continued.

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Rig.	Register.	Number of Crew.	Number of Passengers.	Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Wind.		Place where Accident occurred.	Finding of Court of Inquiry.	Remarks.
									Direction.	Force.			
1867													
Nov. 13	Favorite, 6 years	P.S.	38	7	...	Ballast ...	Stranded	...	...	Fine weather	Mouth of Hokiitika River, inside	The stranding was caused by a collision with the "Dispatch." If any one be to blame, it is the master of the "Favorite,"	Got off with trifling damage.
"	22 Highlander, 48 years	Brig	195	7	...	Coals ...	Ditto	...	S.E.	Strong	Oamaru Beach	Master blamed for negligence and want of caution	Total wreck.
"	24 Caroline, 13 years	Schooner	37	4	...	Wheat and building stone	Ditto	...	S.E.	Strong	Oamaru Beach	Sails split and vessel became unmanageable. Vessel had to be beached. Master not to blame	Vessel broke up.
Dec. 7	Clyde ...	Ditto	34	4	2	Fruit ...	Shipped a sea	2	Easterly	Gale	At sea	No blame attaches to any one ...	Master and mate washed overboard and drowned. But slightly damaged.
"	16 St. Kilda, 8 years	S.S.	91	16	7	Telegraph material	Drove on rock	...	S.E.	Light	St. Kilda Rock, Ingles Bay, Kaitiaki Peninsula	Master blamed for anchoring too near rocks with too short scope of cable. Officer of watch blamed for keeping bad look-out. Both censured and admonished	
"	18 Alabama ...	Cutter	14	2	1	Ballast ...	Capsized	1	S.W.	Squall	Near Maraitai	The loss of life was caused by the boat being stowed below hatches	The master was drowned before assistance could be rendered. The vessel has since been recovered. It would appear that these small coasters are often under-balled.
"	20 Mapere, 9 years	Schooner	30	3	1	Ditto	Ditto	...	S.W.	Squall	Off Tairua	The vessel missed stays in a squall	Total loss.
1868													
Jan. 16	Tasmanian Maid, 10 years	P.S.	53	13	6	Potatoes, &c.	Struck a reef	...	...	Fine weather	Long Reef, Taranaki	Master blamed for steering too close in shore	Crew escaped in boat.
"	26 Joanna, 4 years	Schooner	26	3	...	Timber ...	Foundered	...	Westerly	Moderate	Off Sinclair Head	Accident probably caused by starting of a butt. Master blameless.	Became a total wreck.
Feb. 3	Echunga, 14 years	Ship	1007	25	...	Loading wool	Stranded	...	Easterly	Gale	Napier Roadstead	Cables parted. No one blamed	No official information received of this wreck.
"	3 Breeze ...	...	46	...	...	...	Total wreck	...	S.E.	Gale	Banks' Peninsula	Master not blamed for wreck, but blamed for not managing his vessel better, and beaching her end-on when he found he could not save her	Four lives lost—two seamen and two children. The vessel broke up.
"	3 Star of Tasmania, 12 years	Ship	632	22	...	Loading wool	Ditto	4	S.E.	Gale	Oamaru Beach	Parted her cables and drifted on shore. Master's conduct highly commended	The vessel eventually broke up.
"	3 Water Nymph, 13 years	Ditto	584	22	...	Ditto	Ditto	...	S.E.	Gale	Oamaru Beach	No one blamed. The vessel put to sea, but the rudder-head gave way, and she, becoming unmanageable, was beached to save life	Became a total wreck.
"	3 Otago, 4 years	Ketch	26	4	...	Not stated	Ditto	...	S.E.	Gale	Beach, near Oamaru	No inquiry held. Wreck caused by stress of weather	The Marine Surveyor and party were on board.
"	3 Sea Bird ...	Schooner	15	...	7	Lime ...	Foundered	...	S.E.	Gale	Amuri Bluff		

Appendix P.—continued.
RETURN of WRECKS on which INQUIRIES have been held, &c.—continued.

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Rig.	Register.	Number of Crew.	Number of Passengers.	Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Wind.		Place where Accident occurred.	Finding of Court of Inquiry.	Remarks.
									Direction.	Force.			
1868 Feb. 3	Fortune	Brig	160	8	...	Not stated	Stranded	7	S.E.	Gale	About 10 miles S. of Hokianga	Position of vessel not known, as no observation had been got for four days. Wreck accidental	Of a crew of eight, all told, only one seaman escaped. The vessel was hove to on the port tack with her head in-shore. Had she been hove to on the other tack she might have escaped. Had the lead been hove it would have given ample warning of her proximity to the shore. The vessel broke up at once.
"	William Miskin	S.S.	115	13	...	General...	Ditto	1	S.E.	Strong; heavy sea	1½ mile North of Timaru	Those on board exonerated. Harbour-master blamed for not signalling to the vessel to put to sea	Became a total wreck.
"	Sea Belle, 4 years	Cutter	27	3	...	Timber	Ditto	...	Easterly	Gale	South Spit, Wanganui	No blame attaches to any one on board. The accident was caused by two of the hands in the boat which was towing her out becoming sea-sick and unfit for work. The vessel was short of anchors.	
Mar. 19	Express, 19 years	Brigantine	149	8	12	Cattle and wool	Total wreck	...	S.W.	Strong	Port Hutt, Chatham Islands	No inquiry held	Dragged her anchor and went on shore. The vessel fouled her anchor while the master was on shore. Sail was made but she missed stays and drove on shore. She broke up.
"	Fly, 15 years	Cutter	15	3	...	Ballast	Stranded	...	...	Moderate breeze	Oamaru Beach	...	
"	Jane Saucy Lass	Schooner	...	...	...	...	Collision	...	...	Fine weather	Off Mercury Island	Masters of both vessels to blame for carrying no lights and for not keeping a proper look-out.	
"	Comet, 9 years	Cutter	17	2	...	Firewood	Total wreck	...	N.W.	Moderate	Pihoi River, Auckland	Wreck due to negligence and want of seamanship on the part of the master	
"	Waterlily Shamrock	Schooner	...	...	...	...	Collision	...	...	Fine weather	Rangitoto Channel	Master of the "Water Lily" to blame.	
April 6	Cleopatra, 1 year	P.S.	46	9	2	Ballast	Ran on shore	...	S.W.	Gale	About 6 miles N. of Cape Palliser	Court did not agree	The vessel was not well found for a sea trip. She was beached to save life, and broke up. Canted off the rocks, and foundered in three fathoms.
May 23	Blue Bell, 2 years	Schooner	53	6	...	South Sea Island produce	Stranded	...	N.N.E.	Moderate	Near Wanganui Heads	Error of judgment and want of seamanship on part of master.	
June 9	Louisa	Ditto	13	3	...	Butter, &c.	Foundered	3	N.E.	Strong; heavy Gale	Off Greymouth	Had the vessel put to sea she might perhaps have escaped.	All hands drowned.
"	Dispatch, 25 years	Brigantine	98	8	3	Horses and cattle	Stranded	1	S.S.E.	...	About 4 miles N. of Timaru	The wind increased and the sea rose so rapidly that the vessel could not put to sea. She dragged and went on shore. No one to blame	The captain was killed by the galley falling on him before the vessel went on shore. The rest of the hands escaped. The vessel broke up.

