

1877.

NEW ZEALAND.

TWELFTH REPORT OF THE MARINE DEPARTMENT

FOR THE YEAR ENDED 30TH JUNE, 1877.

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

MY LORD,—

Office of the Commissioner of Customs,
Wellington, 5th October, 1877.

I do myself the honor to submit herewith, for the information of your Excellency and the Legislature of New Zealand, the Twelfth Annual Report of the operations of the Marine Department, and the financial and other statements and returns connected therewith, being for the year ended on the 30th June last.

To His Excellency the Most Honorable
the Marquis of Normanby, K.C.M.G., &c., &c.,
Governor of New Zealand.

I have, &c.,
GEO. McLEAN,
Commissioner of Customs.

REPORT.

Customs Department (Marine Branch),
Wellington, 4th October, 1877.

SIR,—

I have the honor to submit the following report on the working of the Marine Department for the year ended 30th June last:—

Lighthouses—On the 1st September, 1876, Cape Foulwind Light was exhibited for the first time. It is a second-order dioptric revolving light, attaining its greatest brilliancy every half-minute. The lamps at Cape Campbell, Taiaroa Head, Nugget Point, and Dog Island, have had burners fitted to suit them for the consumption of paraffin oil; new lamps for paraffin have been procured for Nelson, and lamps of the same kind ordered for Godley Head. In a short time the only lights burning colza oil will be Tiri Tiri and Pencarrow Head; and it is proposed to order paraffin lamps for these at an early date.

I regret to have to report the death, on the 11th November, 1876, of Mr. George Smith Hand, late Principal Keeper at Cape Foulwind, and at the end of June last, of his son, late Assistant-Keeper at Nelson; both were good and trustworthy officers. These deaths are the first which have occurred in the New Zealand Lighthouse Service.

New Lighthouses.—I attach hereto a report by the Marine Engineer on the works in connection with lighthouses which have been executed under his directions during the past year. In addition to the lights referred to in Mr. Blackett's report, I would mention that second-order revolving lighthouse apparatus have been ordered for Cape Saunders and Akaroa Head. The light originally ordered for Tory Channel (but not required at that place owing to the erection of a light on the Brothers) it was at one time intended to place at Hokitika; but that intention had to be abandoned in order to meet the more pressing necessity for placing it at Moeraki, where a light was urgently required to guide vessels away from the dangerous reefs lying off that part of the coast.

Store for Lighthouse Supplies.—In my last report I referred to the necessity that existed for a store for the use of the Marine Department, and I feel it to be my duty again to urge upon the Government the necessity for having a building erected in which lighthouse stores, oil, and other requisites can be kept, and where the stores for the lighthouses can be carefully packed for distribution. So long ago as May, 1869, the late Mr. Balfour also represented that a building for this purpose was required. At that time the department was only charged with the supervision of seven lights, but now there are fifteen, besides six in course of erection and three new ones ordered. It will at once, I think, be admitted that if a store was considered necessary in 1869, there can be no question that it is now absolutely indispensable; and I earnestly trust that the Government will authorize a building for this purpose to be provided.

Lighthouse Dues.—The light dues collected at the various ports of the colony during the past financial year amounted to £11,035 4s. 2d., being £403 18s. 2d. less than the amount received in the previous year.

Lighthouse Steamer.—The “Stella” arrived in Wellington on the 25th October last, and on the 1st November made her first trip by going to Nelson and Manukau with members of the General Assembly after the close of last session. Since that time she has been uninterruptedly employed on lighthouse service, having made at different times twelve trips to the Brothers with the material for building the lighthouse, the keepers’ dwelling, tramway, lantern and apparatus, and with provisions and water for workmen, &c., all of which had to be landed on an exposed rock in the midst of strong tides and frequently a rough sea, without either shelter or anchorage, so that the vessel had to be kept constantly underweigh to maintain her position. The difficulty of landing the above material in small boats was very great. This service was, however, accomplished in about sixty days without accident of any kind. Besides carrying material for the Brothers, the “Stella” also conveyed the material for building the Centre Island and Puysegur Point lighthouses, and dwellings, from Bluff Harbour. This service was also performed without accident. The landing at Puysegur Point being good, no trouble was experienced there; but the landing on Centre Island was more difficult, as a heavy surf frequently sets on to the beach, which would swamp a boat. Great care had, therefore, to be observed, and the work was necessarily more tedious than at Puysegur. On this service the vessel was away from Wellington fifty days, and during almost the whole of that time the fires were never out. The Southern lighthouses on the coast were also visited several times for the purpose of supplying them with stores, and for shifting some of the keepers. In addition to this lighthouse service, the “Stella” made several trips on the coast with members of the Government and other passengers, and once with Volunteers, and was occupied altogether on these trips about thirty days.

Captain Johnson, Inspector of Steamers and Nautical Adviser to this department, has been in temporary command of the “Stella” since her arrival, and he reports that she has proved herself to be a good sea boat, that her consumption of coal is small, and that she is well adapted for the service of the Marine Department.

Consolidation of Shipping Laws.—In my report for 1871 I drew attention to the desirability of consolidating and amending the laws relating to shipping. I pointed out that at that time there were eight different Acts relating to shipping and marine matters, that most of these Acts were adaptations of portions of the Imperial Merchant Shipping Acts of 1854 and 1862, and that they had been found to be most faulty where they differed most widely from those Acts. In addition to the eight Acts referred to, there are now five others, viz.,—

“The Merchant Ships Officers Examination Act Amendment Act, 1871;”

“The Coasting Trade Regulation Act, 1871;”

“The Merchant Shipping Acts Adoption Act, 1873;”

“The Steam Navigation Acts Amendment Act, 1873;” and

“The Merchant Shipping Acts Adoption Act, 1874.”

There are thus at present no less than thirteen Acts relating to shipping in force in the colony, of which four are amendment Acts, and three are adoption Acts without having the adopted clauses embodied in them, so that the law on this important subject is, on many points, involved and complicated, instead of being plain and explicit. On this matter being brought to your notice, you expressed your approval of an effort being made to consolidate and codify these laws, and a Bill for this purpose has accordingly been prepared, which, it is to be hoped, will meet with the approval of the Legislature and become law during the present session, especially as the very necessary provisions of the Imperial Merchant Shipping Act, 1876, relating to the detention and survey of unseaworthy ships, and to deck cargoes and overloading, are embodied in it.

Examination of Masters, &c.—Certificates of Competency have been issued to 109 candidates; 72 being for masters, mates, and engineers of sea-going vessels, and 37 for masters and engineers of river steamers.

Steam Navigation.—Passenger Certificates have been issued to 111 steamers, of 11,666 tons and 4,249 horse-power, being 8 steamers, of 2,401 tons and 659 horse-power, more than were surveyed last year.

Wrecks and Casualties.—During the past year 94 casualties were reported to this office, 83 of which occurred on or near the coasts of the colony; of these, 29, of an aggregate tonnage of 4,717, were cases of total wreck; 48, affecting a tonnage of 6,230 tons, were cases of partial loss only, and 6 were cases involving loss of life. The number of lives lost on or near the coast of the colony was 49—viz., 7 in the “Clematis,” 6 in the “Kate Brain,” 4 each in the “Flying Cloud” and “Bonnie Lass,” and 3 each in the “Edward,” “Kaikoura,” and “Dante” (all hands on these vessels being lost); 8 were lost in the “William Akers,” 2 from the “Arthur Wakefield,” and 1 each from the “Moa,” “Acadia,” “Maori,” “Alhambra,” “Start,” “Strathnaver,” “Sir Donald,” “Eagle Wing,” and “Clematis.” Eleven cases were reported which occurred beyond the colony, comprising two total wrecks (tonnage 124), four partial losses (tonnage 1,390) and 5 cases of loss of life. The total number of lives lost being 14—viz., 9 in the “May Queen” (lost with all hands), and one each from the “Vallejo,” “England’s Glory,” “Florinda,” “Thurland Castle,” and “Duke of Sutherland.”

The “Otago,” it will be remembered, was lost at Chasland’s Mistake on the 4th of December last. An enquiry into the cause of the wreck was held at Dunedin, before John Bathgate, Esq., Resident Magistrate, assisted by Captain William Thomson, Nautical Assessor. The Court suspended the certificate of the second mate for two years. Copies of the evidence and the report of the Court of Enquiry were sent to the Board of Trade in due course. The Assistant Secretary, of the Marine Department of the Board of Trade, in acknowledging the receipt of those documents in a letter dated the 6th April last, remarks: “The Board of Trade regret that, looking to the negligence, incapacity, and disobedience of the mate, the Court did not think fit to cancel his certificate.”

New Zealand Pilot.—A new edition of this work having been issued by the Hydrographic Department of the Admiralty, a number of copies were ordered from London. These have been received, and were at once sent to the Customhouses at the principal ports of the colony, for sale to shipmasters. A further and larger supply has been ordered for the same purpose.

Naval Training School.—I enclose the annual report of the Manager. The school is being well conducted; but I very much regret to have to state that it has not been successful for the main object

for which it was established. Out of the whole number of boys educated and trained at the school, only twelve have as yet been apprenticed to the sea-service, notwithstanding that every effort has been made by the department to induce shipowners and shipmasters to take the boys.

Harbours.—In consequence of the abolition of the provinces, it became the duty of this department, after the 1st January last, to superintend the management of the harbours, except those for which Harbour Boards had been constituted. It was at once found that various necessary repairs had to be executed at several of the pilot stations, &c. In attending to these matters, and in conducting the correspondence with the Harbour Boards constituted by Acts of last session, the work of the department was very greatly increased. The buoys in the Manukau Harbour, 34 in number, of which 17 are of iron, and the remainder wooden cask buoys, have all been lifted and thoroughly repaired; the mooring chains and shackles were found to be very much worn, and these had to be replaced with new ones or repaired. The revenue cutter "Ringleader" was employed for lifting and laying down the buoys, and the whole work was carried out under the directions of the Harbour-master, Captain Wing.

A contract has been let for the construction of two large iron buoys for Kaipara. At Poverty Bay a contract for the removal of rocks in the Turanganui River has been let, and one at Havelock for erecting beacons in the upper part of the harbour. For Kaikoura two iron mooring buoys have been made and placed in position there.

Kaipara Pilot Station.—In June, 1871, a piece of land inside the North Head at Kaipara, comprising ten acres, was purchased from the Natives as a site for a Customhouse. The late Provincial Government of Auckland, by arrangement with the General Government, shifted the pilot station from the South Head on to this land. The necessity for a signal station having been urged on the Provincial Government, they some time afterwards erected a signal staff and signalman's house on the sand hills five or six miles to the seaward side of the pilot station, and connected it with the latter by telegraph. The consent of the Natives for the erection of the signal station and telegraph line had not been acquired, this probably not being considered necessary, on account of the utterly valueless character of the land on which the signal station was placed. On the completion of the work they claimed a high annual rental for the ground, and refused to entertain any proposals for its purchase. After much fruitless negotiation the matter was placed in the hands of Mr. Preece, of the Native Department, who took a deal of trouble to secure the land for the Crown, and eventually succeeded, for the moderate sum of £150, in acquiring an uninterrupted block from the pilot station to the signal station, including the portion on which the telegraph poles are erected. This successful purchase satisfactorily settles a troublesome question with the Kaipara Natives, and secures ample accommodation for the future requirements of the harbour establishment at this large and important port.

Harbour Boards.—Prior to last session there were seven Harbour Boards—viz., Auckland, Kakanui, New Plymouth, New River, Riverton, Oamaru, and Otago—which had been constituted by Ordinances of Provincial Councils, under authority of "The Harbour Boards Act, 1870." The Moeraki and Napier Boards were constituted by Acts of the General Assembly in 1875, and last session eleven more Boards—viz., those for the Bluff, Castlepoint, Foxton, Hokitika, Lyttelton, Patea, Thames, Timaru, Waitara, Waimakariri, and Wanganui—were called into existence. There are thus no less than twenty such Boards at present in the colony, each constituted by a separate Act or Ordinance, few of which are alike, and none of which define the powers of the Boards, but leave them dependent on the powers which, under "The Marine Act, 1867," may be delegated to them by the Governor. The provisions contained in the 7th, 10th, 12th, 13th, 30th, 31st, and 32nd sections of that Act have accordingly been delegated by Orders in Council to most of these Harbour Boards, so that they now have all the powers and authorities which the Provincial Governments previously had in respect of harbour administration. Most of the Boards, however, from lack of funds, have been unable to undertake the management of their respective ports, and the harbour establishments have therefore had to be carried on at the cost of the colony. Owing to the large number of Harbour Board Acts, and to the want of a clear definition of the duties and responsibilities of Harbour Boards, it would be exceedingly desirable to have a general Act, the main provisions of which should be applicable to all, and in which their powers should be accurately laid down, especially as the law as it at present stands interposes difficulties which prevent these bodies from managing their own purely local affairs.

Weather Reporting.—Appended hereto will be found a very full report from Captain Edwin, detailing the results of his operations during the past year.

Returns.—The customary returns showing the ordinary expenditure of the department, cost of lighthouses, return of wrecks and casualties, and wreck chart, are also appended hereto.

I have, &c.,

WILLIAM SEED,
Secretary of Customs.

Enclosure 1.

Mr. BLACKETT to the SECRETARY of CUSTOMS.

SIR,—

Marine Office, Wellington, 30th June, 1877.

For the information of the Hon. the Commissioner of Customs, I have the honor to forward the following report on works executed for new lighthouses during the past year :—

Cape Foulwind.—In the report for last year it was stated that the works at this lighthouse were nearly completed, and that the light would be established in a few weeks. This was accordingly done, and the light was first exhibited on Friday, 1st September, 1876.

The official description of the light is as follows :—Tower, 53 feet high from base to top of lantern, of timber, and painted white; the upper part close boarded, the lower part open framed work. The light is of the second order revolving white light, visible all round; greatest brilliance every thirty seconds. The light is 190 feet above the level of the sea, and allowing 15 feet for height of eye, the light will be seen $19\frac{1}{2}$ nautical miles in clear weather.

The Brothers, in Cook Strait.—In last year's report it was explained that the working party was withdrawn on the 4th May, by reason that the department could not depend on the regular service of the "Luna," that vessel being required for other services. On the arrival, however, from England of the s.s. "Stella," an iron screw-steamer ordered expressly for lighthouse service, the work was again taken up, and a party despatched to The Brothers on the 18th November, 1876, since when the works have been carried on interruptedly and, I am glad to say, without any accident.

The tower, with a surrounding wall or fence of brick and stone, the keepers' dwelling, stores, iron tramway, landing-stages, and lifting gear are all completed, the works having been ably and substantially carried out under an Overseer. The lantern has been placed on the tower, and the light apparatus erected within it nearly complete; a few small items of work still remain to be finished, but the whole will be complete and ready for lighting up in a few weeks.

The light is of the description known as second order revolving, showing a bright flash every ten seconds; the lighthouse is also fitted with a special lens to throw a red light over the site of Cook's Rock.

Portland Island.—At date of last report the works for this lighthouse had been advertised, the tenders had been received, and were then under consideration. The tender of Mr. H. M. Shepherd was ultimately accepted, on the 16th October, 1876, for £1,946, the time of erection to occupy ten months. The Contractor in this case has shown a want of energy in carrying forward his contract, and a considerable amount of work yet remains to be done. He has been twice notified officially to proceed more quickly, but it is certain that he will be considerably over his contract time.

Puysegur Point, Preservation Inlet.—In last year's report it was stated that the preliminary work of road-making had been completed, and the heavy timbers for the tower landed; also that plans were ready for advertising. This was shortly afterwards done, and a tender was accepted on 6th January, 1877, from Mr. W. Birss, for £2,984 2s.; the work to be completed by 6th January, 1878. This includes the erection of tower, three dwellings, and three stores, the materials being conveyed to the landing-place by the Government steamer.

The progress made with these works has not been altogether satisfactory, but it is probable that they may yet be completed within contract time.

Centre Island, Foveaux Strait.—The works for this lighthouse were advertised and let at the same time as those of Puysegur Point—viz., 6th January, 1877—to Mr. William Boyd, for the sum of £2,087 1s. 9d. This includes, as in the case of Puysegur Point, the building of the tower, three dwellings, and three stores; the materials being conveyed to the landing-place by Government.

The works are well advanced at this place, and it is expected that all will be complete within contract time, which expires on the 6th of November, 1877.

In March last I visited, in the s.s. "Stella," Centre Island and Puysegur Point, having been informed by the Contractors that they were ready to begin work. A quantity of materials and stores were then conveyed to each place from the Bluff, and I marked off the exact sites and positions of the several buildings on the ground, leaving an Inspector at each place to supervise the work.

During the last month, July, the remainder of all the materials has been conveyed by the s.s. "Stella" to both of these places.

Moeraki.—On my return from Foveaux Strait I called at Moeraki, under instructions, examined the site selected there, and marked off the road line from the landing-place to the site; also fixed the positions of the tower, dwellings, and stores on the ground. I also made arrangements to have the road formed, to be in readiness for the conveyance of material. The road has since been finished, and plans and specifications prepared for the erection of the lighthouse, dwelling-houses, &c., the work being advertised for public tender.

Timaru: Harbour Light.—This lighthouse has been twice advertised for public tender, the first time it was withdrawn at the request of the Municipal authorities, for the purpose of altering the design and substituting stone instead of wood, and of adding a dwelling-house to the contract. Tenders were received for the works, as altered, accordingly; but the amount of the tenders being in excess of the funds available, all the tenders were declined at the instance of the Harbour Board, and it is now proposed to call for tenders for the erection of a wooden tower and dwelling-house, &c., plans for which are in course of preparation.

Hokitika: Harbour Light.—Nothing more has been done towards the erection of this lighthouse, beyond preparing to a certain extent the plans for the tower, the light originally intended for this place having been transferred to Moeraki, where the early establishment of a light is of much greater importance.

Cape Maria.—Arrangements are being made for the erection of this lighthouse in the same manner as that adopted at The Brothers, and it is expected that they will be so far completed as to allow of the working party being despatched about the end of July or the beginning of August. This plan of operations, which has answered so well at The Brothers in securing good work, has been adopted on

that account, and on account of the distance of the site and the difficulty of keeping up communication regularly otherwise than by steamer.

Akaroa.—In the early part of March I visited the site of this lighthouse at Akaroa Head, and marked off the positions of tower, dwellings, &c.; also staked out the line of road and exact position of landing-place, after determining on the manner of landing material and stores. The work of forming the landing-place and the road will be undertaken in the spring; the lantern and apparatus have been ordered from England.

I have, &c.,
JOHN BLACKETT.

Enclosure 2.

REPORT ON SCHOOL FOR YEAR ENDED 30TH JUNE, 1877.

The MANAGER, Naval Training School, Kohimarama, to the SECRETARY of CUSTOMS (Marine Branch).
Sir,—

Naval Training School, Kohimarama, 30th June, 1877.

I have the honor to transmit, for the information of the Hon. the Commissioner of Customs, the following report on the above-named institution for the past twelve months:—

The health of the boys has been satisfactory. The report of the medical officer of the institution is attached.

Table A shows the educational progress during the year. In seamanship, pulling in boats, and tailoring the progress has been satisfactory. Table C contains list of the clothing made and other work done in the school. By making the clothing ourselves, which is very well done under the efficient management of Mrs. Speight, a considerable saving is effected.

Thirty boys have been admitted and 31 discharged, leaving 79 now on the register, 3 of whom are out on license. Three of the time-expired boys were out on license at the termination of their period of detention, and still continue with the same employers.

Table B shows the visits of clergymen for Divine service and religious instruction.

On the whole, the conduct of the boys has been satisfactory, "looking to the antecedents of most of them;" but the class sent here for some time past has not been as good as in the earlier days of the school. There have been 41 cases of escaping from the school, confined to 19 boys, 6 having totaled 23 offences of this nature. Three, the last time they went, stole a boat, the property of a person residing near the school, for which they were sentenced to imprisonment in Mount Eden Gaol. The conduct of these had for a long time been extremely bad.

A very good crop of potatoes was obtained last season, which would have pretty well supplied the school for the twelve months, but they were, unfortunately, pitted too soon, by which means the greater part were destroyed. There was, however, a good profit on the transaction.

In February last, I sailed in the Melanesian Mission schooner "Southern Cross," commanded by Captain Bongard, with twenty-six boys, for a cruise to southern ports. Wellington was visited twice and Port Chalmers once. It was intended to call at Lyttelton, but Captain Bongard found himself so pressed for time, that he could not do it. The conduct of the boys during the cruise was very good, and they showed great ability and willingness in working the vessel. I attach copies of letters addressed to me by his Lordship the Bishop of Melanesia and Captain Bongard bearing on this subject. I had hoped to have placed a number of the boys as apprentices to the sea during our stay at the southern ports, but only succeeded in one instance, in which the New Zealand Shipping Company (Limited), were the employers. The manager of this Company informed me that it was intended to get one boy from this school into each of their vessels, but up to the present time they have only taken two. The manager of the Union Steam Shipping Company (Limited), was desirous of putting some of the boys in their vessels, but there was great disinclination on the part of the masters, which resulted in none being taken at the time, but one has recently been taken by that Company. Prior to her departure for the islands, one boy was apprenticed to the Bishop for service in the mission schooner.

Table I shows the number of boys apprenticed during the year, and the trades to which they have been indentured.

Properly-trained instructors are greatly needed; and if a small schooner were attached to the school it would be a great assistance in training the boys. The present stationary vessel, owing to the very bad state in which she is, is of very little use.

I think if a penal school were established to which the worst class of boys could be sent in the first instance, and those whose conduct was such as to render it inadvisable to keep them in the ordinary schools could be transferred, it would result in great advantage. The effect of expulsion, as provided for by section 39 of the Act, is bad. I am satisfied that many boys commit offences with the hope that they will, by that means, get expelled.

The limit of twelve years in sections 37 and 38 should, I think, be removed. It has been openly stated that boys under that age run away for the sake of the change, knowing they cannot be dealt with by a Magistrate, and not caring for any punishment I can award.

The appearance of the boys, I think, shows that they are well fed. The cost of the ration for the past twelve months has been a very small fraction over 6d., which includes fuel, lights, and soap.

I have, &c.,
G. R. BRETON,
Manager.

Dr. GOLDSBRO' to the SECRETARY of CUSTOMS (Marine Branch).

Sir,—

Parnell, Auckland, 30th June, 1877.

I have the honor to state that during the past six months the health of the boys in the Naval Training School at Kohimarama has, on the whole, been very satisfactory. There have been the usual amount of minor accidents incidental to schoolboys, but none of a serious character.

Two of the boys, marginally noted,* have shown signs of pulmonary consumption, but under treatment are bearing the winter weather well. There have been two cases of jaundice, somewhat severe but not dangerous. Many cases requiring minor operations have occurred, some requiring the use of chloroform: all have been successful.

I paid, since the 1st of January, 32 visits, and inspected the whole of the boys weekly.

The number of cases attended during the period above-named, exclusive of some of the warders, &c., is 275.

I have again to tender my thanks to Captain Breton for the aid and assistance rendered to the sick, and his generally kind and prompt attendance upon them in my absence, or when my services were not available.

I have, &c.,

The Secretary of Customs
(Marine Branch), Wellington.

CHARLES J. GOLDSBRO', M.D., M.R.C.P., M.R.C.S.,
Medical Officer to the School.

Bishop SELWYN to Captain BRETON.

DEAR CAPTAIN BRETON,—

Auckland, 23rd March, 1877.

I daresay you would care to have a written expression of the good opinion I was enabled to form of the Training School boys during the trip of the "Southern Cross" from Wellington to Auckland.

I was glad to see the way in which the young fellows worked, with willingness and good humour, and the cheerful way in which they took a considerable amount of hard work which fell to their share. Such boys will soon build up a considerable amount of *esprit de corps* in the school; and when the boys find that they lead to good apprenticeships they will be all the more ready to work and take pains.

I can only add that their conduct at prayers was very satisfactory, and I did not hear a bad word while I was in the ship.

Believe me, yours very truly,

J. R. SELWYN,
Missionary Bishop of Melanesia.

Captain BONGARD to Captain BRETON.

SIR,—

Melanesian Mission Vessel "Southern Cross," Auckland, March, 1877.

I have much pleasure in testifying to the good conduct of the boys of the Naval Training School, 25 of whom formed part of the crew of the "Southern Cross" during her late visit to southern ports from 1st February to 17th March, their alacrity in obeying orders, and general smartness in working the vessel, going aloft, &c. During a part of the voyage which was unusually rough they were as ready to go aloft then as at any other time, and always stowed and loosed the top gallant-sails and stay-sails (our top-sails are patent reefing), except when it was blowing so hard that it was not prudent to let them go aloft.

They picked up steering very quickly; most of them steer fairly, some very well. The boy you have apprenticed to us is a very handy, well-behaved boy, and seems to have the makings of a good sailor.

In conclusion, I would say, from the experience of this trip, that I would readily take apprentices from the school in any ship with me.

I am, &c.,

Captain G. R. Breton, Manager,
Naval Training School, Kohimarama.

JAMES BONGARD,
Master.

A.—TABLE showing the Educational State of Boys.

Particulars.	Read.				Write.				Cipher.			
	Well.	Indiffer- ently.	Not.	Total.	Well.	Indiffer- ently.	Not.	Total.	Well.	Indiffer- ently.	Not.	Total.
Remaining on 30th June, 1876	25	48	7	80	17	47	16	80	12	59	9	80
Admitted during year ending 30th June, 1877...	4	22	4	30	...	16	14	30	1	15	14	30
Total ...	29	70	11	110	17	63	30	110	13	74	23	110
Discharged during year ending 30th June, 1877...	16	15	...	31	13	18	...	31	10	21	...	31
Remaining on 30th June, 1877	22	55	2	79	18	55	6	79	10	66	3	79
Total ...	38	70	2	110	31	73	6	110	20	87	3	110

* John Ryan (half-caste), Henry Smith.

B.—TABLE showing the Visits of Clergymen for Divine Service and Religious Instruction during the Year ending 30th June, 1877.

Church of England.	Roman Catholic.
30	25 Mr. G. Cutts, a layman, 6.

C.—RETURN of Articles Manufactured and Work done in the School during the Year ending 30th June, 1877, with estimated Cost of Labour employed.

Articles.	Quantity.	Rate.	£ s. d.	Articles.	Quantity.	Rate.	£ s. d.
		s. d.				s. d.	
Trousers, serge ...	122	1 10	11 3 8	Brought forward ...	...	...	41 11 9
„ duck ...	158	1 0	7 18 0	Neckerchiefs ...	24	0 2	0 4 0
„ oilskin ...	28	1 0	1 8 0	Sledges for hauling up	...	...	...
Frocks, serge ...	109	1 5½	7 18 11½	boats ...	2	5 0	0 10 0
Jumpers, duck ...	73	1 0	3 13 0	Coppering oars ...	18	0 6	0 9 0
„ oilskin ...	17	1 0	0 17 0	Fencing removed ...	5 chains	6 0	1 10 0
Flannel shirts ...	180	0 7½	5 12 6	Windows glazed ...	50	0 6	1 5 0
Pillow cases ...	49	0 3	0 12 3	Paint locker erected ...	1	7 6	0 7 6
Towels ...	105	0 1	0 8 9	Locker for oilskin clothing	...	...	...
Mattress covers ...	69	0 6	1 14 6	erected ...	1	2 6	0 2 6
Pillow covers ...	41	0 1½	0 5 1½				
Carried forward ...	...	...	41 11 9	Total ...	...	...	45 19 9

D.—RETURN of Admissions and Discharges during the Year ending 30th June, 1877.

Admitted.	Number.	Discharged.	Number.
Committals ...	30	Apprenticed ...	14
Remaining on 30th June, 1876 ...	80	Time expired ...	11
		To relations ...	3
		Sent to gaol for stealing a boat ...	3

Remaining on 30th June, 1877—79, 3 of whom are out on license.

E.—TABLE showing particulars of Parentage of Boys received during the Year ending 30th June, 1877.

Number of Boys Received.	Both Parents Living.	One Parent Living.	Both Parents Dead.	Unknown.
30	17	11	2	...

Circumstances as shown in Register.

Sent under Section 8 of Act ...	14	Father in gaol ...	1
„ 9 „ ...	2	Father deserted ...	1
„ 10 „ ...	13	Mother a prostitute ...	1
„ 11 „ ...	1	Mother in prison ...	1
		No friends ...	1
		Mother deserted ...	1
		Father undergoing penal servitude for ill-using	
		his wife; boy gave evidence against the father	1
		Found living in a brothel with his mother ...	1
		No particulars received ...	22
Total ...	30	Total ...	30

F.—COMMITTING BENCHES and Transfers for Year ending 30th June, 1877.

Shortland ...	3	Wellington ...	4
Hokitika ...	4	Marton ...	1
Nelson ...	2	Auckland ...	14
Cambridge ...	1		
Reefton ...	1	Total ...	30

G.—RETURN showing Ages of Boys received during Year ending 30th June, 1877.

Number of Boys Received.	Aged 10.	Aged 11.	Aged 12.	Aged 13.	Over 10 and under 14.
30	12	7	9	1	1

H.—RETURN showing Religion of Boys received during Year ending 30th June, 1877.

Protestant.	Wesleyan.	Lutheran.	Presbyterian.	Church of England.	Roman Catholic.
3	4	1	4	8	10

I.—TABLE showing the Number of Boys Apprenticed during the Year ending 30th June, 1877.

Seaman.	Storekeeper.	Indoor Servant and Messenger.	Gardener.	Clerk.	Farmer.
9	1	1	1	1	1

K.—TABLE showing particulars of Conduct of Boys Apprenticed from the School.

Number Apprenticed.	Good Report.	Indifferent Report.	Bad Report.	No Report.
14	9	1	...	4

Enclosure 3.

Commander R. A. EDWIN to the Hon. the COMMISSIONER of CUSTOMS.

Wellington, 6th August, 1877.

IN making the third report of the experimental system of storm-warnings, I most respectfully wish to draw your attention to the accompanying return showing the average percentage values of the warnings received at each station during the past six months. These values are, I believe, the more worthy of attention as they represent the opinions of the officers who receive the warnings and not that of the officer who issues them. I regret not being able to give the results of the past year; but, as I consider it essential that those who receive the warnings should judge the result, it has taken some time to arrange a system by which this object could be secured with accuracy, and also admit of the returns being forwarded at frequent intervals in each month. This is most important, because the result of each warning should be decided as soon as possible.

A special feature of the return is the result of sea-forecast; and of the usefulness of this portion of the information afforded by the warnings there can be little doubt when the number of bar harbours is considered, some of which are especially exposed. Of the value of this part of the work as compared with that of other countries I cannot give any opinion, as I have not seen any similar information. The percentage of direction (warnings are limited to twelve points of compass) will be found to compare favourably with that of other countries. The value of the percentage of force would imply that warnings have been more frequently issued than is necessary; but it must be borne in mind that few places are exposed to all winds, and that, should there be a preponderance of gales from the sheltered direction, the returns will show a low rate of force of wind, also that some places are exceptionally sheltered, and, though gales may be experienced in their vicinity, the winds are seldom violent at these places: the barometer movement will nevertheless show the proximity of bad weather. Instances in which low barometer and light or moderate winds are experienced over a large extent of country are by no means rare, and cause the warnings to be entered as not being a gale. For these reasons I submit that force of wind alone does not enable a correct estimate of the value of storm-warnings to be formed; but such an estimate can be readily arrived at by investigating the percentage value of the forecast of barometer and sea-movement, which, in the accompanying table, show by their close approximation to the direction-value that, although there are instances in which gales are not felt over large areas in their full force, yet warnings are not issued without sufficient cause. The sea result is especially valuable in cases where gales do not blow on the land, as the increase of sea from the expected quarter shows that, whatever may be the cause of delay in its approach, the anticipated disturbance undoubtedly exists, and vessels have, on arrival, frequently reported encountering bad weather from the direction stated in the warnings, though, at the same time, very little of it has been experienced on the shore. In addition to the warnings noticed in the table, the probable approach of floods has on several occasions been successfully anticipated. There have been numerous casualties to shipping during the past year, and I think it will be found on investigation that in most instances the vessels were at sea when the warnings were issued, this more especially during the heavy losses sustained in May last. The return also shows the percentage of gales that have occurred without warning having been given of their approach. These instances have in a great measure occurred from the interruption caused to the weather report by Sundays and

holidays. The table of values makes no mention of the results at New Plymouth, which may be assumed to be the same as Opunake for direction, force, and barometer, and as Castlepoint for sea results. I have made no returns for Wellington, as I should have to keep them myself, and the result, therefore, might be considered as too favourable; the forecasts may be considered as very close to Castlepoint and Blenheim. From the experience gained in forecasting during the past three years, I have no hesitation in stating that public intimation of approaching bad weather may be given with as much success as is now the case in older countries; and it may not be out of place to enumerate the principal difficulties that have to be encountered in forecasting. These are—The distance of New Zealand from other countries; its peculiar shape (being in width only about one-third of its length); the rapidity with which some of the heaviest gales or depressions advance; the want of a well-organized system of observations at sea; the hour at which the daily weather report is usually received for discussion, and the limited amount of information it contains. In the first of these cases the distance to Australia is such as to allow storms which pass over that country to expend themselves before reaching us, and from such experience as I have had in the duties of weather forecast I am fully of opinion that very few of the disturbances which visit this colony arrive from that quarter, the general route of their centres being between West, South-west, and South-south-west proceeding to the opposite quarter; and for this reason I have no hesitation in stating that, for purposes of weather telegraphy, cable messages will hardly be of the value generally supposed. The second prevents the extension of weather-reporting stations to either side, and makes it necessary that they should be closer together than is generally considered requisite. The third will continue the greatest difficulty that weather forecast in this country will have to contend against, and can only be partially met by vigilant observation of instruments and signs of changing weather. The fourth would form a very valuable addition to the material available for study, and there are now a considerable number of steam services with Australia which might be taken advantage of. The fifth cause arises from the daily report being published at so many places; in all other countries where weather reports are used no information of this nature is made public until it has been revised; but under the system now in use this is impossible, and I therefore consider that it should be discontinued, and the whole of the material required should be telegraphed direct to the central office by means of such part of the cypher code used in the United States as may be found necessary. This would enable the warnings to be forwarded at least three hours sooner than is possible under present circumstances. Should the report as now published be considered indispensable the information for weather forecast should have precedence of it, for, if efficiency in the storm-warning service is to be considered, its information must be supplied direct and without reference to similar matter for other purposes. That real efficiency in storm-signalling is only to be attained by giving every facility for distribution and receipt of weather telegrams is shown by the following extract from the report of a Sub-Committee of the International Meteorological Conference of 1873:—"It is sufficiently evident from the various answers of scientific men who have been asked for their opinion, as well as from other official and non-official reports of the individual directors of Meteorological Institutes, that there is a general conviction of the importance of weather telegraphy for the purposes of practical life, and that the existence of such a system is considered a necessity; this is shown from the results obtained hitherto from the system already in existence. . . . It seems desirable that the system of weather telegraphy should be developed as generally as possible, and on as uniform a plan as possible. In all countries in which up to the present time such systems have not been organized, steps leading to such organization should be taken as soon as possible. . . . In order to make the systems of warning as perfect as possible, according to the present rate of the science, the Sub-Committee must indicate that it is desirable that the observations and reports based thereon should be made as complete and continuous (as regards the former) as is possible; *i.e.*, neither Sundays nor holidays should make any difference to them, and there should not be a complete interruption during the night. . . . If telegraphic weather reports are delayed from a consideration of other messages the operation of the system will, in the opinion of the Sub-Committee, be seriously interfered with."

If such a direct system has been found desirable in countries of large area and extended communication, it is evident that it must be equally useful in this country, whose peculiar disadvantages have been already alluded to. I understand that the result of the investigation of a Royal Commission appointed to inquire into the result of weather warnings in England has been to recommend an increased expenditure of about £5,000 per annum.

I must here add a word in favour of the only instruments hitherto in use—namely, mercurial barometers by Casella, of the London value of 25s. and 50s., and I have no hesitation in stating that they are thoroughly reliable in every respect.

My thanks are due to Dr. Lemon and the officers of the Telegraph Department for their careful co-operation in the distribution of the standard barometers.

I now most respectfully suggest that, if it be considered desirable to utilize the information which will soon be available, some assistance should be given to me, not only in the ordinary work of the office, which continues to devolve solely on me, but also in preparing forecasts. This should be the duties of myself and an officer fully competent to share the responsibility and undertake the charge of affairs in case of my being unable to carry out the work. It will be at once seen that it is most desirable that such assistant should take a great interest in these duties, and should be selected from the staff employed upon this experimental service since its commencement, as it would not, in my opinion, be advisable to place in charge one who has not taken an active part in the work; neither would it be just to those to whose zealous co-operation I am so much indebted for the satisfactory results shown in this report. The want of such aid has prevented the careful investigation of the material as soon as possible after its receipt.

I forward herewith return of percentage values already alluded to, and copies of the storm-warning returns received from Queenstown, Opunake, Poverty Bay, and Hokianga during June.

I have, &c.,

R. A. EDWIN,
Commander R.N.

The Hon. the Commissioner of Customs.

RETURN No. 1, showing RESULTS of STORM-WARNINGS received at QUEENSTOWN during June, 1877.

Date and Hour Received.	Indicated Weather.	Result.	Remarks.
9th, 2.40 p.m.	Bad weather probable, any direction between N.W. and W. and S.; glass rise soon	Wrong; under 7; Barometer good	Wind fresh from S.E.
11th, 3.45 p.m.	Bad weather probable, any direction between N. and W. and S.W.; further fall, glass may fall fast	Good; under 7; Barometer good	Occasional showers; glass fell fast.
13th, 5.5 p.m.	Bad weather probable, any direction between S. and W. and N.W., and rising glass; wind may back	Good; under 7; Barometer good	No sign of wind backing; sky clear.
14th, 1.11 p.m.	Bad weather probable, any direction between N. and W. and S.W.; expect glass fall fast soon	Good; under 7; Barometer good	Barometer fell four-tenths on the 15th. This telegram was urgent.
16th, 4.10 p.m.	Bad weather probable; same direction while glass falling; expect heavy gale, S.E., when glass rises	Wrong; under 7	Barometer rose slightly, but wind continued from N.W.
18th, 5.35 p.m.	Bad weather probable, any direction between W. and S. and S.E.; expect rising glass and hard gale	Wrong; under 7; Barometer good	Wind constantly from N.W.
20th, 11 a.m.	Bad weather probable, any direction between N. and W. and S.W., and further fall glass	Good; over 7	Barometer good on 20th, and rising on 21st, with southerly wind and stormy weather, which abated towards evening.

2nd July, 1877.

C. FALCK, Telegraphist.

RETURN No. 5, showing RESULTS of STORM-WARNINGS received at OPUNAKE during June, 1877.

20th, 10.44 a.m.	Indications for falling glass, and wind northwards; may have sudden change	Barometer good	A.M. of 21st, winds light, from N.W., and very gloomy, unsettled appearance. Very large halo round moon last night.
20th, 5.36 p.m.	Indications further fall glass, and strong winds any direction between N. and W. and S.W.; sea increase	Sea good	
21st, 5.11 p.m.	Bad weather probable, any direction between W. and S. and S.E.; glass rise soon; likely have much sea	Wrong; under 7; Barometer wrong; Sea good	Winds during 22nd from N.W. 3 to 4, glass falling fast; very threatening appearance of weather generally.
22nd, 1.3 p.m.	Bad weather probable, any direction between S.W. and N.; glass fall more; sea probably heavy	Good; above 7; Barometer wrong; Sea good	Strong gale during whole of 23rd from S.W. and S.
28th, 4.56 p.m.	Strong westerly wind probable, and sea increase	Good; under 7	By a.m. of 29th, wind W.N.W. 3 to 5, squally and very wild appearance of weather; 10 p.m. 29th, wind N. 1 to 2; by noon 30th, changed suddenly to S.E. 4 to 5; increasing by a.m. July 1st, E. 7 to 8, with rain; squalls, and heavy sea.
29th, 4.46 p.m.	Bad weather probable, any direction between S.E. and E. and N.; falling glass, and sea probably increase	Good; above 7; Barometer good; Sea good	

2nd July, 1877.

JOHN BLACK, Telegraphist.

RETURN No. 1, showing RESULTS of STORM-WARNINGS received at GISBORNE (Poverty Bay) during June, 1877.

1st, 5 p.m.	Indications further fall glass, and strong winds between N. and W. and S.W.	Good; under 7	S.W. during 2nd and 3rd, with rain at night.
6th, 5 p.m.	Should wind continue any direction between S.W. and S. and E. with falling glass, expect much sea	Good; about 7	7th cloudy, threatening weather; barometer steady; strong S. and S.W. winds; sea moderate.
11th, 3 p.m.	Bad weather, probable between N.W. and W. and S., and falling glass	Good; above 7; Barometer good	12th and 13th, brisk gale, with squalls and falling glass.
13th, 4.30 p.m.	Same indications as last wired	Good; above 7; Barometer good	13th, strong gale towards midnight, fierce squalls, glass falling
14th, 4 p.m.	Bad weather probable, may commence from N.E., veering N.W., with sudden change to S.W., and further fall glass; expect sea	Good; above 7; Barometer good; Sea wrong	14th, heavy gale, with thick weather, commencing N.E. and veering N.W., with increasing violence, and falling glass; no sea.
16th	Bad weather probable, any direction between N. and W. and S.W., with falling glass	Good; above 7; Barometer good	Strong N.W. gale, with squalls on 17th, gradually working into S.W.

2nd July, 1877.

THOS. CHRISP, Harbour-Master.

RETURN No. 1, showing RESULTS of STORM-WARNINGS received at HOKIANGA during June, 1877.

11th, 4 p.m.	Bad weather probable, any direction between N.W. and W. and S., with falling glass	Barometer good	Threatening appearance, but light wind only.
18th, 4.2 p.m.	Bad weather probable, any direction between N.W. and W. and S., and falling glass	Good; under 7; Barometer good	Fresh winds from N. and N.W., backing to N.E., with steady rain on 13th; steady rain on 14th.
15th, 10.50 a.m.	Bad weather probable, any direction between N. and W. and S.W.	Good; over 7	Heavy squalls all 15th from N.W. and W., with showers.
16th, 4.55 p.m.	Bad weather probable, any direction between N.W. and W. and S.; probably heavy gale	Good; over 7	Gale from W.S.W. came in early on 18th, with furious squalls.
22nd, 4.35 p.m.	Bad weather probable, any direction between N.W. and W. and S., with falling glass	Good; under 7	Wind from S.W. on 23rd, with squalls and passing showers.
29th, 11.50 a.m.	Bad weather probable, any direction between S.E. and E. and N., with further fall glass	Good; under 7; Barometer good	Had much rain, but no gale; glass fell fast.

3rd July, 1877.

THOS. L. MILLAR, Telegraphist.

RETURN showing Average percentage Value of STORM-WARNINGS received at the under-mentioned Places during the SIX MONTHS ending 30th JUNE, 1877.

Place.	Forecast of Direction of Wind.	Forecast of Force of Wind.	Forecast of Barometer Movement.	Forecast of Sea Movement.	Gales without Warning.	Remarks.
Hokianga	92.6	43.6	85.7	...	3.5	The warnings are limited to an area of 12 points of compass. Force—7 of Beaufort scale is the lowest for which warnings are considered as having been verified.
Russell	81.3	29.4	73.1	42.3	0.0	
Whangarei	91.3	33.3	66.7	...	3.5	
Coromandel	87.5	39.3	68.7	...	0.0	
Tokatea (altitude, 1,200 feet) ...	75.8	52.3	83.3	...	0.0	
Manukau Heads	89.7	48.4	83.3	75.	3.1	
Auckland	82.1	51.5	92.4	...	3.0	
Grahamstown	95.3	70.8	73.7	...	7.7	
Cambridge	75.	64.3	90.	...	0.0	
Tauranga	85.7	70.8	68.8	66.7	0.0	
Taupo (altitude, 1,200 feet) ...	91.7	34.8	81.3	...	0.0	
Gisborne (Poverty Bay) ...	82.4	75.	83.3	85.	0.0	
Opunake	86.5	58.0	75.7	88.4	0.0	
Napier Spit	85.7	35.0	86.9	50.0	0.0	
Wanganui	91.2	51.4	76.	...	5.4	
Castlepoint	95.	42.5	95.2	93.	0.0	
Nelson	83.	35.7	91.7	...	0.0	
Blenheim	88.9	39.3	61.	...	0.0	
Westport	78.2	15.2	63.	77.2	0.0	
Kaikoura	84.9	41.0	63.3	92.9	0.0	
Hokitika	79.3	32.3	90.9	92.3	0.0	
Bealey (altitude, 2,180 feet) ...	90.9	38.9	61.5	...	2.7	
Lyttelton	90.7	38.1	81.8	77.	0.0	
Timaru	66.7	25.5	87.6	89.6	0.0	
Oamaru	76.2	53.5	72.7	55.6	0.0	
Naseby (altitude, 2,000 feet) ...	94.7	13.3	80.	...	0.0	
Port Chalmers	59.5	59.2	50.	...	2.2	
Balclutha	75.7	23.8	68.8	...	2.3	
Queenstown (altitude, 1,100 feet) ...	70.	22.5	78.2	...	0.0	
Roxburgh	90.	25.6	76.2	...	0.0	
Bluff	85.7	55.9	70.	...	0.0	
Mean of the average for six months	83.6	41.0	76.3	75.8	.093	

R. A. EDWIN,
Commander, R.N.

RETURN showing the Total Ordinary Expenditure of the Marine Department for the Financial Year ended 30th June, 1877.

Nature of Expenditure.	Details of Expenditure.	Totals.	Grand Total.
	£ s. d.	£ s. d.	£ s. d.
Officer in Charge	200 0 0		
2 Clerks	410 0 0		
Messenger	120 0 0		
Marine Engineer	300 0 0		
Inspector of Steamers and Nautical Assessor	400 0 0		
Inspector of Steamers and Engineer Surveyor	300 0 0		
Local Inspectors of Steamers	125 0 0		
Examiner of Masters and Mates	100 0 0		
Local Examiners of Masters and Mates	225 0 0		
Expenses under Enquiry into Wrecks Act	150 11 2		
Sundries and Contingencies	405 6 1		
Departmental Travelling Expenses	289 11 7		
Lightkeepers' Salaries	3,940 13 11		
Lighthouse Artificer	240 0 0		
Oil and other Stores for Lighthouses and Lighthouse Contingencies	2,367 0 0		
"Stella," working expenses of	2,968 11 3	12,541 14 0	
Naval Training School, Kohimarama,—			
Wages	607 8 9		
Provisions, Clothes, &c.	1,775 6 4	2,382 15 1	
Weather Reporting,—			
Officer in Charge	300 0 0		
Salaries of Weather Reporting Officers	373 5 0		
Instruments	468 12 6		
Contingencies	21 8 8	1,163 6 2	
Harbours (six months only):—			16,087 15 3
Auckland,—			
Bean Rock Light,—			
Salaries	75 0 0		
Contingencies	7 10 0	82 10 0	
Manukau,—			
Salaries	354 0 0		
Contingencies	91 10 0	445 10 0	
Kaipara,—			
Salaries	394 15 0		
Telegraph Line to Heads	301 17 2		
Contingencies	40 1 6	736 13 8	
Hokianga,—			
Salaries	204 0 0		
Contingencies	2 18 7	206 18 7	
Russell,—			
Salaries	135 0 0	135 0 0	
Mongonui,—			
Salaries	33 6 8	33 6 8	
Thames,—			
Salaries	328 16 0		
Contingencies	20 6 11		
Wharf at Grahamstown,—			
Salaries	30 0 0		
Contingencies	10 14 1	389 17 0	
Whangaroa,—			
Salaries	50 0 0	50 0 0	
Tauranga,—			
Salaries	147 0 0		
Contingencies	28 16 0	175 16 0	
Poverty Bay,—			
Salaries	123 0 0		
Contingencies	129 4 4	252 4 4	
New Plymouth,—			
Salaries	160 0 0		
Contingencies	3 4 0	163 4 0	
Waitara,—			
Salaries	50 0 0		
Contingencies	3 4 2	53 4 2	
Opunake,—			
Salary	4 6 8	4 6 8	
Patea,—			
Salary	50 0 0	50 0 0	
Carried forward	...	2,778 11 1	16,087 15 3

RETURN showing the Total Ordinary Expenditure of the Marine Department, &c.—*continued.*

Nature of Expenditure.					Details of Expenditure.	Totals.	Grand Total.
					£ s. d.	£ s. d.	£ s. d.
Brought forward					...	2,778 11 1	16,087 15 3
Wellington,—							
Salaries					1,260 14 0		
Contingencies					5 6 8		
Soames' Island Lighthouse,—							
Salaries					158 6 8		
Contingencies					4 7 0	1,428 14 4	
Wanganui,—							
Salaries					371 14 6		
Contingencies					3 0 0	374 14 6	
Manawatu,—							
Salaries					226 14 0		
Contingencies					4 6 8	231 0 8	
Rangitikei,—							
Salary					75 0 0	75 0 0	
Napier,—							
Bluff Lighthouse,—							
Salaries (June only)					20 16 8	20 16 8	
Wairoa (Hawke's Bay),—							
Salary					50 0 0	50 0 0	
Nelson,—							
Salaries					647 10 0		
Contingencies					17 19 4	665 9 4	
Westport,—							
Salaries					200 0 0		
Contingencies					96 7 6	296 7 6	
Picton,—							
Salaries					59 10 0		
Contingencies					10 8 6	69 18 6	
Havelock,—							
Salary					25 0 0		
Contingencies					11 19 6	36 19 6	
Wairau,—							
Salary					66 0 0		
Contingencies					14 15 9	80 15 9	
Kaikoura,—							
Salary					25 0 0		
Contingencies					65 11 7	90 11 7	
Lyttelton (2 months only),—							
Salaries					439 7 4		
Contingencies					0 4 0	439 11 4	
Timaru,—							
Salaries					197 0 0		
Contingencies					20 1 6	217 1 6	
Sumner,—							
Salaries					55 0 0		
Contingencies					7 10 5	62 10 5	
Kaiapoi,—							
Salary					60 0 0		
Contingencies					7 19 4	67 19 4	
Akaroa,—							
Salary					12 10 0	12 10 0	
Saltwater Creek,—							
Salary					22 10 0	22 10 0	
Hokitika,—							
Salaries					361 0 0		
Contingencies					62 8 0	423 8 0	
Greymouth,—							
Salaries					212 10 0		
Contingencies					46 10 4	259 0 4	
Okarito,—							
Salary					25 0 0		
Contingencies					8 10 6	33 10 6	
Carried forward					...	7,737 0 10	16,087 15 3

RETURN showing the Total Ordinary Expenditure of the Marine Department, &c.—continued.

Nature of Expenditure.	Details of Expenditure.	Totals.	Grand Total.
	£ s. d.	£ s. d.	£ s. d.
Brought forward	...	7,737 0 10	16,087 15 3
Moeraki,—			
Salary	50 0 0	50 0 0	
Waikouaiti,—			
Salary	25 0 0		
Contingencies	10 18 3		
		35 18 3	
Otago Graving Dock,—			
Wages and Contingencies... ..	580 4 9	580 4 9	
Waikawa,—			
Salary	25 0 0	25 0 0	
Port Molyneux,—			
Salary	52 1 8	52 1 8	
Catlins River,—			
Salary	62 10 0		
Contingencies	18 7 7		
		80 17 7	
Bluff (3 months only),—			
Salaries	270 12 6	270 12 6	
New River,—			
Salary	55 0 0	55 0 0	
Riverton,—			
Salary	75 0 0		
Contingencies	23 0 0		
		98 0 0	
Half Moon Bay,—			
Salary	5 0 0	5 0 0	
			8,989 15 7
Totals	...	...	25,077 10 10

STATEMENT showing the Amount of Pilotage, Port Charges, &c., collected during the Financial Year ended 30th June, 1877.

Port at which Collected.	Pilotage.	Port Charges, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.
Auckland	1,198 7 0	183 12 9	1,381 19 9
Onehunga	100 10 6	143 10 11	244 1 5
Kaipara	482 14 0	200 11 0	683 5 0
Tauranga	68 5 6	...	68 5 6
Thames	61 1 1	77 5 11	138 7 0
Russell	33 2 2	6 5 2	39 7 4
Mongonui	5 14 4	10 0 6	15 14 10
Hokianga	195 15 6	...	195 15 6
New Plymouth	51 18 5	44 14 8	96 13 1
Wanganui	299 11 0	...	299 11 0
Wellington	2,330 13 10	1,323 7 11	3,654 1 9
Napier	1,242 9 0	236 17 11	1,479 6 11
Nelson	1,176 12 11	8 0 0	1,184 12 11
Hokitika	48 19 0	...	48 19 0
Lyttelton	2,783 11 6	1,708 3 8	4,491 15 2
Timaru	...	22 2 1	22 2 1
Oamaru	...	295 14 6	295 14 6
Kakanui	...	39 4 8	39 4 8
Dunedin	2,407 2 11	1,314 11 2	3,721 14 1
Moeraki	...	18 19 0	18 19 0
Port Molyneux	...	6 2 8	6 2 8
Waikouaiti	...	8 9 4	8 9 4
Invercargill	...	27 17 2	27 17 2
Bluff	487 5 3	192 4 11	679 10 2
Riverton	32 6 2	5 8 6	37 14 8
Foxton	58 10 4	...	58 10 4
Rangitikei	14 1 4	...	14 1 4
Totals, 1876-77	13,078 11 9	5,873 4 5	18,951 16 2
Totals, 1875-76	13,747 16 7	6,268 9 11	20,016 6 6

RETURN showing the Amount Expended under the Public Works Act on Lighthouses, &c., during the Financial Year ended 30th June, 1877.

Name of Lighthouse.	Amount Expended.
	£ s. d.
Cape Foulwind	337 7 1
The Brothers	2,469 6 6
Portland Island	3,171 9 5
Hokitika	66 6 8
Puysegur Point	2,004 7 6
Moko Hinau	3,470 12 9
Cape Maria van Diemen	2,718 13 4
Centre Island	3,557 16 6
Moeraki	177 0 0
Miscellaneous and Unallocated	86 11 1
Lighthouse steamer "Stella"	10,694 12 6
Total	28,754 3 4

STATEMENT showing the Amount of Light Dues collected in New Zealand during the Financial Year ended 30th June, 1877.

Name of Port at which Collected.	Amount Collected.
	£ s. d.
Auckland	1,493 2 8
Onehunga	129 0 2
Kaipara	35 1 11
Tauranga	20 9 8
Thames	11 2 4
Russell	48 6 0
Mongonui	0 11 8
Hokianga	12 12 6
Whangarei	20 17 0
Whangaroa	2 1 2
New Plymouth	115 8 5
Wanganui	60 17 1
Wellington	2,207 11 8
Napier	135 2 10
Poverty Bay	11 2 1
Picton	138 10 9
Havelock	15 4 9
Kaikoura	11 1 10
Wairau	12 3 0
Nelson	914 17 5
Westport	115 13 4
Greymouth	80 1 2
Hokitika	43 11 10
Lyttelton	2,109 9 1
Timaru	110 14 10
Oamaru	124 0 3
Kakanui	5 19 1
Dunedin	2,486 1 9
Invercargill	7 14 5
Bluff	550 12 8
Riverton	6 0 10
Total for 1876-77	£11,035 4 2
Total for 1875-76	£11,439 2 4

RETURN of the Amount Collected during the Financial Year 1876-77, as fees under the Steam Navigation Act and the Merchant Ships Officers Examination Act, and for Sale of Charts, &c.

	£ s. d.
Fees under Steam Navigation Act, and Merchant Ships Officers Examination Act	926 3 0
Sale of charts	88 17 0
Sale of oil casks, &c.	16 10 0
Total	£1,031 10 0

RETURN showing the Quantity of Oil consumed at the New Zealand Lighthouses during the Financial Year 1876-77.

Name of Lighthouse.	Quantity of Oil consumed.	
	Colza.	Paraffin.
	Gallons.	Gallons.
Tiri Tiri	466	...
Manukau	...	462
Farewell Spit	426	...
Cape Foulwind	...	392
Nelson	113	...
Mana Island	510	...
Pencarrow Head	511	...
Cape Campbell	144	296
Godley Head	518	...
Taiaroa Head	135	261
Nugget Point	247	145
Dog Island	283	329
Totals	3,353	1,885

RETURN showing approximately the Cost of Maintenance of the New Zealand Lighthouses for the Year ended 30th June, 1877.

Name of Lighthouse.	Oil and other Stores and Contingencies.			Salaries.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Tiri Tiri	149	7	1	340	0	0	489	7	1
*Ponui Passage	26	3	1	75	0	0	101	3	1
Manukau	130	13	1	310	0	0	440	13	1
Farewell Spit	141	16	3	386	13	4	528	9	7
Cape Foulwind	169	18	11	272	9	5	442	8	4
Nelson	114	10	8	240	0	0	354	10	8
Mana Island	152	3	1	330	0	0	482	3	1
Pencarrow Head	152	16	11	310	0	0	462	16	11
Cape Campbell	138	13	8	303	6	8	442	0	4
Godley Head	170	7	2	350	0	0	520	7	2
Taiaroa Head	134	16	3	300	0	0	434	16	3
Nugget Point	121	12	4	340	0	0	461	12	4
Dog Island	205	4	9	383	4	6	588	9	3
Totals	1,808	3	3	3,940	13	11	5,748	17	2

RETURN showing the Number of Masters and Mates examined during the Financial Year 1876-77, distinguishing the Number of Successful and Unsuccessful Candidates.

CLASS OF CERTIFICATE.	AUCKLAND.			WELLINGTON.			LYTTELTON.			DUNEDIN.			TOTALS.		
	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.
Foreign-going Certificates	11	11	22	8	2	10	...	...	...	14	1	15	33	14	47
Home Trade Certificates	9	...	9	18	1	19	...	...	...	5	...	5	32	1	33
River Steamer Certificates	6	1	7	1	...	1	3	...	3	1	...	1	11	1	12
Totals	26	12	38	27	3	30	3	...	3	20	1	21	76	16	92

* Six months only.

RETURN of Masters, Mates, and Engineers to whom Certificates of Competency have been granted under "The Merchant Ships Officers Examination Act, 1870," during the Financial Year 1876-77.

Name.	Rank for which Certificate has been granted.	Class of Certificate.	Date of Issue of Certificate.	Number of Certificate.
Hughes, George Jackson*	Only Mate	Foreign Trade	6 July, 1876	104
Owens, William Martin*	First Mate	"	6 " "	105
Paterson, Charles Thomas*	"	"	18 " "	72
Crus, Joseph	Only Mate	"	18 " "	107
Douglas, David*	Master	"	10 Aug. "	108
Johnson, Henry*	"	"	9 Sept. "	31
Bayldon, Thomas Cook*	"	"	22 " "	43
McDonald Colin *	Only Mate	"	11 Oct. "	97
Taylor, Charles	Second Mate	"	11 " "	109
Ayres, Thomas*	Master	"	16 " "	96
Amodeo, Frank*	"	"	29 Nov. "	95
Anderson, Joseph	Only Mate	"	1 Dec. "	110
Haultain, Theodore William*	First Mate	"	12 " "	111
Hansly, Joseph	Master	"	16 Jan., 1877	112
Casen, William Hassett*	First Mate	"	23 " "	113
Gardner, Frederick William	"	"	23 " "	115
Cowper, John*	Only Mate	"	31 " "	116
Le Brun, Frederick Winter*	Master	"	6 Mar. "	117
McQuillan, Robert*	First Mate	"	12 " "	118
Franklin, Charles Rudolph	Master	"	22 " "	114
Kean, Andrew*	"	"	11 April "	39
Sinclair, James*	"	"	14 " "	44
Gibb, John*	"	"	16 " "	21
Gibbs, Alexis Robert*	"	"	27 " "	119
Robbie, David*	"	"	3 May "	120
Petersen, Joachim Heinrich*	"	"	7 " "	57
Campbell, John	Second Mate	"	8 " "	121
Piponius, John	"	"	8 " "	122
Lee, James*	First Mate	"	28 " "	37
Stuart, Charles	"	"	28 " "	123
Trute, James	Second Mate	"	5 June "	124
Balle, Jacob	Master	"	12 " "	106
Schoen, George Frederick August Carl Von	"	"	12 " "	125
McKay, Donald	"	Home	8 July, 1876	5,078
Pankow, Charles Henry	"	"	10 " "	5,079
Bernech, John	"	"	18 " "	5,032
Edmonds, George	"	"	18 " "	5,080
Clark, Finlay	"	"	24 " "	5,081
Campbell, Colin	Mate	"	10 Aug. "	5,082
McDonald, Malcolm	"	"	17 " "	5,083
Featherstone, William James	Master	"	17 " "	5,084
Cousens, Charles	"	"	24 " "	5,085
Loohs, Carl Emiel	Mate	"	31 " "	5,086
Bonar, William	Master	"	28 Sept. "	5,088
Outtrim, William	Mate	"	9 Oct. "	5,089
Anderson, John	Master	"	15 Nov. "	5,088
Major, James Perry	"	"	15 " "	5,090
Allen, William Edward	"	"	28 " "	5,091
Smith, Thomas	"	"	28 " "	5,064
Evenson, Charles	Mate	"	12 Dec. "	5,092
Greenleaf, John	Master	"	12 " "	5,093
Anderson, George Ossian	"	"	12 " "	5,094
Barbour Charles	Mate	"	15 " "	5,095
Garrard, Francis George	Master	"	8 Jan., 1877	5,096
Balding, George	"	"	16 " "	5,097
Hughes, George Jackson	"	"	31 " "	5,098
Munro, John	"	"	12 Mar. "	5,099
Fraser, Simeon	"	"	27 " "	5,100
Clarke, Thomas	"	"	3 May "	5,101
Watchlin, Charles	"	"	3 " "	5,102
McLean, William	"	"	8 " "	5,103
Dowell, Albert	"	"	17 " "	5,104
Bilby, Thomas Herbert John	"	"	25 " "	5,087
Ross, Angus	Mate	"	25 June "	5,105
Cable, William*	Engineer	Second Class	14 Nov., 1876	34
Greenwood, Ephraim*	"	"	14 " "	35
Cable, John*	"	"	8 Jan., 1877	36
Cameron, Alexander	"	"	6 Mar. "	37
Bain, James	"	First Class	18 June, "	38

* Issued under the provisions of Her Majesty's Order in Council of 12th February, 1876, and have the same force as similar certificates granted by the Board of Trade in the United Kingdom.

RETURN of Certificates of Competency that have been issued to Masters and Engineers of River Steamers during the Financial Year 1876-77.

Name.	Rank for which Certificate has been granted.	Date of Issue of Certificate.	Number of Certificate.
Best, John	Master	18 July, 1876	3,005
May, Richard	"	19 Aug. "	3,006
Agar, George	"	9 Sept. "	3,007
Perez, Jose Antonio	"	15 " "	3,008
Roberts, John	"	22 " "	3,009
Burningham, Stanier Henry	"	3 Oct. "	3,010
Henson, Thomas	"	15 Nov. "	3,011
Wight, John Matthew	"	29 " "	3,012
Spargo, William	"	12 Dec. "	3,013
Cashel, Robert	"	19 Jan., 1877	3,014
Reilly, John	Engineer	3 July, 1876	1,245
Gibbons, Robert Pearce	"	3 " "	1,246
Bruce, William	"	26 " "	1,247
Sharp, Samuel John	"	3 Aug. "	1,248
McDonald, Henry	"	5 " "	1,249
Marr, George	"	17 " "	1,250
McPherson, John	"	15 Sept. "	1,251
Chisholm, William	"	22 " "	1,252
Chapman, Henry Anley	"	11 Oct. "	1,253
Morrison, William	"	29 Nov. "	1,254
Bruce, William Foggie	"	29 " "	1,255
Graham, William	"	29 " "	1,256
Doran, Alexander William	"	29 " "	1,257
White, Austin	"	5 Dec. "	1,258
Armstrong, Clement Richard	"	18 " "	1,259
Archibald, James	"	12 Jan., 1877	1,260
Clarke, Thomas	"	16 " "	1,261
Syndercombe, Alfred Don	"	18 " "	1,262
Williams, Richard	"	17 Feb. "	1,263
Henson, John	"	6 Mar. "	1,264
Roe, Edwin Thomas	"	7 " "	1,265
Hampton, Walter	"	23 " "	1,266
Duffy, Patrick	"	23 " "	1,267
Smith, William	"	10 April "	1,268
Bagly, Charles	"	26 " "	1,269
Tee, George	"	27 " "	1,270
Sharpe, William	"	5 June "	1,271

RETURN of Masters, Mates, and Engineers to whom Certificates of Service have been granted under "The Merchant Ships Officers Examination Act Amendment Act, 1871," during the Financial Year 1876-77.

Name.	Rank for which Certificate has been granted.	Class of Certificate.	Date of Issue of Certificate.	Number of Certificate.
William Ody	Master	Home Trade	7 Aug., 1876	2,432
Morris Levy	"	"	7 " "	2,433
Kenneth McKenzie	"	Foreign	27 Sept. "	2,434
George Edmonds	Mate	"	3 Oct. "	2,435
John Urgubart	Master	"	3 " "	2,436
David Bissett	"	"	5 " "	2,437
Thomas Windover	"	Home	7 " "	2,438
Louis Aime Marquet	"	"	7 " "	2,439
Alfred Martin	"	Foreign	2 Nov. "	2,440
Thomas Cross	"	Home	2 " "	2,441
John Densem	"	"	2 " "	2,442
William McDonald	"	Foreign	28 " "	2,443
William Lombard	"	"	12 Dec. "	2,444
Charles Stephen Bascand	"	"	15 " "	2,445
John Shearer	"	Home	15 " "	2,446
John Murray	"	"	15 " "	2,447
John Ludolph Subritzky	"	"	23 " "	2,448
Alfred Neil	"	"	23 " "	2,449
David Anderson	"	"	10 Jan. 1877	2,450
William Tyson	"	"	10 " "	2,451
Joseph Allan	"	"	12 Feb. "	2,452
Richard Groombridge Butt	"	"	17 " "	2,453
William Boatwright	"	"	23 Mar. "	2,454
Charles Bell	"	"	24 " "	2,455
William Waters, jun.	"	"	16 April "	2,456
William Scott	"	"	23 " "	2,457
Thomas Kilgour	"	"	14 June "	2,458
George Taylor Clarke	"	"	18 " "	2,459
Louis Pike	"	"	25 " "	2,460
Frank Gomez	"	"	30 " "	2,461
John Griffiths	Engineer	Second Class	12 Dec., 1876	1,029

RETURN of Pilotage Exemption Certificates issued during the Financial Year 1876-77.

No. of Certificate.	Names of Masters to whom Certificates have been issued.	Names of Vessels for which Certificates have been issued.	Port included in Certificate.
354	Smith, James	Flirt	Auckland, Lyttelton, and Thames.
355	Matthews, James	Stag	Auckland.
356	Schenkel, Mello	Prince Alfred	Lyttelton.
357	Linklater, Charles Hay	Island City	Lyttelton.
358	Cameron, Angus	Wakatipu	Wellington, Dunedin, and Lyttelton.
359	Edmonds, George	Hawea	Manukau, New Plymouth, Picton, Wellington, and Lyttelton.
360	Mackay, Richard	Matchless	Auckland, Dunedin, Kaipara (Wairoa River only).
361	Stevens, James	Sarah and Mary	Lyttelton, Hokitika, and Greymouth.
362	Meikleham, William Henderson	Sea Bird	Auckland and Lyttelton.
363	Alexander, Richard	Cleopatra	Lyttelton.
364	Leddra, Joseph	Elm Grove	Lyttelton, Akaroa, Timaru, and Auckland.
365	Kenny, George	Melrose	Lyttelton.
366	Bernech, John	Beautiful Star	Dunedin, Lyttelton, and Bluff.
367	Horne, James	Pakeha	Dunedin.
368	Skelton, Henry Northcott	Star Queen	Lyttelton.
369	Williams, Edward	Island City	Lyttelton and Kaipara.
370	Holloway, Frederick	Comarang	Dunedin.
371	Clarkson, Thomas Nicholson	Lady Don	Lyttelton.
372	Carless, William James	Zephyr	Wellington.
373	Urquhart, John	Jessie Henderson	Auckland.
374	McLaren, Alexander	Woodbine	Lyttelton.
375	Moller, Charles	Halena	Auckland.
376	Hart, George Charles	Marmion	Wellington and Kaipara (Wairoa River only).
378	Thompson, Samuel	Derwent	Lyttelton.
379	Hughes, George Jackson	Flora	Lyttelton.
380	Amodeo, Frank	Roderick Dhu	Auckland and Kaipara (Wairoa River only).
381	Johnson, Henry	Anne Melhuish	Wellington.
383	Coulton, William	Cleopatra	Lyttelton.
384	Croll, Robert	Neptune	Wellington.
386	Joss, Alexander	Craig Ellachie	Lyttelton and Bluff.
387	Berry, Martin	Australian Sovereign	Wellington.
388	Bayldon, Thomas Cook	Emu	Auckland and Thames.
389	Wheeler, Edward	Hawea	Auckland, Napier Roadstead, Wellington, New Plymouth, Manukau, Lyttelton, Port Chalmers, Picton, and Nelson.
390	Lombard, William	Mazeppa	Auckland.
391	Sutherland, Angus	Emily	Lyttelton.
392	Bascard, Charles Stephen	Luna	Wellington and Lyttelton.
393	Rodd, Lewis	Woodville	Dunedin.
394	McArthur, John Scott	Carlotta	Wellington.

RETURN of Steam Vessels to which Passenger Certificates have been issued in New Zealand during the Financial Year 1876-77.

Name of Vessel.	Tons Register.	Horse-power of Engines.	Nature of Propeller.	Class of Certificate.	Nature of Engines.	Remarks.
Akaroa	43	28	Screw	Sea-going	Compound	New Vessel
Alert	12	8	"	River	Non-condensing	
Annie Milbank	44	24	Paddle	Extended River	"	
Antrim	35	30	"	River	"	
Argyle	126	40	Screw	Sea-going	Compound	
Balclutha	84	50	Stern-wheel	River	Non-condensing	
Beautiful Star	126	30	Screw	Sea-going	Condensing	
Bella	12	12	"	Extended River	Non-condensing	
Black Diamond	9	20	"	River	"	
Blue Nose	42	30	Paddle	"	"	Steam Launch
Bridgewater	5	5	Screw	"	"	
Charles Edward	80	60	"	Sea-going	Condensing	
Clyde	27	32	Twin-screw	Extended River	Non-condensing	
Comarang	152	60	Paddle	Sea-going	Condensing	
Delta	60	30	"	River	Non-condensing	
Devonport	23	12	"	"	"	New Vessel
Dispatch	38	40	"	Sea-going	Condensing	
Durham	54	30	Screw	Extended River	Compound	
Easby	969	140	"	Sea-going	"	Steam Launch
Eclipse	8	8	"	River	Non-condensing	
Effort	13	12	Paddle	Extended River	"	
Emu	123	25	Screw	Sea-going	Compound	
Enterprise	61	32	Paddle	Extended River	Non-condensing	
Express	136	32	Screw	Sea-going	Condensing	
Fairy	4	4	"	River	Non-condensing	"
Fairy	33	15	"	Extended River	"	
Gazelle	47	30	"	"	"	
Geelong	108	70	Paddle	"	Condensing	

RETURN of Steam Vessels to which Passenger Certificates have been issued, &c.—*continued.*

Name of Vessel.	Tons Register.	Horse-power of Engines.	Nature of Propeller.	Class of Certificate.	Nature of Engines.	Remarks.
Gemini ...	11	7	Twin-screw	River	Non-condensing	
Go-Ahead ...	82	30	"	Sea-going	Condensing	
Golden Age ...	79	60	Paddle	River	Non-condensing	
Halcyon ...	24	15	Screw	Extended River	"	Since wrecked
Hawea ...	461	160	"	Sea-going	Compound	
Iron Age ...	36	30	Paddle	Extended River	"	New Vessel
Ino ...	24	12	Twin-screw	"	Non-condensing	
Iona ...	159	65	Screw	Sea-going	Compound	
Jane ...	25	8	"	Extended River	Non-condensing	
Jane Douglas ...	75	20	"	Sea-going	Compound	
Jane Williams ...	33	15	"	River	Non-condensing	
Kennedy ...	138	50	"	Sea-going	Compound	
Kina ...	39	15	"	Extended River	Condensing	"
Kiwi ...	133	30	"	Sea-going	Compound	
La Buona Ventura ...	4	4	"	River	Non-condensing	
Lady Barkly ...	30	25	Paddle	Extended River	Condensing	
Lady Bird ...	286	70	Screw	Sea-going	"	
Lalla Rookh ...	23	14	Paddle	Extended River	Non-condensing	
Lilie ...	10	10	"	River	"	
Lionel ...	15	15	Screw	Extended River	"	"
Lioness ...	26	60	Paddle	Sea-going	Condensing	
Lily ...	4	6	Screw	River	Non-condensing	
Lily ...	20	10	Twin-screw	Extended River	"	
Llewellyn ...	359	70	Screw	Sea-going	Compound	
Luna ...	247	45	Paddle	"	Condensing	
Lyttelton ...	86	25	"	"	"	
Manaia ...	62	30	"	Extended River	Non-condensing	
Manawatu ...	103	45	"	Sea-going	Condensing	
Maori ...	118	60	Screw	"	"	
Minnie Casey ...	43	25	"	Extended River	Compound	
Moa ...	49	25	"	"	Condensing	
Mullogh ...	46	15	"	River	Non-condensing	
Murray ...	78	18	"	Sea-going	Condensing	
Napier ...	44	24	"	"	Compound	
Oregon ...	20	16	Paddle	"	Non-condensing	"
Osprey ...	28	10	"	River	"	
Pearl ...	14	5	Screw	"	"	
Phoebe ...	416	120	"	Sea-going	Condensing	
Pioneer ...	18	10	"	River	Non-condensing	
Pioneer ...	10	6	"	"	"	Steam Launch
Portobello ...	11	10	Paddle	"	"	
Pretty Jane ...	101	35	Screw	Sea-going	Condensing	
Quickstep ...	39	40	Paddle	River	Non-condensing	
Rangatira ...	186	50	Screw	Sea-going	Condensing	
Rangiriri ...	30	30	Stern-wheel	River	Non-condensing	
Result ...	18	23	Screw	Extended River	"	
Result ...	13	10	Paddle	"	"	
Rosina ...	19	14	Screw	"	"	
Rowena ...	74	30	"	Sea-going	Compound	
Rotomahana ...	138	45	"	"	Condensing	New Vessel
Rotorua ...	576	172	"	"	Compound	"
Ruby ...	20	29	Paddle	River	Non-condensing	"
Samson ...	111	70	"	Sea-going	Condensing	
Scotchman ...	20	10	Screw	River	Non-condensing	
Shag ...	31	27	"	Sea-going	"	
Sir Donald ...	29	12	"	Extended River	Condensing	
Southern Cross ...	139	50	"	Sea-going	Compound	
St. Kilda ...	174	45	"	"	Condensing	
Staffa ...	40	25	"	Extended River	"	
Star of the South ...	175	45	"	Sea-going	Compound	
Storm Bird ...	67	30	"	"	Condensing	
Tainui ...	47	22	Paddle	Extended River	Non-condensing	
Taiaroa ...	228	110	Screw	Sea going	Compound	
Takapuna ...	58	20	Paddle	River	Non-condensing	
Tam O'Shanter ...	10	7	Screw	"	"	
Taranaki ...	298	90	"	Sea-going	Compound	
Taupo ...	461	160	"	"	"	
Te Aroha ...	50	14	Paddle	River	Non-condensing	"
Titan ...	21	55	"	Extended River	Condensing	
Tongariro ...	39	10	"	"	Non-condensing	
Transit ...	12	10	"	River	"	
Tui ...	64	20	Screw	Sea-going	Compound	
Venus ...	10	10	"	River	Non-condensing	
Waikato ...	61	14	Paddle	"	"	
Waipara ...	70	30	Twin-screw	Sea-going	"	
Waitaki ...	228	90	Screw	"	Compound	"
Waitara ...	11	15	"	Extended River	Non-condensing	
Wakatipu ...	1,158	256	"	Sea-going	Compound	"
Wallabi ...	101	25	"	"	Condensing	
Wallace ...	64	50	Paddle	"	"	
Wanaka ...	277	120	Screw	"	Compound	"
Wanganui ...	165	50	"	"	Condensing	
Wellington ...	261	80	"	"	"	

DESCRIPTIVE RETURN OF NEW ZEALAND COASTAL LIGHTHOUSES.

Name of Lighthouse.	Order of Apparatus.	Revolving or Fixed.	Period of Revolving Light.	Colour of Light.	Tower, built of	Dwellings, built of	Date first Lighted.
Tiri Tiri ...	2nd order, dioptric	Fixed	...	White ...	Iron	Timber	1st Jan., 1865
Pouni Passage ...	5th "	"	...	Red, white, and green	Timber	"	29th July, 1871
Pencarrow Head ...	2nd "	"	...	White ...	Iron	"	1st Jan., 1859
Mana Island ...	2nd "	"	...	" ...	"	"	1st Feb., 1865
Manukau Heads ...	3rd "	"	...	" ...	Timber	"	1st Sept., 1874
Cape Campbell ...	2nd "	Revolving	1'	" ...	"	"	1st Aug., 1870
Godley Head ...	2nd "	Fixed	...	" ...	Stone	Stone	1st April, 1865
Taiaroa Head ...	3rd "	"	...	Red ...	"	"	2nd Jan., 1865
Nugget Point ...	1st "	"	...	White ...	"	"	4th July, 1870
Dog Island ...	1st order, catadioptric	Revolving	30"	" ...	"	"	1st Aug., 1865
Cape Foulwind ...	2nd order, dioptric	"	30"	" ...	Timber	Timber	1st Sept., 1876
Farewell Spit ...	2nd "	"	1'	White, with red arc over Spit end	"	"	17th June, 1870
Nelson ...	4th "	Fixed	...	White, with red arc to mark limit of anchorage	Iron	"	4th Aug., 1862
Portland Island ...	2nd "	Revolving	30"	White ...	Timber	"	In course of erection
" ...	" ...	Fixed	...	Red, to show over Bull Rock	...	...	...
Cape Maria van Diemen ...	1st "	Revolving	1"	White ...	"	"	"
" ...	" ...	Fixed	...	Red, to show over Columbia Reef	...	...	...
Brothers ...	2nd "	Flashing	10"	White ...	"	"	"
" ...	" ...	Fixed	...	Red over Cook Rock	"	"	"
Moeraki ...	3rd "	"	...	White ...	"	"	"
Centre Island ...	1st "	"	...	White, with red over inshore dangers	"	"	"
Puysegur Point ...	1st "	Flashing	10"	White ...	"	"	"

RETURN of Wrecks on which Enquiries have been held under the Enquiry into Wrecks Act, or for which Casualty Returns have been received, between the 1st July, 1876, and 30th June, 1877.

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Rig.	Register Tonnage.	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty happened.	Wind.		Finding of Court of Enquiry, or Opinion of Officer holding Investigation.	Name of Master.
				Crew.	Passengers.					Direction.	Force.		
1876. June 15	Agnes, 1½ years	Schooner	128	8	...	Wool and fungus	Stranded; total loss	...	Reef in Waitangi Harbour, Chatham Islands	N.N.W.	Strong gale	One of chains parted, and vessel drifted on to reef during a heavy gale	Robert Morgan.
July 2	Valley's 5 years, A1 Lloyds	Barque	652	18	...	General	Loss of life	1	Lat. 44° 26' S., long. 48° 46' E.	N.W.	Gale	Apprentice lost overboard from main-top sail yard during gale; no blame to any one on board	David Thomas.
"	Lady Franklin, 4½ years	"	235	9	...	Ballast	Stranded; total loss	...	Mary Catherine Bank, Kaipara Harbour	S.W.	Blowing hard	Mate (James Carlees) should have seen that proper anchor watch was kept; master and mate's certificate suspended for one month	John Eaton Payne.
"	England's Glory, 7 years, A1 Lloyds	Ship	751	20	...	General	Loss of life	1	Lat. 42° 18' S., long. 72° 25' E.	N.W.	Gale	Boy washed overboard during gale; no blame to any one on board	William Knight.
"	Australian Sovereign, 4 years, A1 10 years	Barque	353	11	...	Coal	Collision; partial loss	...	About 25 miles from Newcastle, New South Wales	S.S.W.	Strong gale	Collision caused by sudden shift of wind; Ann put back, apparently for Newcastle, but was totally wrecked, and all hands lost in a heavy gale of wind on the night of the day of collision in Port Stephens	Isaac Benjamin Burch.
"	Ann, not known	"	...	...	...	...	...	...	...	...	...	...	...
"	Coq du Village, 12 years	"	317	10	...	Coal	Stranded; total loss	...	Petane Beach, about 4½ miles from Napier entrance	N.E. by E.	Whole gale	Vessel having parted her cables during a heavy gale, went on shore; no blame attached to officers or crew	Henry Edmonds.
"	Hope, 20 years	Cutter	21	3	...	General	"	...	Moeraki Heads, East Coast, South Island	S.W.	Light breeze	Master committed an error in judgment in keeping too close to Moeraki Head	Joseph Scott.
"	Agnes, 9 months	Ketch	24	3	...	General produce	Stranded; partial loss	...	North Spit on Patea Bar	N.W.	...	Wind fell light while vessel was crossing the bar	Eugene McCarthy.
Aug. 2	Peerless	Schooner	46	6	1	General	Stranded; total loss	...	Island of Sauwaroff, S.E., point about lat. 13° S., long. 163° 3' W.	E. by N.	Squally	Vessel lost through want of lookout; mate (John Nicol) blamed for disobedience to orders and gross carelessness; certificate, New Zealand Service No. 2429, held by him cancelled; sentence of Court subsequently mitigated by Governor to suspension for two years	Richard Metcalf.
"	Dagnar, 9 years	"	45	4	...	Timber	Stranded; afterwards capsized; total loss	...	Struck on Catlin's River Bar, capsized near the Nuggets, East Coast, S. Island	S.W.	Strong breeze	Vessel struck on bar on Catlin's River, shortly afterwards she commenced to make water, and almost immediately went on her beam ends	David Connor.

Aug. 3	Jupiter, 16 years	Ketch	27	3	...	Ballast	Foundered; total loss	...	Outside	Sumner Bar, Heathcote River, Canter- bury	"	Moderate	While the anchor was being catied, the fluke pierced the port bow, causing the vessel to fill and sink in about twenty minutes	Robert Day.
" 3	Greenwich, 14 years	Cutter	16	2	...	Timber	Stranded; total loss	...	Mahia Beach, Hawke's Bay	S.	Strong breeze	Strong breeze	Crew had to run vessel on shore to save their lives, as owing to wind and sea she was unable to beat out of the bight at Mahia	Louis Binnie.
" 4	Cornstalk, 13 years	Cutter	19	2	...	General	Bilged; partial loss	...	On the Hard, Grahamstown, Thames	W.	Strong breeze	Strong breeze	Vessel drifted on to kedge of cutter Don, which was not buoyed, and fluke of kedge bilged her	Nathaniel Morgan.
" 6	Kestrel, 8 years	Ketch	51	4	...	Iron rails	Stranded; partial loss	...	On the bar at en- trance, Blueskin Harbour, East Coast, Middle Island	N.E.	Light air	Light air	Vessel was entering Blueskin Har- bour, when two or three blind rollers came in, in the trough of one of which she struck on the bar.	Benjamin Bern.
" 7	Moa, 27 years	Brig	219	...	...	Coal and timber	Loss of life	1	In Cook Strait, off Cape Campbell	N.	Fresh	Fresh	Man fell overboard ...	Dearnid McDear- mid.
" 11	Clematis, 4 years	Ketch	67	6	1	Timber	Capized; partial loss	Supposed; 7 (all hands)	Supposed off Banks' Peninsula	...	...	...	Vessel supposed to have capized during a heavy gale on 11th August	George Henry Clark.
" 13	Acadia, 2 years	Schooner	53	4	...	"	Disasted; partial loss	1	20 miles south of the Mahia Penin- sula	W.S.W.	Whole gale	Whole gale	Heavy sea broke over vessel, dis- masting her, and washing one of the crew overboard	Duncan McDonald.
" 14	Maori, s.s., 8 years	"	118	...	...	...	Loss of life	1	On bar at Holyford River, Martin's Bay, West Coast	...	...	...	Boat capized while entering river with mails, and an A.B. drowned	James Malcolm.
" 19	Maid of Italy, 4 years	Cutter	14	2	2	N.Z. produce	Stranded; partial loss	...	On Nelson Boulder Bank, 3 miles N.E. of light- house	...	Light air	Light air	Stranding caused by mistiness of night and set of current, but might have been avoided had the lead been hove	Isaac Fletcher.
" 20	Alhambra, s.s., 21 years	Schooner	497	...	...	...	Loss of life	1	Between Welling- ton and Lyttel- ton	...	...	...	Passenger supposed to have com- mitted suicide (from effects of drink) by jumping overboard	Malcolm Muir.
" 26	Flying Cloud, 11 years	"	46	4	...	Ballast	Supposed capized and stranded	Supposed 4 (all hands)	Outside Constant Bay, near Char- leston, West Coast	N.E.	Gale	Gale	Supposed to have been capized by a heavy squall, and then drifted on to rocks	Frederick Edwin Andrews.
" 31	Fiery Cross, 8 years	"	72	6	1	Live stock	Stranded; partial loss	...	Bar of Waitara River, Taranaki	S.W.	Light	Light	Vessel grounded on bank, and tug not of sufficient power to tow her off	Reuben Wells.
Sept. 1	Manana, p.s., 2 years	"	62	5	2	General	Stranded; no damage	...	On the bar at the mouth of the Waioa River	N.W.	"	"	Insufficient depth of water on bar	Robert Baxter.
" 7	Start, 3½ years	Cutter	27	3	...	"	Stranded; partial loss	1	South end of Little Barrier Island	S.S.W.	Strong breeze	Strong breeze	Master of vessel fell overboard, and remainder of crew (2) went to his assistance in boat, but were un- successful in their attempt to save him; they were then unable to regain the vessel, which was driven away by wind, and finally stranded on the south end of the Little Barrier Island	Francis Diaz.

RETURN of Wrecks on which Enquiries have been held, &c.—*continued*.

Date of Casualty.	Name of Vessel ; also, Age and Class when known.	Rig.	Registered Tonnage	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty happened.	Wind.		Finding of Court of Enquiry, or Opinion of Officer holding Investigation.	Name of Master.
				Crew.	Passengers.					Direction	Force.		
1876. Sept. 9	Echo, 2 years	Schooner	27	3	...	Coal	Stranded ; partial loss	...	Entrance to Turanganui River, Gisborne, Poverty Bay	S.W.	Fresh breeze	Stranding caused by heavy sea setting in, and insufficient water on the bar	Peter Brown.
" 10	Shepherdess, 34 years	"	38	3	...	Ballast	"	...	Barrett's Reef, at entrance to Wellington Harbour	Calm	"	Master possibly committed error of judgment in standing too close to Barrett's Reef when tacking	Thomas H. J. Bilby.
" 11	Rosina, s.s., 2 years	Schooner	21	3	...	Ballast	Stranded ; partial loss	...	Entrance to Turanganui River, Gisborne, Poverty Bay	S.W.	Fresh breeze	Stranding caused by tow rope fouling the propeller while crossing the bar	Joseph Kennedy.
" 14	Wild Duck, 8½ years	Ketch	43	4	...	Sawn timber	Stranded ; partial loss	...	Bar of Waitara River	"	"	Vessel struck on bar of River Waitara while in tow of steam tug	Alexander Campbell
" 19	Arthur Wakefield, 3 years	Schooner	45	4	...	...	Loss of life	2	About 6 miles south of Wanganui Heads	S.	Strong gale	Vessel got in breakers, and master and cook washed overboard	John Watt.
" 22	Otaki, 2 years	Ketch	15	2	...	Shingles	Stranded ; partial loss	...	Te Aro Beach, Wellington	N.W.	Moderate gale	Chain parted while vessel at anchor off Baring Head ; she was then towed into harbour by the City of Sydney, and on passing the schooner Endeavour the tow line fouled that vessel, and was cut by some one on board, which caused the Otaki to drift on shore	Walter Manning.
" 23	Matau, s.s., 9 months	Schooner	104	14	101	General	Stranded ; total loss	...	North Beach, about 7 miles from Westport	"	Gale	Casualty caused by loose mooring lines on deck being washed overboard and fouling propeller, and master remaining in his cabin during a heavy sea while close in shore ; his certificate, New Zealand certificate No. 5022, suspended for three months	Donald Urquhart.
" 23	Elizabeth Ann, 6 years	Ketch	17	2	...	Ballast	Stranded and foundered ; total loss	...	On Decanter Rocks, Decanter Bay, Banks Peninsula	S.W.	"	During heavy gale vessel dragged anchors, and drifted on to Decanter Rocks ; a short time after striking she dropped off the rocks and foundered	Peter Johnson.
" 30	Strathnaver, 6½ years	Schooner	53	4	...	"	Capsized and foundered ; total loss	1	N.W. Kemp Channel, Kaipara Bar, North Island	S.	Moderate	Vessel capsized by heavy seas, which suddenly arose as she was crossing the bar	William McDonald.
Oct. 4	Beautiful Star, 14 years	"	146	16	...	"	Stranded ; partial loss	...	On Danger Reef, near Shag Point, Otago	N.E.	"	Casualty caused by mate, William Hassett Casen, who was in charge, keeping too close to the land in his course ; mate's certificate, Board of Trade No. 87150, suspended for two months	James Stewart.

Oct. 14	Colonist, 8 years	Schooner	43	3	...	Wheat	Snagged; partial loss	...	In the River Waitara	Calm	...	Vessel drifted on to snag through kedge coming home while warped up river	Edward Bailey.
" 17	Pretty Jane, s.s., 6 years	"	101	16	19	General	Stranded; partial loss	...	On bar of Turangani River, Forty Bay	W.	Light breeze	Casualty caused by insufficient water on bar; the acting pilot having reported 4 inches more water than there was	Charles Frederick Helander.
" 19	Florida, 3 years	Brigantine	106	7	3	"	Loss of life	1	Lat. 37° 4' S, long. 157° 15' E.	S.E.	Fresh	Man fell overboard while drawing water to wash decks	Charles Boophy.
" 21	Oreti, 10 years	"	66	6	1	Sawn timber	Stranded; total loss	...	On White Rocks, at entrance to Queen Charlotte's Sound	"	Light	Vessel drifted on to rocks through the master, Hans Andreas Neilson, making no attempt to anchor; master censured and ordered to pay cost of enquiry; he held no certificate with which the Court could deal	Hans Andreas Neilson.
" 29	Flirt, 7 years	"	100	6	...	Timber	Stranded; partial loss	...	Near Bean Rock Lighthouse, Auckland Harbour	E.	"	Accident caused by baffling wind	John McKenzie.
" 31	Otago, s.s., 13 years	Schooner	642	41	56	General	Fouling Bluff Wharf	...	Bluff Harbour	S.	Gentle breeze	Casualty caused by too much way on vessel, and engines not going astern quick enough	George Calder.
Nov. 9	Elizabeth Curle, 12 years	"	76	7	...	Timber	Loss of top of mainmast	...	Off Amuri Bluff	S.S.W.	Squally	Top of mainmast broke off through being rotten	Robert Burr.
" 28	Napier, s.s., 6 years	"	48	12	4	Timber, wool, &c.	Touched slightly	...	½ mile inside Pencarrow Head	...	None	Vessel touched slightly during a thick fog	Thomas Holmes.
Dec. 4	Otago, s.s., 13 years	"	642	40	60	General	Stranded; total loss	...	Chasland's Mistake, Otago	...	Light and variable	The loss of the vessel was occasioned by the default of the second mate, Thomas Grierson Palmer, in not keeping to the course ordered by the master, in neglecting to check repeatedly the steering compass with the standard compass, in neglecting to call the master, and to take the usual precautions in thick weather when so near the island; the second mate's certificate, Board of Trade No. 31561, suspended for two years	George Calder.
" 7	Forest Queen, 4 years	Ketch	51	4	...	Railway material	Stranded; partial loss	...	About 300 feet to the north of the entrance to the Grey River	W.	Fresh breeze	The master was misled by the retention of the signal "Take the bar," at the semaphore after the tug had gone in, and when the signal was altered he was unable to stand out to sea; the Court considers the master committed an error of judgment in running the vessel ashore instead of letting go an anchor	Charles Watchlin.
" 10	Napier, s.s., 6 years	Schooner	48	12	3	Wool, &c.	Foremast carried away	...	1½ miles N.W. from Karori Rock	N.W.	Moderate breeze	Mast was bad at heart	Thomas Holmes.

Feb. 9 to 11	Mary Wadley, 2 years	Schooner	159	8	...	Coals	Loss of topmast and bul- warks Stranded; total loss	...	Lat. 38° 40' S., long. 171° 30' E.	E.S.E.	Storm	Damage caused by bad weather and unavoidable	John Thomas Cronin.
" 14	Halcyon, s.s., 10 years	Cutter	24	5	6	Sundries	Stranded; total loss	...	Orepuki Bay	N.N.W.	Strong breeze	Loss of vessel caused by port engine not acting when orders were given to "go ahead," in consequence of the fans being fouled by a rope. No evidence as to origin of the fire	James Deuchrass.
" 16	Himalaya, 13 years	Ship	1008	24	...	Cement and hardware	Fire in hold	...	Alongside Well- ington Wharf	"	"		Charles J. S. Grant.
" 24	Eli Whitney, 43 years	Hulk	507	...	...	Coal	Foundered	2	Wellington Har- bour	N.W.	Moderate gale	The hull, which had no light on board, while lying in the fair- way, was run into by the s.s. "Taupo."	...
" 27	Express, s.s., 24 years	Schooner	136	15	...	Timber	Stranded; total loss	...	Frew's Timber Jetty, Riverton	"	Light	Casualty was purely accidental, being caused by the warps part- ing, and allowing the vessel to drag on to the rocks	John Christian.
Mar. 19	Pearl, 8 years	Ketch	48	6	6	"	Stranded; partial loss	...	About two miles east of Town of Nukualofa, Tonga	N.N.W. to W.	Hurricane	Casualty caused through cable part- ing in a heavy gale	Thomas Sparrow Carmichael.
" 21	Ocean Mail, 7 years, Al Lloyd's	Ship	1039	31	3	General	Stranded; total loss	...	French Reef, near Matarakau, Chatham Islands	S.W.	Strong breeze	Ship lost through error in her com- passes, and through gross negli- gence of the master and officers, in not having used any of the available means to ascertain the position of the vessel; the master's certificate, Board of Trade No. 90227, was suspended for nine months; that of George Archi- bald Johnson, chief officer, No. 308, issued at Singapore, sus- pended for six months; and that of Alexander Calman, second mate, Board of Trade No. 99702, for six months; these certificates were afterwards returned to their owners, as it was proved that the Court of Enquiry was not legally constituted	John Watson.
" 26	Duke of Sutherland, 12 years, Al Lloyd's	"	1047	28	...	"	Loss of life	1	Lat. 48° 43' S., long. 171° W.	...	...	Vessel was pooped by a heavy sea, when a man was washed over- board and drowned, and the vessel was considerably damaged	Thomas Louttit.
" 28	Sir Donald, s.s., 3 years	Schooner	29	4	...	Grass seed	Loss of life	1	Mongakuri, Hawke's Bay	...	...	Boat swamped while landing cargo	James Watson.
April 1	Theresa, 1 year	"	36	4	...	Ballast	Stranded; total loss	...	Rocks about 2½ miles to north- ward of Disaster Point, Cloudy Bay	S.E. to E.	Whole gale	Casualty caused by the defective condition of the vessel, which could neither beat nor stay pro- perly	Charles Nicholas Abrahamson.

RETURN of Wrecks on which Enquiries have been held, &c.—*continued.*

Date of Casualty.	Name of Vessel ; also, Age and Class when known.	Rig.	Tonnage registered.	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty happened.	Wind.		Finding of Court of Enquiry, or Opinion of Officer holding Investigation.	Name of Master.
				Crew.	Passengers.					Direction	Force.		
April 7	Taranaki, s.s., 12 years	Schooner	299	27	14	General	Stranded ; loss of screw blade	...	Shag Reef, East Coast of Middle Island, New Zealand	E.	Fresh breeze	Casualty caused by the master having overrun his distance, and mistaking Shag Point for Cape Saunders ; master blamed for not having taken soundings to ascertain his position	Henry Joseph Calkin Andrew.
...	Bonnie Lass, 14 years	"	38	4	...	Produce	Supposed foundered	Supposed 4 (all hands)	Unknown	...	...	Vessel supposed to have foundered in a gale, not having been heard of since leaving Lyttelton for Hokitika, on 3rd April, 1877	William Aitkin.
...	Kate Brain	Brigantine	118	6	...	Grain	Supposed foundered	6	Supposed in or near Faliiser Bay	...	...	Vessel left Timaru for Auckland on 7th April, 1877, and has not since been heard of	George Gay.
...	Edward, 6 years	Schooner	32	3	...	Stores	Supposed foundered	3	...	...	...	Vessel left Lyttelton for Le Bons Bay on 7th April, and has not since been heard of	G. E. Dalmer.
" 19	Isabella Ridley	Barque	233	11	...	Grain	Stranded ; total loss	...	Timaru Beach, close to Government landing service	N.E.	Light breeze	Master committed an error in judgment in not letting go his second anchor before the chain of the first parted ; and also in not using the kedg after the cable of the second parted	Kenneth McKinnon.
April 20	Clyde, 13 years	Schooner	40	4	...	General	Stranded ; total loss	...	The Hoe, Mahia, Hawke's Bay	S.S.W.	Strong gale	The Court decided that the vessel was lost through the incompetency of the master and his ignorance of the navigation of the coast ; master's certificate was suspended for twelve months, and he was ordered to pay the costs of the enquiry	Lars Petersen.
May 2	Go-ahead, s.s., 10 years	"	84	15	10	"	Stranded ; partial loss	...	At mouth of Turanganui River, Poverty Bay	S.W.	Light	Stranding caused by the master attempting to go to sea without having ascertained the depth of water on the bar	Daniel Robert Cooper.
" 2	Lochiel, 2 years	"	216	8	...	Sugar	"	...	Sand Spit, Otago Heads	E.N.E.	Fresh breeze	Vessel anchored when entering harbour owing to sudden lull of wind, and while at anchor a squall suddenly sprung up and drove her on to the bank	David Stephenson Ewan.
" 6	Tui, s.s.	"	64	12	...	General	Collision	...	Manawatu River, West Coast of North Island, N.Z., about 1½ miles from the bar	N.E.	Moderate	Collision caused by master of "Tui" attempting to pass "Napier" in a narrow part of channel	Charles Bonner.
	Napier, s.s.	"	48	12	...	"	"	...					Thomas Holmes.

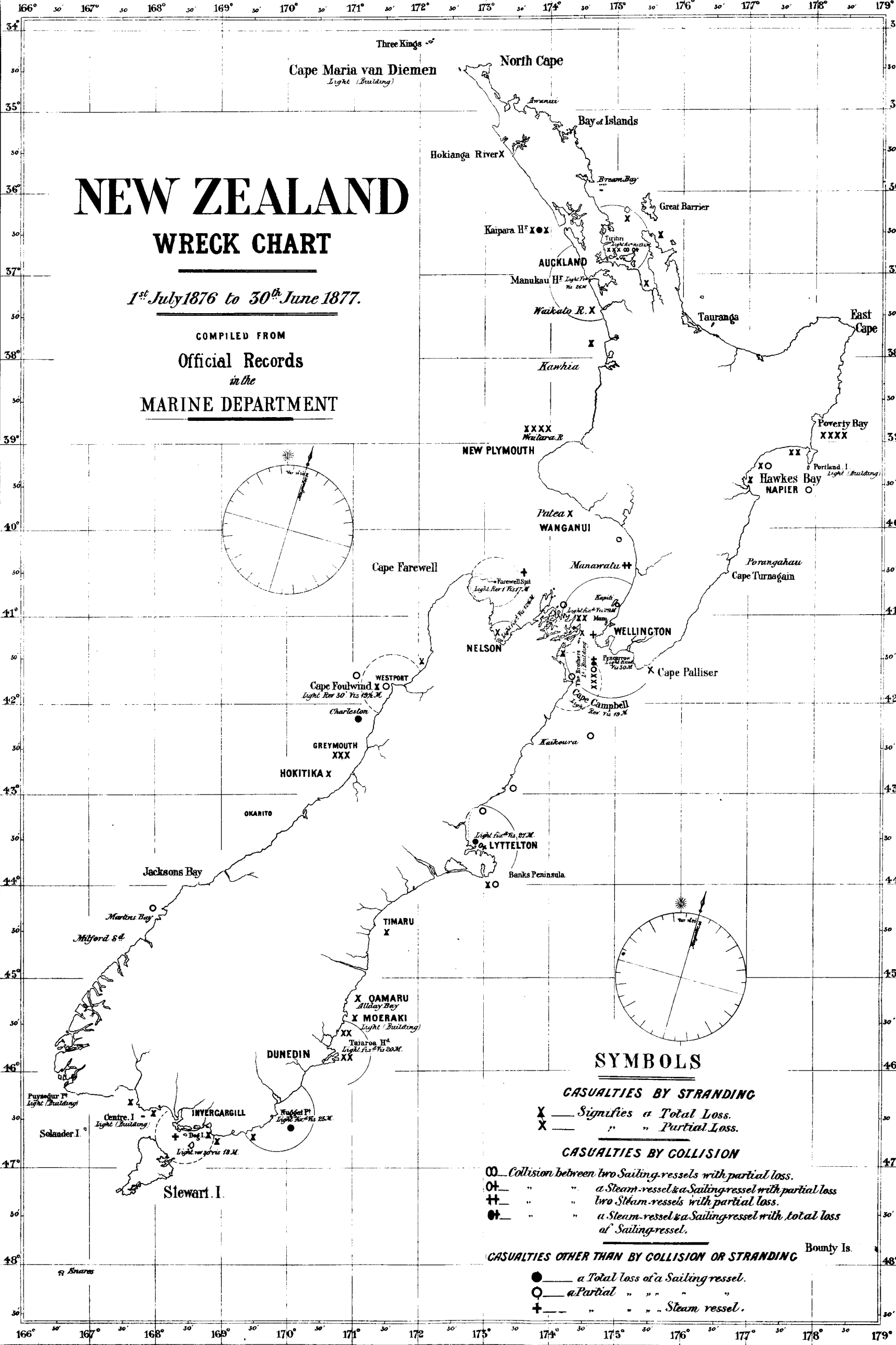
May 13	William Gifford, 20 years. German Lloyd's	Barque	232	10	...	Grain	Stranded; total loss	...	13½ miles West of Tois Tois, Middle Island, N.Z.	N.E.	Fresh gale	Master had to run vessel ashore as she was in a sinking state, there being at the time 11 feet of water in her hold	John Bishop.
" 16	Feronia, 14 years	"	315	10	...	Ballast	Stranded; total loss	...	Inside Kaipara Heads	E.	Light	Stranding caused by standing in too close to the beach, not pro- perly handling sails after vessel was taken aback, and not promptly making use of anchors when it was found that vessel was drifting ashore; master's certifi- cate, Board of Trade No. 328, suspended for three months; and that of chief officer David Young, Board of Trade No. 27818, for one month	Joseph John Mit- cheson White.
" 19	Mera, 8 years	Schooner	237	11	...	Flour and case goods	Stranded; partial	...	Reef off South head Hokianga Harbour	E.	Fresh breeze	Casualty caused by the vessel mis- sing stays and making stern board when near the reef	Joseph Pallant.
" 24	Hervo, 10 or 11 years	Cutter	29	3	...	Ballast and 2 tons stores Coals	Stranded; partial	...	N.E. end of Pig Island, Queen Charlotte Sound Lat. 40° 10' S., long. 168° 7' E.	N.N.W.	"	Vessel rather hastily abandoned by the master after she stranded	James Davis.
" 25	Australian Sovereign, 5 years	Barque	353	10	...		Boats, bul- warks, and stanchions carried away	...		N.E.	Strong heavy gale	Heavy seas broke on board and carried away boats, bulwarks, and stanchions, and shifted cargo	Martin Berry.
" 25	Taranaki, s.s., 12 years	Schooner	298	27	15	General	Loss of bulwarks and boats	...	17 miles N.E. of Cape Farewell	...	Whole gale	Heavy sea struck vessel, carrying away skylights, boats, &c.	John Griffiths.
" 26	Eagle Wing	Schooner	175	8	2	"	Loss of life	1	Between Kapiti Is- land and Main- land, 1½ miles from beach	W.	Strong gale	Man (G. Fist) knocked overboard by the main staysail, and it was impossible to lower a boat owing to the roughness of the sea and the vessel being close to shore	William Henry Blake.
" 29	Kate McGregor, 2½ years	"	65	5	...	Grain	Stranded; partial	...	South Bank, Wai- kato Heads	W. by S.	Nearly calm	Stranding caused by the wind sud- denly falling calm	Angus Matheson.
June 12	Wallace, p.s., 9 years	"	64	15	19	General	Stranded; no damage	...	In Grey River	N.W.	Fresh breeze	The force of the current in a narrow part of the river carried the vessel on to the shore	James Dillon.
" 12 to 14	Albion, 11 years	Brig	248	9	5	Timber	Knees broken, bulwarks carried away, &c.	...	Lat. 38° 13' S., long. 169° 57' E.	...	Strong gale	Casualty caused by bad weather; vessel at the time not being in a seaworthy condition	Alexander Robert- son.
" 14	Dawn, 11 years	Cutter	21	3	...	"	Stranded; total loss	...	On the beach 300 yards north of Waitara River	S.W.	Light breeze	On failing to make the Waitara, and finding that the vessel was leak- ing, the master, a Native, seems to have lost courage and ran the vessel ashore	Hani Teira.
" 16	Devenport, s.s., 7 years Flirt, 8 years	Nil Brigantine	24 100	3 7	...	Nil General	Collision; partial	...	{ At A. S. P. Co's Tee, Queen Street, Wharf, Auckland Harbour, N.Z. }	W.S.W.	Very little; equally occa- sionally	Accident caused by "Flirt" having, unknown to the master of the "Devenport," shifted her position at the wharf	{ Neil Smith. Charles Moller.

RETURN of Wrecks on which Enquiries have been held, &c.—continued.

Date of Casualty.	Name of Vessel ; also, Age and Class when known.	Rig.	Registered Tonnage	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty happened.	Wind.		Finding of Court of Enquiry, or Opinion of Officer holding Investigation.	Name of Master.
				Crew.	Passengers.					Direction.	Force.		
1877. June 16	Star of the Mersey, 14 years	Brig	255	12	...	Ballast	Abandonment; no damage	...	N.W. end of Motunaru Island, Guard's Bay	N.W.	Whole gale	Abandonment caused by misadventure	John Studholme Hodgson.
"	Clematis, 5 years	Ketch	67	6	...	Timber	Loss of life	1	Off the Island of Mutonau	W.N.W.	Strong gale	The clip-hooks of the fore-brace gave way, and an A.B. fell overboard	Patrick McConville.
"	Christiana, 3 years	Schooner	59	5	...	Ballast	Collision	...	Under the North Head, Auckland Harbour, N.Z.	"	Moderate	Collision caused by negligence of those in charge of Christiana in not having a light burning	Charles Edwards.
"	Victoria, Mary Ogilvie, 4 years	Barque Schooner	310 72	10 6	...	Coal Flour, grain, &c.		...	1½ miles south of entrance to Grey River	W.	Whole gale	Vessel had to be run ashore, as force of gale would not allow her to carry sufficient sail to beat off a lee shore	John Schimmina. John Falconer.
"	Reward, 3 years	"	41	4	...	Corn and potatoes	Bulwarks carried away, and deck-house broken	...	Off Cape Foulwind	Whole gale	...	Bulwarks carried away, and deck house broken by heavy sea	Thomas Richard Westlake.
Not known	Dante, 11 years	Cutter	about 16	3	...	General	Supposed stranded; total loss	Supposed 3 (all hands)	Supposed between Waikato Heads and Raglan	Unknown	Unknown	Vessel left Onehunga for Waitara on 11th June, 1877, and not since heard of	Frederick Chalmers.
"	Kaikoura, 21 months	Schooner	31	3	...	Potatoes and corn	"	"	Supposed on beach near Charleston	Unknown	Unknown	Vessel left Kaikoura for Greymouth on 5th June, and not since heard of; portion of wreckage picked up near Charleston	John Anderson.
"	May Queen, 1 year	"	78	7	2	General	Unknown	Supposed 9 (all hands)	...	Unknown	Unknown	Vessel left Auckland for Eua and other islands, 18th March, 1877, and not since heard of	Alexander Menzies.

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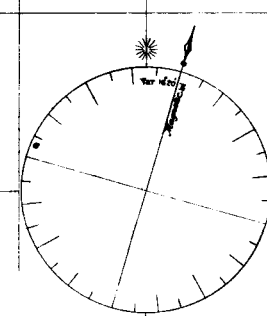
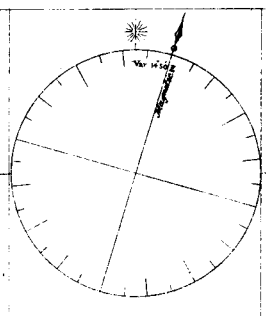
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NEW ZEALAND WRECK CHART

1st July 1876 to 30th June 1877.

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SYMBOLS

CASUALTIES BY STRANDING

- X — Signifies a Total Loss.
- O — " " Partial Loss.

CASUALTIES BY COLLISION

- OO — Collision between two Sailing-vessels with partial loss.
- O+ — " " a Steam-vessel & a Sailing-vessel with partial loss
- ++ — " " two Steam-vessels with partial loss.
- + — " " a Steam-vessel & a Sailing-vessel with total loss of Sailing-vessel.

CASUALTIES OTHER THAN BY COLLISION OR STRANDING

- — a Total loss of a Sailing-vessel.
- O — a Partial " " " "
- + — " " " " Steam vessel.

