

1903.
NEW ZEALAND.

MARINE DEPARTMENT.

(ANNUAL REPORT FOR 1902-3.)

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

MY LORD,—

Marine Department, Wellington, 27th July, 1903.

I do myself the honour to transmit herewith, for Your Excellency's information, the report of the Marine Department of the colony for the financial year ended the 31st March last.

I have, &c.,

WM. HALL-JONES,
Minister of Marine.

His Excellency the Right Hon. the Earl of Ranfurly,
Governor of New Zealand.

SIR,—

Marine Department, Wellington, 28th May, 1903.

I have the honour to make the following report on the work of this Department during the financial year ended the 31st March last.

Lighthouses.—All the lights have been maintained in an efficient manner. The rings of Moko Hinou light have been replaced by new ones. Owing to the old rings becoming worn a difficulty was experienced in getting the light to revolve properly, but since the new rings have been put in it has worked smoothly and has kept good time. New rollers are being procured from England for Akaroa Head and Puysegur Point Lighthouses, as the present rollers are becoming worn out. Sundry repairs and additions have been made to the buildings at some of the stations, and material has been obtained for a new dwellinghouse at Cape Maria Van Diemen, as one of the present houses is becoming unfit for habitation and is beyond repairs. The other houses at this station require repairs, which will be effected when the new house is erected. Many of the buildings at the lighthouses are getting old, and must be gradually renewed.

A new iron tower is being constructed for Cape Campbell, to replace the present wooden structure which was erected in 1870. So as to make the time during which the light will have to be extinguished as short as possible, a new lantern has been procured for erection in the new tower before the machine, apparatus, &c., are taken down for removal from the old tower. This will render it unnecessary for the light to be out more than two or three nights. The old lantern will be available for use in a new lighthouse at some other place. The wooden tower at Centre Island, which was erected in 1878, will shortly require repairs.

East Cape Lighthouse has been connected by cable with the telegraph system, and daily storm warnings are now exhibited at the station. Passing vessels are reported by telegraph.

The erection of the tower and other buildings at Kahurangi Point is approaching completion, and as soon as the tower is ready the erection of the lantern and apparatus will be proceeded with.

Plans and specifications have been prepared for the erection of a lighthouse and a keeper's dwelling, &c., near Patiti Point. This light will be of great service to vessels trading on that part of the coast. The light formerly on Somes Island will be used at this place. It will be a fixed white light, and on the night on which it is first exhibited the present light at Timaru will be changed to red, so that there may be no danger of one light being mistaken for the other.

Incandescent petroleum-burners vaporising oil under pressure are coming into use in some of the lighthouses in Europe. The Trinity House, which controls the English lighthouses, states that it has adopted the Matthew's incandescent burner on the Kitson system in two of its lighthouses, and that it proposes to instal it as opportunities occur at other suitable stations. This burner consists of an oil-container, from which the oil is forced up by air-pressure to the vaporising-chamber above the burner. The gas formed in the vaporiser is conveyed to the burner, and on its way thereto is mixed with air and is ultimately directed on to the mantle surrounding the burner, which is thereby rendered incandescent. With a No. 7 Welsbach special mantle a working intensity of 1,100 candles is obtained, the consumption of oil being one pint per hour. The incandescent mantle being only 2 in. in diameter lessens the divergence and increases the intensity of beam as compared with existing oil-burners—*e.g.*, in substituting this burner for an ordinary oil-burner of 330-candle power at Lowestoft Lighthouse, the Trinity House found that the increase in the intensity of the beam was from 63,000 to 241,000 candles. After lighting up the burner requires very little attention from the keeper during the night. One of these burners has

been ordered, and, if its use and the further use of the burner in the United Kingdom bear out the results which have been so far obtained, it would be advisable to adopt it in other New Zealand lighthouses, as there would be a great improvement in the power of the lights, and the cost of making the change would be soon recouped by the saving in the oil consumed.

A good deal of attention has been given to the question of fog signals for use at lighthouses. The most effective signals would be sirens similar to those in use at many stations in the United Kingdom, and next to them reed horns, but owing to their large initial cost and the cost of working them they are beyond the means at the disposal of the Department. Apart from sirens and reed horns the most effective signals appear to be the automatic cotton-powder signals, one of which is in use at Pencarrow Lighthouse, and it has been decided to obtain one of these for erection at Taiaroa Head at the entrance to Otago Harbour. At the present time the cartridges at Pencarrow are fired at intervals of fifteen minutes. It is intended at this place and at Taiaroa Head to fire the cartridges at intervals of from five to ten minutes.

During the year two keepers were retired from the service on account of age, four retired on account of the state of their health, one resigned to take up other occupation, one was dismissed for going to sleep on watch and allowing the light to cease revolving, one died, and one joined the Customs service. Ten new appointments were made to fill the vacancies.

The amount of light dues collected during the year was £26,596 10s. The amount in the previous year was £25,626 17s. 6d.

Captain Bollons, of the s.s. "Hinemoa," has carried out the work of inspection as the vessel made her periodical visits with oil and stores to the various stations.

Harbours.—The harbour officers at the ports under the control of this Department have carried out their duties in a satisfactory manner. The buoys in the various harbours have been overhauled and cleaned by the "Hinemoa" on her periodical trips. As some of the small iron buoys are becoming worn out, six new buoys have been made for the Department by Messrs. William Cable and Co., of Wellington. Casks for all the cask buoys are obtained from the cooorage in Wellington, and the bands, &c., are put on and the buoys painted in the Department's yard, where the concrete sinkers which are used for mooring all buoys are made.

It having been found inconvenient that the Harbourmaster at Kaipara should be stationed at Pouto, near the Heads, he has been removed to Te Kopuru, from which place he is better able to supervise the shipping and look after the various parts of this extensive harbour. This change has rendered the retention of the boatman unnecessary, and he is to be transferred to the lighthouse service. Complaints have been made by shipowners that the towage service, which is performed by the steamer whose owners receive £340 a year for carrying out such harbour-work as may be required by the Harbourmaster, is not satisfactory, and they have urged the Department to undertake the service itself. The question as to whether this should be done is under consideration. The subsidised steamer is not always available when required by the Harbourmaster, and under the present arrangement he finds it impossible to keep himself acquainted with the changes that take place in the various parts of the harbour, or to exercise that supervision which is necessary for the proper working of the port. If the Department procured a tug, she would always be available for harbour-work when not engaged in towing.

The master of the "River Boyne" was prosecuted and fined for throwing ballast into Kaipara Harbour.

The sand at Manawatu Heads has banked up so much round the Harbourmaster's house and the other buildings at the Pilot-station as to render it necessary that they should be moved, and tenders are being invited for their removal.

Part of the work erected some years ago to train the current at the junction of the Opawa and Wairau Rivers has been carried away, and in consequence the channel has shoaled in such a way as to render navigation difficult. A sum was voted by Parliament last session to repair the work, but the amount has been found to be insufficient.

Fresh limits for the Port of Napier have been defined at the request of the local Harbour Board.

The regulations governing the election of members of Harbour Boards by local bodies have been amended to give the chairman of the meeting held for the election a deliberative as well as a casting-vote.

The sum of £1,711 4s. 6d. has been collected for pilotage and port charges in respect of harbours under the control of the Department. The amount collected during the previous year was £1,950 11s. 2d.

A return showing the harbour-works authorised by the Governor in Council, and the licenses granted for the occupation of foreshore, is appended hereto.

Fisheries.—During last winter and spring there was a great scarcity of fish throughout the colony, but there has been a great improvement in the supply since the spring. Since the improvement has taken place there have been good catches, especially by the trawlers in Hawke's Bay and the net fishermen at the Thames. A Wellington trawler working in Cloudy Bay is also having good catches. If the law was altered to provide for the licensing of fishing-boats it would enable the Department to exercise better supervision over the fisheries.

The Department has been in correspondence with the Agent-General, the United States Fish Commission, and Professor Jordan, of the Leland Stanford Junior University, California, on the subject of introducing into the colony suitable kinds of fish from other countries. The Agent-General consulted fishery experts in the United Kingdom, and their opinions, together with the information furnished by the United States Fish Commission and Professor Jordan, have been submitted to the Board constituted for the control and management of the marine hatchery which is being erected at Portobello. The Portobello Fish Hatchery Board now has the work of the erection of the necessary buildings in connection with the hatchery in hand.

After trawling in the Hauraki Gulf was prohibited, the steam-trawler "Minnie Casey" was detected trawling in the prohibited area. Proceedings were taken against the parties concerned, which resulted in conviction and the imposition of fines.

Several other prosecutions have been instituted for illegal fishing, and convictions obtained.

Constables McIntyre and Pratt have been appointed Inspectors of Fisheries at Dunedin and Napier respectively.

The result of the work at the salmon-hatchery at Hakataramea during the year is satisfactory. There has been no sign of disease among the salmon in the hatchery. The best results have been obtained from the quinnat and sockeye salmon introduced from the Pacific Coast of the United States and Canada. These fish have grown remarkably well, and the deaths have been very few. The Atlantic salmon introduced from the United Kingdom are now doing very well, although for size they cannot compare with either quinnat or sockeye of the same age. From the last two importations of Atlantic ova a large number of weak fish were hatched out, and a considerable number of these died during the first six months. During the year 12,000 quinnat salmon twenty months old, 2,000 twenty-six months old, and 10,000 sockeye eleven months old, and 1,500 sixteen months old have been liberated from the ponds into the river.

Three new ponds at Hakataramea have been excavated and the sides and ends concreted. Other ponds have been improved, and willows and other trees have been planted for protecting the land from erosion by the river, and for shelter for the station. Further planting should be carried out, fence extended, a new pond made, and the bottoms of the present ponds concreted during the current year.

I recommend that a shipment of 300,000 quinnat salmon-ova and 1,000,000 whitefish-ova be procured from America during the coming season. The whitefish is a valuable food fish, which has its habitat in lakes.

Oysters.—The beds in the Hauraki Gulf and a part of the Northern Oyster Fishery have been inspected by the Chief Inspector of Fisheries, and those in the Northern Fishery which he had not time to examine have been inspected by the Bay of Islands Inspector. The inspections showed that the beds were not fit for picking, and it was therefore decided that they should remain closed during the present season. The beds now open in the North Island are those in the Tauranga Fishery, Ahipara Bay, Herekino, Whangape, Hokiang and Kaipara Harbours, and the leased beds in Manukau Harbour. The beds in the Hauraki Gulf and the Northern Fishery are recovering from the depletion which took place when they were last open. Many owners of land abutting on the oyster-bearing foreshore of the Hauraki Gulf are anxious to lease the beds fronting their property; but, as the law requires all leases to be let by public auction or tender, there is no certainty that they would get the areas they want if the leases were disposed of, as persons other than the property-owners might be the highest bidders. One ground of complaint which the settlers have against the present manner of working the beds is the conduct of some of the licensed pickers, and there is reason to believe that they have good cause to complain. I believe that the preservation and proper working of the beds would be provided for if the law was altered and the beds fronting their property leased to settlers upon such terms as might be deemed reasonable. There would still be sufficient beds in unsettled parts for licensed pickers who are not owners of land fronting the oyster foreshore. If settlers had leases of beds near their homesteads it would be in their own interest to conserve the oysters, and work them in such a way as to be able to take oysters every season. Under the present system the beds are stripped, which necessitates frequent closing to enable them to recuperate, and in many instances it is found that they do not recover, as when the rocks are stripped barnacles and coral take possession, and the oysters do not grow there again. In any case, when the Hauraki Gulf is opened again, I think that there should be an Inspector appointed, who should devote his whole time to the duties of the office, and that he should be supplied with an oil-launch, so that he could get about and exercise proper supervision over the picking. It would be advisable that the provisions of the Act as to registering and licensing oyster-boats should be brought into operation, and that a regulation should be made providing that each boat shall have its number painted on its sail. If this is done the Department will be able to exercise better control over the boats, and the settlers will be in a better position to identify any boats whose crews misbehave themselves.

I still think, as stated in my last year's report, that the law should be altered to provide that oyster revenue shall be paid into the Public Account instead of to the local bodies as at present. All the expense of conserving the beds and administering the law regarding oysters has now to be borne by the Consolidated Fund, while local bodies which are put to no expense receive the revenue. If the beds were leased, oyster and fishing boats licensed for a moderate fee, and the revenue therefrom paid into the Consolidated Fund, sufficient means would be provided for the development of the fisheries and for the conservation of the oysters, which, if the present system continues, will become scarcer as time goes on.

Constable A. McDonnell has been appointed an Inspector at Whangarei in place of Mr. J. Munro, resigned.

Several prosecutions were instituted during the year for illegally taking oysters, and in some cases boats were seized and forfeited. These were returned on payment of amounts in addition to the fines imposed by the Court.

Weather-reporting.—This work has been carried on in a satisfactory manner by Captain Edwin. A reporting station has been established at East Cape Lighthouse, and has proved to be of great value.

Survey of Ships.—During the year certificates for 244 steamers and seventeen oil-engine vessels have been issued by the Department. A return of such vessels is appended hereto. On the arrival of the s.s. "Balmain" at Auckland in July last, it was represented that she was unseaworthy, and the Department ordered a special survey to be made by Captain Reid, Superintendent of Mercantile

Marine, and Mr. Wetherilt, Engineer Surveyor, which resulted in the vessel being detained as unseaworthy until extensive repairs had been executed to the satisfaction of the surveyors. As the vessel belonged to New South Wales and held a certificate issued in that State, a Royal Commission was appointed in Sydney to make inquiry in connection with her survey and receipt of a certificate there, and the result of the inquiry showed that the action taken in this colony was justified. At the request of the New South Wales Government, Captain Reid and Mr. Wetherilt were sent to Sydney to give evidence before the Commission. On their way back they were shipwrecked, being on board the s.s. "Elingamite" when she was lost on the Three Kings, and underwent great hardship, especially Mr. Wetherilt, who was adrift on a raft along with others without food or water for some days.

During the year owners of New Zealand sailing-vessels urged the Department to arrange for the granting of such certificates for their vessels as would be recognised in New South Wales, so as to avoid the necessity of the vessels having to be surveyed in that State, and the Department has been in correspondence with the Department of Navigation at Sydney on the subject. That Department has agreed to recognise New Zealand certificates, and arrangements have been made for their issue. The surveys will be made by the engineer surveyors, but as there is no statutory power in this colony for the compulsory periodical survey, only those vessels whose owners desire it will be surveyed and receive certificates pending an amendment of the law, which it is proposed to make by the Shipping and Seamen Consolidation Bill.

Prosecutions have been instituted against and fines imposed on the master of the s.s. "Queen of the South" for carrying more passengers than allowed by the vessel's certificate, and on the owners of the s.s. "Goldfinch" for taking the vessel from Dunedin to Picton without a certificate.

Masters, Mates, and Engineers.—The report of the Chief Examiner of Masters and Mates is appended hereto. For certificates of competency 211 persons passed their examinations, and ninety-six failed. Of those who passed, 140 were masters, mates, and steamship engineers of sea-going vessels; sixty were masters and engineers of steamships plying within restricted limits; eight were engineers of sea-going vessels propelled by oil, gas, &c.; and three were engineers of similar vessels plying within restricted limits.

The New Zealand regulations for the examination of masters and mates, which are similar to those of the Imperial Board of Trade, do not recognise service as second mate in the coasting trade as officer's service for the purpose of qualifying for examination for a foreign-going certificate as first mate or master, and as this rule prevents a great many young men whose New Zealand coasting service is in many cases really as good as intercolonial service, which counts as foreign-going for examination purposes, from obtaining the superior foreign-going certificates, the Department asked the Board of Trade if it would agree to an alteration of the regulations to give relief to our coasting second mates. It did not, however, see its way to do so, and as New Zealand certificates are only recognised as of equal value to those granted by the Board of Trade on condition that the requirements of our regulations are similar to those of the Board of Trade, nothing more can be done in the matter.

Engagement and Discharge of Seamen.—This work has been carried out in a satisfactory manner. Since the duty of inspecting life-saving appliances of ships has been placed upon the Superintendents of Mercantile Marine the work they have to carry out is getting too much for some of them to perform single-handed, and the question of giving assistance will soon have to be dealt with. In addition to the duties of the Dunedin office the Superintendent at that place is now carrying out the work of engaging and discharging whole crews at Port Chalmers. Captain Grey, of H.M. Customs, continues to engage and discharge single seamen.

For some time past it has been the practice of owners to insert in articles of agreement a clause providing that masters might make specified deductions from the men's wages for certain offences, and that in the event of any questions arising as to such deductions the Superintendents of Mercantile Marine should settle them. This matter has been under consideration, and it has been decided that the insertion of such a clause is not to be allowed in future articles. The matters can, however, be dealt with by a Court under the provisions of section 17 of "The Shipping and Seamen's Act Amendment Act, 1894," and both sides can still agree to submit in writing any question between them after it has arisen to a Superintendent for his decision under section 61 of "The Shipping and Seamen's Act, 1877."

The question as to the insertion of the master's option clause in articles has also been under consideration, and it has been decided that in future articles it must be reciprocal—that is, that it must give the seaman the same right as the master.

The following proceedings have been taken for breach of the law in connection with seamen, viz.: The master of the s.s. "Nautilus," for proceeding to sea without a fireman, fined £1 and costs; the master of the s.s. "Quiraing," for proceeding to sea without a full crew, fined £5 and costs; the master of the s.s. "Mokau," for not paying the crew within the prescribed time, fined 1s. and costs; the master of the s.s. "Kotuku," for proceeding to sea without a full crew, case dismissed; the master of the s.s. "Haupiri," for putting one of the firemen to do the work of a greaser, case dismissed; the master of the s.s. "Victoria," for proceeding to sea without a full crew, fined £10 and costs; a seaman, for forging a certificate of character in his discharge, sentenced to three months' imprisonment with hard labour; and against a man for making a false declaration that he was entitled to ship as a seaman, sentenced to seven days' imprisonment with hard labour.

Wages and Effects of Deceased Seamen.—The estates of thirty-two seamen, amounting to £296 6s. 4d., were dealt with during the year. Of these, twenty-eight were new estates. The sum of £158 12s. 7d. was paid to relatives and other claimants.

Coastal Dangers.—H.M.S. surveying ship "Penguin" has continued the work of surveying on the east coast during the year, and various dangers have been surveyed by the Government steamers. The coastal buoys have been overhauled and cleaned, and the moorings attended to.

A Wigham white light, which was exhibited for the first time on the 21st April last, has been erected on the beacon off Jackson's Head, at the entrance to Queen Charlotte Sound. This light will burn without attention for over thirty days, and an arrangement has been made with the Union Steam Ship Company for the master of one of its steamers trading between Wellington and Nelson to renew the oil and wick, which are provided by this Department as required. The light has burnt well since it was exhibited, and is proving to be of great value to shipmasters.

The "New Zealand Nautical Almanac" for 1903, edited by Captain Blackburne, Nautical Adviser to the Department, was issued in December last, and has been very favourably received and reviewed. It contains a large amount of information useful to shipowners, mariners, and others. Captain Blackburn is now engaged on the preparation of the work for 1904, which will be issued about November next.

Wrecks and Casualties.—A table is attached showing the casualties to ships, and an analysis thereof. Those on the coasts of the colony numbered fifty-six, representing 42,264 tons, as against forty-five, representing 28,020 tons, in the previous year. The total wrecks within the colony were seven, of 5,173 tons, as against eight, of 3,948 tons, in the previous year. The number of lives lost was seventy-nine, as against twenty-eight last year. Of these, seventy-six were within the colony—viz., eleven from the "Timaru" (all hands), six from the "May," thirteen from the s.s. "Ventnor," forty-three from the s.s. "Elingamite," and one each from the "Sir Henry," "Concordia," and p.s. "Awarua."

The most serious casualty was the total loss of the s.s. "Elingamite" on the Three Kings, on the 9th November last, while on her way from Sydney to Auckland.

Government Steamers.—The "Tutanekai" has been fully employed all the year. She carried out the work of attending to the lighthouses during the time the "Hinemoa" was undergoing repairs, has been engaged a good while on repairing telegraph cables across Cook Strait, and has been employed on the carriage of railway-sleepers and other Government cargo. She has been supplied with a James's submarine sentry, an apparatus to indicate when getting into shoal water. The "Hinemoa" has been employed on lighthouse and harbour work, and has also visited the Kermadec Islands to search for castaways and repair and replenish the provision depots which are maintained on those islands. When examining a channel, reported to be a navigable channel, to the southward of the Middle Banks at the entrance to Kaipara Harbour she struck the ground, when she lost her rudder and sustained other damage. After getting afloat the master managed to get her up to an anchorage at Pouto, where temporary steering-apparatus was fitted on to her, and she then steamed to Wellington. The tender of Messrs. Morgan, Cable, and Co., of Port Chalmers, was accepted for the necessary repairs, and while they were being executed steam steering-gear and a steam-windlass were fitted on her, and the installation of the electric light was completed. She is now in first-class order.

I have, &c.,

GEORGE ALLPORT, Acting-Secretary.

The PRINCIPAL EXAMINER of MASTERS and MATES to the SECRETARY, MARINE DEPARTMENT.

Office of the Principal Examiner of Masters and Mates, Lambton Quay,
Wellington, 19th May, 1903.

SIR,—

I have the honour to inform you that the examination of masters and mates has been carried out by the Examiners at the four principal ports in a satisfactory manner. On the 20th October Captain Reid, the Examiner of Masters and Mates at Auckland, was called upon to give evidence in Sydney before the Royal Commission which examined into the state of the s.s. "Balmain," which steamer had previously been detained in New Zealand for unseaworthiness. During Captain Reid's absence for about seven weeks Captain Adamson, formerly Assistant Examiner in Auckland, conducted the examinations.

There has been only a very small increase this year in the number of candidates who have presented themselves for examination, and I am sorry to find that in Auckland the number of those who have passed for master of restricted-limit steamers considerably exceeds the number of those who have passed for master of foreign-going and home-trade vessels. This appears to me a serious matter, as with the present very extensive river-limits, especially in the Auckland District, there is nothing to prevent an owner from sending a steamer full of passengers from Auckland right away to Whangarei, a distance of about seventy miles. In England no master can have charge of a passenger river-steamer without at least five years sea service in the home trade, or without holding a certificate as master of a home-trade passenger steamer.

In October last I examined at Lyttelton Mr. George Samuel Hooper for the extra-master certificate. He passed a very creditable examination, and proved himself to be an intelligent and good worker. He was the first candidate who has presented himself for this examination since I have been in the colony, and I was therefore much pleased that he passed so well at first attempt.

I have, &c.,

HAROLD S. BLACKBURNE,

Principal Examiner of Masters and Mates.

RETURN of STEAMERS and OIL-ENGINE VESSELS to which CERTIFICATES of SURVEY were issued in NEW ZEALAND during the Year ended 31st March, 1903.

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Admiral	82	28	Compound ..	Screw ..	River.	
Advance	..	8	Non-condensing ..	" ..	" ..	
*Aburiri	31	17	Compound ..	" ..	Extended river.	
Albany	8	8	Non-condensing ..	" ..	River ..	Launch.
Alert (Auckland) ..	..	1 $\frac{1}{2}$	" ..	" ..	" ..	
Alert (Thames) ..	..	6	" ..	" ..	Extended river..	Towing only.
Alexandra	73	30	" ..	Paddle ..	River ..	Ferry steamer.
Anna	21	10	Oil-engines ..	Screw ..	Home trade ..	First survey; fishing-vessel.
Antrim	35	60	Non-condensing ..	Paddle ..	River.	
Aorere	49	16	Compound ..	Screw ..	Home trade.	
Aotea (Auckland) ..	157	33	" ..	" ..	River.	
Aotea (Wellington) ..	90	35	" ..	" ..	Home trade ..	First survey.
Awarua (Auckland) ..	100	32	Condensing ..	Paddle ..	" ..	
Awarua (Picton) ..	..	4	Non-condensing ..	Screw ..	Extended limits	
Balmain	377	85	Compound ..	" ..	Foreign trade ..	First N.Z. survey.
Beatrice	8	10	Non-condensing ..	" ..	Extended river..	Fishing-vessel.
Bella	12	12	" ..	" ..	" ..	
Ben Lomond	33	15	Compound ..	" ..	River.	
Birkenhead	55	20	Non-condensing ..	Paddle ..	" ..	
Blanche	18	9	" ..	Screw ..	Extended river..	Cargo and towing only.
Britannia	108	40	" ..	Paddle ..	River.	
Brothers	55	50	Oil-engines ..	Screw ..	Foreign trade ..	Vessel burnt.
Canterbury	..	24	Non-condensing ..	Twin-screw ..	Extended river..	Launch.
Charles Edward ..	145	48	Compound ..	" ..	Home trade.	
Chelmsford	70	24	" ..	Screw ..	" ..	
Clansman	336	90	" ..	" ..	" ..	
Clara	..	2 $\frac{1}{2}$	Condensing ..	" ..	River ..	Launch; fishing-vessel.
Claymore	92	54	Compound ..	Screw ..	Extended river..	First N.Z. survey.
Clematis	5	8	Condensing ..	Stern wheel..	River ..	Towing and cargo.
Clyde	..	40	Compound ..	" ..	" ..	
Comet	..	2 $\frac{1}{2}$	Condensing ..	Screw ..	" ..	Launch.
*Corinna	820	141	Compound ..	" ..	Home trade.	
Coromandel	67	25	" ..	" ..	River.	
Countess	84	28	" ..	" ..	" ..	
Countess of Ranfurly ..	153	90	Oil-engines ..	" ..	Foreign trade.	
Cygnat	66	43	Compound ..	" ..	Home trade.	
Daphne	..	1	Non-condensing ..	" ..	River ..	Yacht.
Despatch	24	20	Compound ..	" ..	Extended river..	Fishing-vessel.
Dingadee	393	80	" ..	Twin-screw ..	Home trade.	
Dot	..	1	Non-condensing ..	Screw ..	River ..	Yacht.
Duchess	95	81	Compound ..	" ..	" ..	
Duco	26	60	Triple expansion ..	" ..	Extended river.	
Durham	53	24	Compound ..	" ..	" ..	
Eagle	138	70	" ..	Paddle ..	" ..	
Edina	5	6	Non-condensing ..	Screw ..	River ..	Fishing-vessel.
Effort	13	12	Compound ..	Paddle ..	Extended river..	Towing only.
Eliza	..	3	Non-condensing ..	Screw ..	River ..	"
Elsie	15	8	" ..	" ..	Extended river.	
Elsie Evans	6	20	Oil-engines ..	" ..	" ..	First survey.
Emma Sims	61	32	" ..	" ..	Home trade ..	
Endon	..	5	Condensing ..	" ..	Extended river..	Fishing-vessel.
Energy	15	16	Compound ..	" ..	River.	
Erskine	98	35	" ..	" ..	" ..	Dredge.
Express	36	25	" ..	" ..	Home trade ..	Fishing-vessel.
Fairy	33	15	Non-condensing ..	" ..	Extended river.	
Falcon	..	5 $\frac{1}{2}$	" ..	" ..	" ..	
Fanny	55	30	Compound ..	" ..	Home trade.	
Fingal	22	9	" ..	" ..	" ..	
Gairloch	211	85	" ..	Twin-screw ..	" ..	Wrecked.
Gannet	15	6	Condensing ..	Screw ..	River.	
Gertie	119	59	" ..	Twin-screw ..	Home trade.	
Gipsy	5	6	Oil-engines ..	Screw ..	Extended river..	First survey; yacht.
Glenelg	156	75	Compound ..	" ..	Home trade.	
Goldfinch	..	12	Non-condensing ..	" ..	Extended river..	Fishing-vessel.
Gosford	57	30	Compound ..	" ..	River ..	First N.Z. survey.
Gretchen	..	1 $\frac{1}{2}$	Non-condensing ..	" ..	Extended river..	Yacht.
Greyhound	83	50	Oil engines ..	" ..	Home trade.	
Haupiri	475	88	Compound ..	" ..	" ..	
Hauturu	..	6	Non-condensing ..	" ..	River ..	Launch.
Hawea	1,114	104	Triple expansion ..	" ..	Foreign trade.	
Heathcote	94	35	Compound ..	" ..	Extended river..	Hopper barge.
Herald	370	85	" ..	" ..	Home trade.	
Himitangi	149	45	Triple expansion ..	" ..	" ..	
Huia (Auckland) ..	..	2	Non-condensing ..	" ..	River ..	New yacht.
Huia (Wellington) ..	69	23	Compound ..	" ..	Home trade.	
Huria	8	10	Oil-engines ..	" ..	Extended river.	
Ida	12	10	Non-condensing ..	" ..	" ..	
Invercargill	123	50	Compound ..	" ..	Home trade.	
Ithaca	7	9	" ..	" ..	Extended river..	Fishing-vessel.
*Jane Douglas	75	22	" ..	" ..	Home trade. *	
Janet Nicoll	496	90	" ..	" ..	" ..	
J.D.O.	88	28	" ..	" ..	Extended river..	Dredging and towing.
John Anderson	36	25	" ..	" ..	" ..	
John Townley	85	40	" ..	Twin-screw ..	" ..	Dredging and towing.
Kahu	99	40	" ..	Screw ..	Foreign trade.	

* Surveyed twice.

RETURN of STEAMERS and OIL-ENGINE VESSELS to which CERTIFICATES of SURVEY were issued, &c.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Kaipara ..	..	20	Quadruple expans'n	Screw ..	River.	
Kanieri ..	115	20	Compound ..	" ..	Home trade.	
Kapanui ..	75	32	" ..	" ..	Extended river.	
Kapiti ..	80	35	" ..	" ..	Home trade ..	First survey.
Kapui ..	30	30	" ..	" ..	Extended river..	"
Katoro ..	52	17	" ..	" ..	" ..	"
Kate ..	..	5	Non-condensing ..	" ..	River ..	Launch.
Katikati ..	27	8	Condensing ..	" ..	Extended river.	
Kauri ..	..	1½	Non-condensing ..	" ..	River ..	Yacht.
Kawau ..	53	20	Compound ..	" ..	Extended river.	
Kennedy ..	124	43	" ..	Twin-screw ..	Home trade.	
Kilmorey ..	..	1½	Non-condensing ..	Screw ..	River ..	Launch.
Kini ..	702	130	Triple expansion ..	" ..	Home trade.	
Kiripaka ..	75	24	Compound ..	" ..	" ..	
Kopu ..	..	13	Non-condensing ..	Paddle ..	Extended river..	
Koputai ..	5	120	Compound ..	" ..	Home trade ..	Tug.
Kotahi ..	9	18	Oil-engines ..	Screw ..	Extended river..	First survey; fish- ing-vessel.
Kotiti ..	42	14	Compound ..	" ..	" ..	
Kotuku ..	662	112	Triple expansion ..	" ..	Home trade.	
Kuaka ..	33	90	Oil-engines ..	" ..	Extended river.	
Lady Barkly ..	39	20	Compound ..	" ..	Home trade.	
Lena ..	..	5	Non-condensing ..	" ..	Extended river..	Towing only.
Lily (Kaipara) ..	..	1½	" ..	" ..	River ..	"
Lily (Nelson) ..	23	7	Compound ..	Twin-screw ..	Extended river.	
Little George ..	4	4	Non-condensing ..	Screw ..	River.	
Louie ..	9	7	" ..	" ..	" ..	Fishing-vessel.
Loyalty ..	68	35	Compound ..	" ..	" ..	First N.Z. survey.
Lyttelton ..	..	14	Non-condensing ..	Twin-screw ..	" ..	
Lyttelton ..	39	80	Compound ..	Paddle ..	Extended river..	Tug.
Mahuta ..	11	13	Oil-engines ..	Screw ..	Home trade ..	First survey.
Mahutu ..	13	10½	Compound ..	" ..	River ..	Towing only.
Makarora ..	45	13	Non-condensing ..	" ..	" ..	
Mana ..	77	25	Compound ..	" ..	Home trade.	
Manapouri ..	1,288	300	" ..	" ..	Foreign trade.	
Manaroa ..	77	24	" ..	" ..	Home trade.	
Manchester ..	336	160	" ..	" ..	Extended river..	Dredge.
Mangaiti ..	..	6	Non-condensing ..	" ..	River ..	Towing only.
Manukau ..	45	20	Compound ..	" ..	Extended river.	
Manuwai ..	75	25	Non-condensing ..	Stern wheel..	River.	
Maori (Auckland) ..	17	8	" ..	Screw ..	" ..	
Maori (Dunedin) ..	118	60	Compound ..	" ..	Foreign trade ..	Left the colony.
Mapourika ..	718	130	Triple expansion ..	" ..	Home trade.	
Mararoa ..	1,380	530	" ..	" ..	Foreign trade.	
Mascotte ..	..	3	Non-condensing ..	" ..	River ..	First survey; tow- ing only.
Matuku ..	..	4	" ..	" ..	" ..	Launch.
May ..	..	3	" ..	" ..	" ..	
May Howard ..	55	20	Quadruple expans'n	" ..	Home trade ..	First survey.
Mere Mere ..	..	3	Non-condensing ..	" ..	River.	
Moa ..	95	33	Compound ..	" ..	Home trade.	
Moerangi ..	14	27½	Oil-engines ..	" ..	" ..	
Mokau ..	98	27	Compound ..	" ..	" ..	First survey.
Mokoia ..	2,154	255	Triple expansion ..	" ..	Foreign trade.	
Monowai ..	2,137	290	" ..	" ..	" ..	
Moss Rose ..	..	6	Condensing ..	" ..	River ..	Fishing-vessel.
Mountaineer ..	66	50	Compound ..	Paddle ..	" ..	
Moura ..	1,247	275	Triple expansion ..	Twin-screw ..	Home trade.	
Muritai (Auckland) ..	133	45	Compound ..	Screw ..	" ..	
Muritai (Hokianga) ..	..	8	Non-condensing ..	" ..	River ..	First survey.
Nambucca ..	74	24	Compound ..	" ..	Home trade ..	First N.Z. survey.
Napier ..	48	30	" ..	" ..	" ..	
Narcissus ..	..	2	Non-condensing ..	" ..	River ..	First survey; yacht.
*Nene ..	..	2½	" ..	" ..	" ..	First survey; tow- ing only.
Ngapuhi ..	209	160	Triple expansion ..	Twin-screw ..	Home trade.	
Ngunguru ..	54	17	Condensing ..	Screw ..	" ..	
Noko ..	15	9	Non-condensing ..	" ..	Extended river.	
No. 121 ..	394	100	Compound ..	Twin-screw ..	" ..	Auckland dredge.
Ohinemuri ..	73	26	" ..	Screw ..	Home trade.	
Ohuru ..	20	60	Condensing ..	Twin-screw ..	River.	
Omapere ..	352	80	Compound ..	Screw ..	Home trade.	
Onslow ..	16	14	" ..	Twin-screw ..	River.	
Opawa ..	64	18	" ..	Screw ..	Home trade.	
*Oreti ..	117	50	" ..	" ..	" ..	
Orewa ..	37	17	" ..	" ..	Extended river.	
Osprey ..	138	70	" ..	Paddle ..	River.	
Ovalau ..	767	75	Quadruple expans'n	Screw ..	Foreign trade.	
Paeroa ..	46	15	Compound ..	" ..	Home trade.	
Paiaaka ..	10	9	" ..	" ..	Extended river..	Fishing-vessel.
*Pania ..	27	11	" ..	" ..	Home trade.	
Pareora ..	355	71	Triple expansion ..	" ..	" ..	
Parera ..	..	4	Non-condensing ..	" ..	River ..	First survey; yacht.
Pearl ..	9	6	" ..	" ..	" ..	
Pelorus ..	18	40	Oil engines ..	" ..	" ..	Towing only.
Penguin ..	517	180	Compound ..	" ..	Home trade.	
Petone ..	388	82	Triple expansion ..	" ..	" ..	
Phantom ..	18	12	Compound ..	" ..	" ..	First N.Z. survey; fishing-vessel.
Phoenix ..	6	5	Non-condensing ..	" ..	River.	

* Surveyed twice.

RETURN of STEAMERS and OIL-ENGINE VESSELS to which CERTIFICATES of SURVEY were issued, &c.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Piraki	19	9	Non-condensing ..	Screw ..	River.	
Plucky	29	40	Compound	" ..	Home trade ..	Tug.
Poherua	749	128	Triple expansion ..	" ..	" ..	
Presto	..	3	Non-condensing ..	" ..	River.	
Pukaki	917	110	Quadruple expans'n	" ..	Home trade.	
Queen of the South ..	121	40	Compound	" ..	" ..	
Rakanoa	1,393	200	Triple expansion ..	" ..	Foreign trade.	
Result (Napier)	18	10	Non-condensing ..	" ..	Extended river..	Fishing-vessel.
Result (Tauranga) ..	..	4	"	" ..	" ..	
Rita	22	11	Compound	" ..	Home trade ..	Fishing-vessel.
Rob Roy	34	16	"	" ..	Extended river.	
Rose	..	2	Non-condensing ..	" ..	River ..	Towing only.
Rose Casey	99	109	Compound	" ..	Extended river.	
Rotoiti	630	104	Triple expansion ..	Twin-screw ..	Home trade.	
Rotokino	1,263	135	Quadruple expans'n	Screw ..	Foreign trade.	
Rotomahana (Auckland)	139	50	Compound	" ..	Home trade.	
Rotomahana (Dunedin)	915	450	"	" ..	Foreign trade.	
Ruru	11	10	"	" ..	River ..	First survey; ferry steamer.
Savaii	31	8	Condensing	" ..	Extended river..	Fishing-vessel.
Seagull	..	6	Non-condensing ..	" ..	River.	
Sonoma	..	13	"	" ..	" ..	First survey.
*Southern Cross	205	19	Compound	" ..	Foreign trade ..	Missionary vessel.
Spray	3	3	Non-condensing ..	" ..	Extended river..	Fishing-vessel.
Stella	157	90	Compound	" ..	Home trade.	
*Stormbird	137	40	"	" ..	" ..	
Sumner	94	35	"	" ..	Extended river..	Hopper barge.
Swan	16	10	Non-condensing ..	" ..	" ..	Fishing-vessel.
Tainui	46	20	"	Paddle ..	River.	
Takapuna (Auckland) ..	58	20	"	" ..	" ..	Ferry steamer.
Tapapuna (Dunedin) ..	472	165	Compound	Screw ..	Home trade.	
Talune	1,370	255	Triple expansion ..	" ..	Foreign trade.	
Tangaroa	109	70	Compound	Twin-screw ..	Extended river.	
Tangihua	20	15	Non-condensing ..	Screw ..	River.	
Taniwha (Auckland) ..	191	40	Compound	Twin-screw ..	Home trade.	
Taniwha (Timaru)	..	16	"	Screw ..	Extended river..	Dredge.
Tarakihi	..	4	Non-condensing ..	" ..	River ..	First survey
Tarawera	1,268	250	Compound	" ..	Foreign trade.	
Tarewai	7	12	"	" ..	River.	
Tasman	87	38	"	Twin-screw ..	Home trade ..	First survey.
Taviuni	910	135	Quadruple expans'n	Screw ..	Foreign trade.	
Tawera (Auckland) ..	44	40	Oil-engines	" ..	Extended river.	
Tawera (Te Anau)	..	25	Non-condensing ..	" ..	River.	
Te Anau	1,028	250	Compound	" ..	Home trade.	
Te Kapu	50	25	"	" ..	" ..	
Terranora	199	94	Condensing	Paddle ..	" ..	
Theodore	35	25	"	" ..	River.	
Theresa Ward	9	95	Triple expansion ..	Screw ..	Home trade ..	Tug.
Thistle	77	90	Oil-engines	Twin-screw ..	" ..	
Thomas King	70	16	Non-condensing ..	Screw ..	Extended river.	
Timaru	211	78	Compound	Twin-screw ..	Home trade.	
Titiroa	..	3	Non-condensing ..	Screw ..	River ..	Launch.
Tuariki	..	8	Oil-engines	Twin-screw ..	" ..	First survey.
Toroa	174	91	Triple expansion ..	Screw ..	Foreign trade.	
Tui	..	6½	Non-condensing ..	" ..	Extended river.	
Tuiwiki	..	6	"	" ..	" ..	First survey yacht.
Tuna	..	14	Compound	Twin-screw ..	" ..	
Victoria	92	50	Non-condensing ..	Paddle ..	River.	
Vivid	6	13	"	Screw ..	" ..	
Waahi	..	5	"	" ..	" ..	
Waihi	63	20	Compound	" ..	Home trade.	
*Waihora	1,269	250	"	" ..	Foreign trade ..	Left the colony.
Waikare	1,901	229	Triple expansion ..	" ..	" ..	
Waimana	107	18	Quadruple expans'n	" ..	Home trade.	
Waimarie	159	48	Compound	" ..	" ..	
Wainui	411	95	"	" ..	" ..	
Waione	43	240	"	Twin-screw ..	River.	
Waiotahi	167	56	"	" ..	Home trade.	
Waipa	..	1½	Non-condensing ..	Screw ..	River ..	Towing only
Waipori	1,229	180	Triple expansion ..	" ..	Foreign trade.	
Wairere	27	80	Non-condensing ..	Paddle ..	River.	
Wairiri	..	7½	"	Screw ..	Extended river..	Towing and fishing.
Wairoa (Auckland) ..	63	24	Compound	" ..	River.	
Wairoa (Nelson)	48	20	Condensing	" ..	Home trade.	
Waitangi	34	62	Compound	Twin-screw ..	" ..	
Waitara	..	12	Non-condensing ..	Screw ..	River.	
Waiwera	..	15	Compound	" ..	" ..	
Wakatere	157	140	"	Paddle ..	Home trade.	
Wakatu	95	30	"	Screw ..	" ..	
*Wanaka	1,572	280	Triple expansion ..	" ..	Foreign trade.	
Warrimoo	2,076	490	"	" ..	" ..	
Wave	..	1½	Non-condensing ..	" ..	River ..	First survey; yacht.
Waverley	93	25	Compound	Twin-screw ..	Home trade.	
Weka (Auckland)	86	27	"	" ..	River.	
*Weka (Napier)	53	20	"	Screw ..	Home trade.	
Wellington	279	90	"	" ..	" ..	
Westland	35	64	Condensing	Paddle ..	" ..	Greymouth tug.
Whangape	1,900	280	Triple expansion ..	Screw ..	Foreign trade.	
Whati	..	1½	Non-condensing ..	" ..	River ..	First survey; yacht.
Winona	19	8	Compound	" ..	Extended river..	Fishing-vessel.
Yho	13	24	Oil-engines	" ..	Home trade ..	First survey; since wrecked.

* Surveyed twice.

RETURN showing the NUMBER of MASTERS, MATES, and ENGINEERS examined during the Year ended the 31st March, 1903, distinguishing the Number of Successful and Unsuccessful Candidates.

Class of Certificate.	Auckland.			Wellington.			Lyttelton.			Dunedin.			Other Places.			Totals.		
	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.
Foreign-going masters and mates	5	12	17	10	23	33	7	4	11	2	3	5	..	..	..	24	42	66
Home-trade masters and mates	11	17	28	10	1	11	5	3	8	2	1	3	..	..	..	28	22	50
River-steamer masters ..	13	3	16	3	2	5	1	..	1	2	..	2	..	..	..	19	5	24
Sea-going engineers (steam) ..	18	4	22	30	3	33	9	3	12	18	6	24	13	3	16	88	19	107
" (other mechanical power than steam)	4	..	4	1	..	1	2	..	2	2	..	..	1	..	1	8	..	8
River-steamer engineers ..	18	4	22	5	1	6	3	..	3	..	..	..	3	1	4	29	6	35
River engineers (other mechanical power than steam)	2	..	2	..	..	..	..	..	..	1	..	1	..	..	..	3	..	3
Marine-engine drivers ..	6	1	7	3	1	4	..	..	..	1	..	1	2	..	2	12	2	14
Totals ..	77	41	118	62	31	93	27	10	37	26	10	36	19	4	23	211	96	307

RETURN showing the TOTAL ORDINARY EXPENDITURE of the Marine Department during the Financial Year ended 31st March, 1903.

Nature of Expenditure.				Details.			Totals.			Grand Totals.		
				£	s.	d.	£	s.	d.	£	s.	d.
Salaries of Head Office ..	..	..	..	..	..	..	1,230	11	10	1,230	11	10
Harbours:—												
Manukau,—												
Salaries ..	..	..	..	446	0	0						
House rent ..	..	..	..	24	0	0						
Contingencies ..	..	..	..	74	10	4						
Russell,—							544	10	4			
Contingencies ..	..	..	..	..	..	..	15	9	7			
Hokianga,—												
Salaries ..	..	..	..	290	0	0						
Contingencies ..	..	..	..	12	16	7						
Kaipara,—							302	16	7			
Salaries ..	..	..	..	411	8	3						
Steamer subsidy ..	..	..	..	340	0	0						
Office at Te Kopuru ..	..	..	..	36	13	4						
Contingencies ..	..	..	..	61	15	8						
Mokau,—							849	17	3			
Salary ..	..	..	..	35	19	11						
Snagging river ..	..	..	..	75	16	10						
Opunake,—							111	16	9			
Salary ..	..	..	..	..	..	..	25	0	0			
Rangitikei,—												
Salary ..	..	..	..	5	0	0						
Contingencies ..	..	..	..	1	2	11						
Foxton,—							6	2	11			
Salary ..	..	..	..	190	0	0						
Contingencies ..	..	..	..	72	6	7						
Tauranga,—							262	6	7			
Contingencies ..	..	..	..	..	..	..	2	0	0			
Wairau,—												
Salary ..	..	..	..	145	0	0						
Contingencies ..	..	..	..	22	5	1						
Havelock,—							167	5	1			
Beacons ..	..	..	..	..	..	..	98	12	7			
Motueka,—												
Salary ..	..	..	..	..	..	..	10	0	0			
Waitapu,—												
Salary ..	..	..	..	25	0	0						
Contingencies ..	..	..	..	4	17	6						
Collingwood,—							29	17	6			
Salary ..	..	..	..	35	0	0						
Contingencies ..	..	..	..	24	3	0						
Karamea,—							59	3	0			
Salary ..	..	..	..	40	0	0						
Signalman's house ..	..	..	..	118	8	4						
Contingencies ..	..	..	..	38	19	8						
Okarito,—							197	8	0			
Salary ..	..	..	..	50	0	0						
Contingencies ..	..	..	..	56	17	9						
Okuru,—							106	17	9			
Signalling and contingencies ..	..	..	..	..	..	..	41	3	1			
Little Wanganui,—												
Signalling and contingencies ..	..	..	..	..	..	..	26	8	6			
Waikawa,—												
Salary ..	..	..	..	..	..	..	10	0	0			
Riwaka,—												
Maintenance of light ..	..	..	..	..	..	..	10	0	0			
Picton Harbour,—												
Contingencies ..	..	..	..	..	..	..	3	19	0			
Iron buoys ..	..	..	..	..	..	..	21	18	9			
Lamps, repairs to buoys, and sundries ..	..	..	..	..	..	..	517	7	5			
Carried forward ..	..	..	..	..	..	..	..	..	..	3,420	0	8
2—H. 15.										4,650	12	6

RETURN showing the TOTAL ORDINARY EXPENDITURE of the Marine Department—*continued.*

Nature of Expenditure.					Details.	Totals.	Grand Totals.
					£ s. d.	£ s. d.	£ s. d.
Brought forward.. .. .					..	..	4,650 12 6
Lighthouses :—							
Salaries of keepers					..	9,257 2 6	
Oil, including freight and storage					..	1,668 11 10	
Stores and contingencies					..	3,749 18 8	
Keepers' travelling-expenses					..	223 3 8	
Lighthouse artificer					..	210 0 0	
Pension of widow of Keeper Deck					..	24 0 0	
Enlarging Marine stores					..	142 15 10	
							15,275 12 6
Superintendents of Mercantile Marine :—							
Salaries					1,060 0 0		
Contingencies					218 5 5		
						..	1,273 5 5
Fisheries :—							
Protection of fish and oysters,—							
Salaries.. .. .					490 6 1		
Travelling-expenses					199 2 5		
Contingencies					118 8 5		
Wages of attendants, Hakataramea Hatchery					264 17 0		
						1,072 13 11	
Fish-hatcheries					..	16 13 6	
Import of salmon-ova from Great Britain					..	401 5 1	
Salmon-hatchery at Hakataramea					..	455 1 7	
Supply of fish-ova and acclimatisation of fish, animals, &c.					..	101 14 9	
							2,047 8 10
Weather-reporting :—							
Salary					350 0 0		
Contingencies					48 1 0		
						..	398 1 0
Less amount of credits to vote					..	..	23,650 0 3
							247 14 3
Government steamers :—							23,402 6 0
S.S. "Tutanekai"—working-expenses					10,700 7 3		
Compensation under Workers' Compensation Act					6 15 0		
S.S. "Hinemoa"—working-expenses					6,786 3 10		
S.S. "Hinemoa"—new machinery, repairs, &c.					4,845 0 9		
Compensation for C. Campbell, late Chief Engineer					396 0 0		
					22,734 6 10		
Less amounts received for freight, passages, &c.					3,270 14 1		
						..	19,463 12 9
Departmental travelling-expenses					..	1 12 3	
Expenses supervising excursion steamers					..	123 4 0	
Coastal buoys, beacons, and surveys					..	36 2 7	
Charts					..	131 17 4	
Examination of masters and mates—contingencies					..	72 3 1	
Inquiries into wrecks and casualties					..	570 3 11	
Expenses connected with survey of unseaworthy ships					..	13 14 7	
Relief of distressed seamen					..	9 0 8	
Sundries					..	481 1 4	
						1,438 19 9	
Less amount of credits to vote					..	198 10 3	
							1,240 9 6
Total					..	..	44,106 8 3

RETURN showing the COST of MAINTENANCE of the NEW ZEALAND LIGHTHOUSES, and the QUANTITY of OIL consumed at each, during the Year ended 31st March, 1903.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Cape Maria van Diemen	388 6 8	961	72 1 6	*179 10 7	639 18 9
Moko Hinou	318 6 0	856	64 4 0	†357 5 7	739 15 7
Tiritiri	251 5 3	526	39 9 0	119 5 0	409 19 3
Bean Rock	160 0 0	..	6 7 11	63 9 6	229 17 5
Ponui Passage	160 0 0	76	5 14 0	6 5 9	171 19 9
Ouvier Island	346 4 6	1,614	121 1 0	138 9 8	605 15 2
East Cape	343 3 6	875	65 12 6	133 14 7	542 10 7
Portland Island	364 13 6	738	55 7 0	111 17 8	531 18 2
Napier Bluff	20 0 0	Gas	11 15 11	..	31 15 11
Cape Palliser	276 15 6	890	66 15 0	128 3 9	471 14 3
Pencarrow Head	272 1 8	926	69 9 0	133 1 3	474 11 11
Somes Island	110 0 0	730	54 15 0	142 11 7	307 6 7
Cape Egmont	280 0 0	568	42 12 0	77 11 1	400 3 1
Manukau Head	261 13 4	508	38 2 0	60 17 11	360 13 3
Manukau South Head leading-lights	..	136	10 4 0	2 16 8	13 0 8
Manukau North Head leading-lights	112 5 2	240	18 0 0	48 17 2	179 2 4
Kaipara Head	273 0 7	558	41 17 0	122 16 2	437 13 9
Brothers	457 0 5	698	52 7 0	†177 13 7	687 1 0
Tory Channel leading-lights	90 0 0	158	11 17 0	7 8 9	109 5 9
Cape Campbell	270 0 0	569	42 13 6	§133 13 0	446 6 6
Godley Head	253 6 1	520	39 0 0	118 5 11	410 12 0
Akaroa Head	280 0 0	571	42 16 6	63 3 3	385 19 9
Moeraki	275 12 9	546	40 19 0	¶95 9 0	412 0 9
Taiaroa Head	270 0 0	509	38 3 6	**54 16 10	363 0 4
Cape Saunders	249 15 0	645	48 7 6	††72 9 3	370 11 9
Nugget Point	391 5 0	864	64 16 0	80 0 0	536 1 0
Waipapapa Point	277 19 5	672	50 8 0	85 19 2	414 6 7
Dog Island	337 12 3	798	59 17 0	126 2 2	523 11 5
Centre Island	316 4 5	868	65 2 0	121 17 8	503 4 1
Puysegur Point	380 1 1	912	68 8 0	††216 5 3	664 14 4
Hokitika	12 0 0	Gas	9 12 6	..	21 12 6
Cape Foulwind	270 13 11	577	43 5 6	§§178 7 0	492 6 5
Farewell Spit	344 17 11	666	49 19 0	163 1 5	557 18 4
Nelson	281 19 6	281	21 1 6	49 9 10	352 10 10
Stephens Island	350 19 1	1,697	127 5 6	154 1 6	632 6 1
French Pass	210 0 0	124	9 6 0	25 1 2	244 7 2
Totals	9,257 2 6	21,877	1,668 11 10	3,749 18 8	14,675 13 0

NOTE.—This return does not include the cost of the periodical visits made to the lighthouses by the Government steamers with oil, stores, and provisions. The proportion of the steamers' expenses chargeable to this service is about £5,000 a year.

* Includes £43 2s. 5d., cost of repairs. † Includes £161 0s. 9d. for repairs. ‡ Includes £61 0s. 10d., cost of provisions.
 § Includes £63 18s. 5d. for repairs. || Includes £24 8s. 2d. for repairs. ¶ Includes £7 2s. 6d. for repairs. ** Includes
 £5 11s. 9d. for repairs. †† Includes £12 11s. 8d. for repairs. ‡‡ Includes £45 6s. 4d. for repairs. §§ Includes £29 6s. 6d.
 for repairs.

RETURN showing the COST of ERECTION of the
New Zealand COASTAL LIGHTHOUSES.

Name of Lighthouse.	Cost of Erection.
	£ s. d.
Pencarrow Head	6,422 0 4
Nelson	2,824 8 9
Tiritiri	5,747 7 2
Mana Island*	5,513 0 1
Taiaroa Head	4,923 14 11
Godley Head	4,705 16 4
Dog Island	10,480 12 8
Farewell Spit	6,139 11 8
Nugget Point	6,597 3 7
Cape Campbell	5,619 2 6
Manukau Head	4,975 2 4
Cape Foulwind	6,955 9 1
Brothers	6,241 0 0
Portland Island	6,554 14 5
Moeraki	4,288 13 2
Centre Island	5,785 19 0
Puysegur Point	9,958 19 5
Cape Maria van Diemen	7,028 14 8
Akaroa Head	7,150 6 5
Cape Saunders	6,066 6 3
Cape Egmont†	3,353 17 11
Moko Hinou	8,186 5 0
Waipapapa Point	5,969 18 11
Ponui Passage‡	
Kaipara Head	5,571 8 0
French Pass	1,427 17 5
Cuvier Island	7,406 16 11
Stephens Island	9,349 9 11
Cape Palliser	6,243 16 1
East Cape	7,594 8 8
Cost of telegraph cable to Tiritiri	1,085 19 6
Miscellaneous and unallocated	1,322 2 2
Total	£181,490 3 3

* Light discontinued; moved to Cape Egmont.

† Cost of iron tower, lantern, and apparatus, which were removed from Mana Island, is not included in this.

‡ Built by Provincial Government of Auckland; cost not known in Marine Department.

RETURN showing the FEES, &c., received under
the Shipping and Seamen's Acts, the Merchant
Shipping Act, the Sea-fisheries Acts, and for
PILOTAGE and PORT CHARGES, &c., during the
Year ended 31st March, 1903.

Nature of Receipts.	Amount.
	£ s. d.
Shipping and Seamen's Acts :—	
Fees for shipping and discharge of sea-	2,263 11 3
men, and sale of forms	
Survey of steamers	1,416 10 0
Measurement of ships	37 10 0
Examination of masters, mates, and	280 7 6
engineers	
Light dues	26,596 10 0
Merchant Shipping Act	197 8 6
Pilotage and port charges	1,711 4 6
Sundry receipts under Harbours Acts	312 2 6
Sea-fisheries Act	34 10 0
Sundries	256 1 3
Total	33,105 15 6

RETURN showing the AMOUNT of LIGHT DUES
collected during the Year ended 31st March,
1903.

Port.	Amount collected.
	£ s. d.
Auckland	8,155 11 9
Onehunga	134 18 4
Whangarei	118 11 6
Whangaroa	0 19 8
Russell	22 5 7
Mangonui	3 15 5
Hokianga	12 10 1
Kaipara	219 16 4
Thames	78 13 11
Coromandel	14 19 6
Tauranga	20 9 0
Poverty Bay	503 16 2
Napier	901 13 2
New Plymouth	202 0 7
Waitara	49 17 6
Wanganui	160 14 2
Patea	11 16 10
Wellington	6,484 14 3
Wairau	17 12 1
Picton	374 2 10
Nelson	351 2 7
Westport	732 15 0
Greymouth	235 13 5
Hokitika	3 8 4
Lyttelton	2,439 7 0
Timaru	545 7 7
Oamaru	193 11 11
Dunedin	2,051 10 3
Bluff and Invercargill	2,555 0 3
Total	£26,596 10 0

RETURN showing the AMOUNT of PILOTAGE,
PORT CHARGES, &c., collected during the Year
ended 31st March, 1903.

Name of Port.	Pilotage.	Port Charges, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.
Auckland*	497 12 8	4,776 15 3	5,274 7 11
Onehunga	3 18 4	152 10 0	156 8 4
Hokianga	88 0 11		88 0 11
Kaipara	169 11 3	941 13 3	1,111 4 6
Thames*	94 8 8		94 8 8
Gisborne*	28 0 6	1,276 19 4	1,304 19 10
Wairoa*	66 0 0	4 2 6	70 2 6
Napier*	1,099 10 5	5,007 4 10	6,106 15 3
New Plymouth*	78 11 9	165 4 8	243 16 5
Waitara*	88 19 6	104 5 2	193 4 8
Wanganui*	481 8 1		481 8 1
Patea*	46 3 8	10 16 3	56 19 11
Foxton	191 4 10		191 4 10
Wellington*	342 9 5	13,302 8 8	13,644 18 1
Wairau	164 5 11		164 5 11
Nelson*	1,961 6 2	207 8 1	2,168 14 3
Hokitika*		31 1 7	31 1 7
Lyttelton*	8,496 7 8	5,709 3 0	14,205 10 8
Timaru*	1,624 13 3	2,824 0 6	4,448 13 9
Oamaru*		1,627 15 5	1,627 15 5
Dunedin*	8,434 14 0	6,424 17 11	14,859 11 1
Invercargill*		11 14 2	11 14 2
Bluff*	4,774 19 7	2,058 6 10	6,833 6 5
Totals	28,732 6 7	44,636 6 7	73,368 13 2

* Harbour Board revenue.

† Tonnage rate on cargo.

RETURN of ESTATES of DECEASED SEAMEN received and administered in pursuance of the Provisions of "The Shipping and Seamen's Act, 1877," during the Year ended 31st March, 1903.

Name of Seaman.	Balance to Credit of Estate on 31st March, 1902.	Amount received.	Amount paid.	Balance to Credit of Estate on 31st March, 1903.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
J. Perry	1 6 2	..	1 6 2	..
Thomas Drake Stanley	..	0 14 2	..	0 14 2
Charles Davis	..	8 4 8	8 4 8	..
James Glen	..	8 14 8	8 14 8	..
James Gormley	..	6 3 8	6 3 8	..
Robert Johnson	..	15 0 8	15 0 8	..
John William Hartley	..	1 18 0	1 18 0	..
Thomas Beveridge	..	9 11 10	..	9 11 10
S. Hamilton	..	43 1 0	0 4 3	42 16 9
Ernest Malmberg	..	4 0 8	..	4 0 8
Robert Packer	..	14 4 8	14 4 3	..
W. Lang	..	10 12 0	10 12 0	..
T. Olsen	..	7 12 0	..	7 12 0
E. Daniel	..	9 4 4	..	9 4 4
T. Lemon	..	6 15 0	..	6 15 0
W. Rasmussen	..	5 11 0	..	5 11 0
E. Nelson	..	4 16 0	..	4 16 0
G. Anderson	..	4 16 0	..	4 16 0
W. Hansen	..	4 16 0	..	4 16 0
W. Gamford	..	4 16 0	..	4 16 0
G. Oliver	..	4 16 0	..	4 16 0
J. Weeks	..	5 14 0	..	5 14 0
John Urquhart	..	3 14 8	..	3 14 8
Frank Jansson	..	3 4 0	..	3 4 0
John McIntosh	..	3 4 0	..	3 4 0
Robert Griffin	..	3 4 0	..	3 4 0
Alexander Milne	..	2 13 4	..	2 13 4
Ernest Knight	..	3 4 0	..	3 4 0
Albert Jorgensen	..	2 10 0	..	2 10 0
Ellis Thomas Tree	86 4 6	..	86 4 6	..
Karl Kavander	4 15 11	..	4 15 11	..
George Littlewood	1 3 10	..	1 3 10	..
Totals	93 10 5	202 15 11	158 12 7	137 13 9

RETURN of LICENSES as COLONIAL PILOT issued in pursuance of Section 31 of "The Shipping and Seamen's Act Amendment Act, 1894," during the Year ended 31st March, 1903.

No. of License.	Date of Issue.	Name of Licensee.	Port of Residence.	Date of Expiry of License.
27	18 July, 1902	Richard Groombridge Butt..	Wellington	20 July, 1903.
28	8 Aug., "	Edward Wheeler ..	..	12 Aug., "
29	21 Oct., "	Gordon McKinnon ..	Port Chalmers	4 Sept., "
30	6 Nov., "	Hugh McLellan ..	Lyttelton	11 Nov., "
31	17 Dec., "	Archibald Kennedy ..	Wellington	21 Dec., "
32	26 Jan., 1903	Henry Fisk ..	Blenheim	26 Jan., 1904.
33	6 March, "	Frank Lawton ..	Wellington	3 March, "

RETURN of LICENSED ADJUSTERS of COMPASSES in New Zealand.

Date of Issue.	Name of Licensee.	Address.
9 April, 1896	Frederick Macbeth ..	Dunedin.
15 " "	Robert Strang ..	"
5 May, "	George Urquhart Thomson ..	"
11 Dec., "	William Bendall ..	Wellington.
1 Feb., 1897	Hugh McLellan ..	Lyttelton.
27 April, "	Frederic William Cox ..	Nelson.
27 May, "	Thomas Fernandez ..	Auckland.
27 July, "	Robert Hatchwell ..	Lyttelton.
1 Sept., "	Arthur G. Gifford ..	Wellington.
13 Aug., 1898	Herbert John Richardson ..	"
26 April, 1899	Robert Heddleston Neville ..	"
26 June, 1900	Charles Frederick Sundstrom ..	Dunedin.
27 July, "	John Adamson ..	Auckland.
27 Nov., "	Thomas Basire ..	Port Chalmers.
27 March, 1903	George Samuel Hooper ..	Wellington.

RETURN showing the NUMBER of NOTICES to MARINERS relating to Matters within the Colony issued by the Marine Department during the Year ended 31st March, 1903.

Port or Place.	Subject of Notice.
Astrolabe Roads	Buoy disappeared and replaced (two notices).
Awanui	Sunken rock off Wharariki Point, near East Cape.
Doubtless Bay	Beacons to mark line of approach of Pacific cable.
East Cape	Time of high water, F. and C.
Foveaux Strait	Position of uncharted rocks.
Gisborne	Alteration in position of red buoy marking rocks in Poverty Bay.
"	Alteration in colour of buoys, Poverty Bay.
Greymouth	Signal-station, South Breakwater, shifted seaward.
"	Dredging operations.
Kahurangi Point	Configuration of coast-line, West Coast, South Island.
Kaipara	Shoal water off North Sandspit.
Manukau	Leading-marks for main channel.
Moeraki	Position of McKenzie Cairn, south of Moeraki Lighthouse.
Moko Hinou	Repairs to light on Burgess Island.
New Plymouth	Alteration in day and night signals.
Oamaru	Dredging operations.
Okarito	Exhibition of light on flagstaff.
Pelorus Sound	Beacon on Dart Rock, Tawhitinui Beach, disappeared.
Portland Island	Breakers reported off island.
Queen Charlotte Sound	Light on Jackson's Head beacon.
Thames	Buoy outside Opani Point, mouth of Thames River.
Waikato River	Leading-beacon blown down.
Wellington	Position of two shoal patches.
"	Red buoy laid down S.S.E. of Hope Shoal buoy (two notices).

DESCRIPTIVE RETURN of New Zealand COASTAL LIGHTHOUSES.

Name of Lighthouse.	Order of Apparatus.	Description.	Period of Revolving Light.	Colour of Light.	Tower built of	Dwellings built of	Date first lighted.
Cape Maria van Diemen	1st order dioptric	Revolving	1'	White	Timber	Timber	24 Mar., 1879
Moko Hinou	1st order dioptric	Fixed	..	Red, to show over Columbia Reef.	"	"	"
Tiriitiri	2nd "	Flashing	10"	White	Stone	Timber	18 June, 1883
Ponui Passage	2nd "	Fixed	..	White, with red arc over Flat Rock	Iron	"	1 Jan., 1865
Cuvier Island	5th "	"	..	White and red ..	Timber	"	29 July, 1871
East Cape	1st "	Revolving	30"	White	Iron	"	22 Sept., 1889
"	2nd "	Flashing	10"	"	"	"	9 Aug., 1900
Portland Island	2nd "	Revolving	30"	"	Timber	"	10 Feb., 1878
"	..	Fixed	..	Red, to show over Bull Rock.	"	"	"
Cape Palliser	2nd order dioptric	Revolving	*	White	Iron	Timber	27 Oct., 1897
Pencarrow Head	2nd "	Fixed	..	"	"	"	1 Jan., 1859
Cape Egmont	2nd "	"	..	"	"	"	1 Aug., 1881
Manukau Head	3rd "	"	..	"	Timber	"	1 Sept., 1874
Kaipara Head	2nd "	Flashing	10"	"	"	"	1 Dec., 1884
"	2nd "	"	10"	"	"	"	24 Sept., 1877
Brothers	..	Fixed	..	Red, to show over Cook Rock.	"	"	"
Cape Campbell	2nd order dioptric	Revolving	1'	White	Timber	Timber	1 Aug., 1870
Godley Head	2nd "	Fixed	..	"	Stone	Stone	1 April, 1865
Akaroa Head	2nd "	Flashing	10"	"	Timber	Timber	1 Jan., 1880
Moeraki	3rd "	Fixed	..	"	"	"	22 April, 1878
Taiaroa Head	3rd "	"	..	Red	Stone	Stone	2 Jan., 1865
Cape Saunders	2nd "	Revolving	1'	White	Timber	Timber	1 Jan., 1880
Nugget Point	1st "	Fixed	..	"	Stone	Stone	4 July, 1870
Waipapapa Point	2nd "	Flashing	10"	"	Timber	Timber	1 Jan., 1884
Dog Island	1st order catadioptric	Revolving	30"	"	Stone	Stone	1 Aug., 1865
Centre Island	1st order dioptric	Fixed	..	White, with red arcs over inshore dangers	Timber	Timber	16 Sept., 1878
Puysegur Point	1st "	Flashing	10"	White	"	"	1 Mar., 1879
Cape Foulwind	2nd "	Revolving	30"	"	"	"	1 Sept., 1876
Farewell Spit	2nd "	"	1'	White, with red arc over Spit end	Iron	"	17 June, 1870
Nelson	4th "	Fixed	..	White, with red arc to mark limit of anchorage	"	"	4 Aug., 1862
French Pass	6th "	"	..	Red and white, with white light on beacon	"	"	1 Oct., 1884
Stephens Island	1st "	Group flashing	†	White	"	"	29 Jan., 1894

* Flashing twice every half-minute, with interval of three seconds between flashes. every half-minute.

† Two flashes in quick succession.

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1903.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Hugh McDermid Young	Master, ordinary ..	Foreign trade ..	1 April, 1902 ..	917
Charles Frederick Harper	Second mate ..	" ..	9 " " ..	918
William James Irvine	First mate ..	" ..	12 " " ..	850
Aron Gustaf Oberg	Master, ordinary ..	" ..	16 " " ..	771
Reynolds Hamilton Kitson	First mate ..	" ..	10 June, " ..	919
Charles Perriam	" ..	" ..	5 July, " ..	920
John Nathaniel Beighton	Master, ordinary ..	" ..	28 " " ..	822
George Buckham Brown	Only mate ..	" ..	28 " " ..	921
Joseph McMabon	Master, ordinary ..	" ..	16 Aug., " ..	922
Donald James Stuart	First mate ..	" ..	28 " " ..	923
Julius Richard Madsen	" ..	" ..	28 " " ..	924
Frederic John Blencowe	Only mate ..	" ..	9 Sept., " ..	925
Walter Henry Cheshire	First mate ..	" ..	22 " " ..	926
George Samuel Hooper	Extra master ..	" ..	1 Oct., " ..	927
Robert Rodger	Second mate ..	" ..	20 Nov., " ..	928
Hugh Hosking Williams	First mate ..	" ..	20 " " ..	929
John George Bowen Richards	Second mate ..	" ..	27 " " ..	930
Alexander Reginald Pryde	" ..	" ..	11 Dec., " ..	931
Helmar August Dillner	" ..	" ..	11 " " ..	932
William Thomas Woods	First mate ..	" ..	16 Jan., 1903 ..	933
Hereward Wilfred Doucette Bold..	Second mate ..	" ..	3 Feb., " ..	934
John Henry Godmond	Master, ordinary ..	" ..	14 " " ..	935
Henry Montague Garrick	First mate ..	" ..	10 March, " ..	878
Ebenezer Halley Guy	Master, ordinary ..	" ..	10 " " ..	936
William August Alfonso Martens ..	Mate ..	Home trade ..	16 April, 1902 ..	5485
Joachim George Sorensen	" ..	" ..	5 May, " ..	5486
Arthur Haines Fletcher	" ..	" ..	1 July, " ..	5487
William Gardiner	" ..	" ..	1 " " ..	5488
William Gillies	Master ..	" ..	5 " " ..	5423
John Wilson	" ..	" ..	28 " " ..	5269
John Hampden Barton	Mate ..	" ..	31 " " ..	5489
Alfred Cash	Master ..	" ..	2 Aug., " ..	5452
James Lent Martin	Mate ..	" ..	16 " " ..	5490
Robert Rodger	" ..	" ..	9 Sept., " ..	5491
Edward Dorling	Master ..	" ..	9 " " ..	5379
George Benjamin Corby	" ..	" ..	10 " " ..	5470
Julius Richard Madsen	" ..	" ..	10 " " ..	5492
Henry Warren Johnston	Mate ..	" ..	10 " " ..	5493
Charles Dale	" ..	" ..	11 Oct., " ..	5494
Jorgen Christian Ipsen	" ..	" ..	21 " " ..	5495
Benjamin Chellew	Master ..	" ..	29 " " ..	5468
Henry Edgar Adamson	Mate ..	" ..	27 Nov., " ..	5496
David McIntyre	Master ..	" ..	4 Dec., " ..	5467
John Brown	" ..	" ..	8 " " ..	5479
Charles Anderson	Mate ..	" ..	17 " " ..	5497
Walter Parker	" ..	" ..	17 " " ..	5498
Anton Peterson	Master ..	" ..	29 " " ..	5480
Alfred Casson	" ..	" ..	29 " " ..	5499
James Lent Martin	" ..	" ..	7 Feb., 1903 ..	5490
Adolphus McNabb	Mate ..	" ..	7 " " ..	5500
Theodor Frikke	" ..	" ..	27 " " ..	5501
William Edward Wahlstrom	" ..	" ..	21 March, " ..	5502
Henry Weston Hargraves	Master ..	River trade ..	5 May, 1902 ..	3346
Edward Pook	" ..	" ..	12 " " ..	3347
Frederick William Wellm	" ..	" ..	20 Aug., " ..	3348
Richard John Knaggs	" ..	" ..	28 " " ..	3349
Wenzl Schischka	" ..	" ..	28 " " ..	3350
Charles Colman Bascombe	" ..	" ..	28 " " ..	3351
John Mathew Jackson	" ..	" ..	10 Sept., " ..	3352
Fredric William Soppet	" ..	" ..	7 Nov., " ..	3353
Albert Hansen	" ..	" ..	14 " " ..	3354
Frederick William Jones	" ..	" ..	20 " " ..	3355
Theodor Frikke	" ..	" ..	26 " " ..	3356
Laurence Inkster	" ..	" ..	23 Dec., " ..	3357
Cyril McKinlay	" ..	" ..	3 Feb., 1903 ..	3358
George Hadfield Smith	" ..	" ..	7 " " ..	3359
Walter White	" ..	" ..	14 " " ..	3360
William Edward Allen	" ..	" ..	27 " " ..	3361
Alfred Beehre	" ..	" ..	10 March, " ..	3362
Thomas James Atchison	3rd-class engineer ..	Foreign trade ..	11 April, 1902 ..	574
William Webb Luke	2nd-class engineer ..	" ..	29 " " ..	421
Frederick Mair Silver	3rd-class engineer ..	" ..	29 " " ..	575
Walter Goodman Sandes	" ..	" ..	29 " " ..	576
William Robert Waters	" ..	" ..	29 " " ..	577
Arthur Rennie Watson	" ..	" ..	29 " " ..	578
Ernest Herbert Noy	" ..	" ..	29 " " ..	579
Henry Livingstone Chandler	" ..	" ..	29 " " ..	580
John Weir	" ..	" ..	29 " " ..	581
Edward Looney, jun.	" ..	" ..	5 May, " ..	582
William Patterson Hunter	" ..	" ..	12 " " ..	583
Vincent Henry Fama	" ..	" ..	12 " " ..	584
Wesley Johnston	1st-class engineer ..	" ..	16 " " ..	39
Albert Coad	" ..	" ..	24 " " ..	381
George Robert Pirie	3rd-class engineer ..	" ..	24 " " ..	585
Francis William McCowan	" ..	" ..	24 " " ..	586

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1903—*continued.*

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Percy Edmond Brewer	3rd-class engineer ..	Foreign trade ..	24 May, 1902 ..	587
Malcolm Buckland	" ..	" ..	24 " " ..	588
Harold William Mason	" ..	" ..	24 " " ..	589
Harry Francis Blackie	" ..	" ..	24 " " ..	590
James Hull	" ..	" ..	24 " " ..	591
Alexander Murray Swhan	" ..	" ..	10 June, " ..	592
John George Hand	" ..	" ..	12 " " ..	593
Oscar Dillner	" ..	" ..	12 " " ..	594
Robert Andrew Gibson	" ..	" ..	12 " " ..	595
John Paterson	" ..	" ..	12 " " ..	596
George Maxwell	2nd-class engineer ..	" ..	12 " " ..	467
Charles Henry Gell	" ..	" ..	12 " " ..	482
Charles Robert Furness	3rd-class engineer ..	" ..	24 " " ..	597
Walter Williams Daniel	" ..	" ..	24 " " ..	598
Henry Borton Perry	" ..	" ..	24 " " ..	599
John McDonald	" ..	" ..	5 July, " ..	600
Harry Hambleton	2nd-class engineer ..	" ..	21 " " ..	422
William Peterson	3rd class engineer ..	" ..	21 " " ..	601
Leonard Douglas Seldon Dale	" ..	" ..	21 " " ..	602
George Grey Andrews	" ..	" ..	21 " " ..	603
John William Bird	1st-class engineer ..	" ..	2 Aug., " ..	439
Peter Haywood Thomson	3rd-class engineer ..	" ..	13 " " ..	604
William George Teixeira	" ..	" ..	13 " " ..	605
Frederick Charles Davys	" ..	" ..	13 " " ..	606
John Johnson	" ..	" ..	13 " " ..	607
Thomas Henry Davidson	" ..	" ..	13 " " ..	608
George Henry Baird	" ..	" ..	16 " " ..	609
George Mathew Humphreys	" ..	" ..	28 " " ..	610
James Powell	2nd-class engineer ..	" ..	10 Sept., " ..	457
Arthur James Parker	3rd-class engineer ..	" ..	10 " " ..	611
John Manson	" ..	" ..	10 " " ..	612
Cecil Houghton	" ..	" ..	10 " " ..	613
Arthur Hossack Black	" ..	" ..	10 " " ..	614
James Henry Havelock Speedy	" ..	" ..	10 " " ..	615
Ralph Cleave Alexander	" ..	" ..	23 " " ..	616
William John Sutton	2nd-class engineer ..	" ..	3 Oct., " ..	454
Kenneth Sinclair	" ..	" ..	3 " " ..	465
Harry Ross Dix	3rd-class engineer ..	" ..	3 " " ..	617
Peter Duncan Russell	" ..	" ..	3 " " ..	618
Alfred William Joseph Williams	" ..	" ..	3 " " ..	619
Leonard Bushe Harris	" ..	" ..	9 " " ..	620
John Fairley Bell	" ..	" ..	11 " " ..	621
Robert Charles Green	1st-class engineer ..	" ..	11 " " ..	622
Frederick Lewis Harrison	2nd-class engineer ..	" ..	11 " " ..	466
James Hambleton	1st-class engineer ..	" ..	20 Nov., " ..	226
Thomas Alexander Lawson	2nd-class engineer ..	" ..	20 " " ..	473
Frank Robert Kilgour	3rd-class engineer ..	" ..	20 " " ..	623
Lewis Cornelius Calnon	" ..	" ..	20 " " ..	624
Robert George Huggins	" ..	" ..	20 " " ..	625
Henry Michael Dixon	" ..	" ..	20 " " ..	626
Valentine Barrett	" ..	" ..	20 " " ..	627
William Rose McKenzie	" ..	" ..	20 " " ..	628
Charles Edgar Wetherill	" ..	" ..	20 " " ..	629
Edward Allan Thomson	" ..	" ..	6 Dec., " ..	630
John Campbell	" ..	" ..	16 " " ..	631
Thomas Alexander Pain	1st-class engineer ..	" ..	7 Jan., 1903 ..	632
Leslie Claude Davies	3rd-class engineer ..	" ..	13 " " ..	633
Frank James Webster Pope	" ..	" ..	13 " " ..	634
Harry Weenink	" ..	" ..	16 " " ..	635
Charles Thomas Swanell	" ..	" ..	20 " " ..	636
John Coutts Reynolds	" ..	" ..	3 Feb., " ..	637
William Jacobsen	2nd class engineer ..	" ..	3 " " ..	338
Benjamin Henry Brown	3rd class engineer ..	" ..	14 " " ..	638
William Evans Dive	" ..	" ..	14 " " ..	639
Albert Errington Exley	" ..	" ..	14 " " ..	640
Harold Kemp	" ..	" ..	14 " " ..	641
William Kemp	" ..	" ..	14 " " ..	642
Peter Nurse Brown	" ..	" ..	14 " " ..	643
Walter Stanley Rentoul	" ..	" ..	24 " " ..	644
Thomas Richard Jones	" ..	" ..	24 " " ..	645
Reginald Seymour Williams	" ..	" ..	10 March, " ..	646
Harry Tillman	" ..	" ..	10 " " ..	647
Christopher James Holford	Engineer ..	River trade ..	8 May, 1902 ..	1884
Henry Alexander Butters	" ..	" ..	24 " " ..	1885
James Patrick Ryan	" ..	" ..	24 " " ..	1886
George Thomas	" ..	" ..	24 " " ..	1887
George Duthie	" ..	" ..	24 " " ..	1888
Eugenio Charles Perano	" ..	" ..	11 July, " ..	1889
George Mathew Humphreys	" ..	" ..	10 Sept., " ..	1890
Frederick James Tattley	" ..	" ..	10 " " ..	1891
John Neil	" ..	" ..	10 " " ..	1892
Henry Nordstrum	" ..	" ..	10 " " ..	1893
John Wheeler	" ..	" ..	10 " " ..	1894
Arthur James, jun.	" ..	" ..	23 " " ..	1895

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1903—*continued*.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Michael Rooney.. ..	Engineer ..	River trade ..	3 Oct., 1902 ..	1896
Joseph Cox	" ..	" ..	21 " " ..	1897
Surtees John White	" ..	" ..	20 Nov., " ..	1898
Robert James McDonald.. ..	" ..	" ..	27 " " ..	1899
John Evans	" ..	" ..	7 Jan., 1903 ..	1900
Percy Arthur Nield	" ..	" ..	3 Feb., " ..	1901
Edward Thornercroft Frost	" ..	" ..	3 " " ..	1902
Arthur Marychurch	" ..	" ..	3 " " ..	1903
William Dawson	" ..	" ..	3 " " ..	1904
Thomas Joseph Cain	" ..	" ..	3 " " ..	1905
Thomas Long	" ..	" ..	3 " " ..	1906
James McGlynn	" ..	" ..	3 " " ..	1907
Charles Hannigan	" ..	" ..	3 " " ..	1908
Thomas Harris Harrison.. ..	" ..	" ..	3 " " ..	1909
Antonio Perez	" ..	" ..	3 " " ..	1910
Herbert Christian	" ..	" ..	14 " " ..	1911
George Archibald	" ..	" ..	10 March, " ..	1912
Arthur Marychurch	Marine-engine driver	" ..	24 May, 1902 ..	87
Gustaf Tetzlaff	" ..	" ..	24 " " ..	88
William Alfred Ragg	" ..	" ..	12 June, " ..	89
George David Nairn Glover	" ..	" ..	13 Aug., " ..	90
William Allan	" ..	" ..	28 " " ..	91
Peter John Walsh	" ..	" ..	10 Sept., " ..	92
William McFarlane	" ..	" ..	13 Jan., 1903 ..	93
Edmund James Lonsdale	" ..	" ..	13 " " ..	94
John Mollison Stewart	" ..	" ..	13 " " ..	95
Charles Robert Hyde	" ..	" ..	14 Feb., " ..	96
Horace Pope	" ..	" ..	10 March, " ..	97
Athol Ernest Sircom Foster	1st-class engineer*	Sea-going ..	24 May, 1902 ..	10
Andreas Heinrich Schmidt	" ..	" ..	27 " " ..	14
Edward Looney.. ..	" ..	" ..	13 Aug., " ..	15
Thomas Charles Baker	2nd-class engineer*	" ..	20 Nov., " ..	16
Charles Barwell.. ..	" ..	" ..	20 " " ..	17
Henry Ohio Ivey	" ..	" ..	3 Feb., 1903 ..	18
Nathan Farrar Hall	" ..	" ..	26 " " ..	19
Henry Cornwell Christian	1st-class engineer*	" ..	26 " " ..	20
Frank Henderson	Engineer*	River trade ..	10 Sept., 1902 ..	6
Horace Chadwick	" ..	" ..	10 " " ..	7
Archibald Weir	" ..	" ..	11 Oct., " ..	8

* For vessels propelled by other mechanical power than steam.

RETURN showing the ORDERS IN COUNCIL which have been issued during the Financial Year ended 31st March, 1903.

Date of Order.	Purpose of Order.
1902.	
April 3	Approves plan of Major J. Whitney's protective works, Puhoi River, and licenses him to occupy foreshore for construction of such work.
" 3	Approves plans of Rangiora Timber Company's wharf, Hokianga.
" 3	Licenses Rangiora Timber Company to occupy foreshore, Hokianga, as site for wharf.
" 9	Approves plans of O. R. Ralph's boat-skids at Petone, Wellington Harbour.
" 9	Approves plans of F. Foothead's boat shed and skids, Evans Bay, Wellington.
" 16	Makes regulations regarding Motueka Wharf.
" 16	Approves of Westport Harbour Board procuring two cars and a locomotive for Westport-Mokihinui Railway.
" 28	Vests management of Waiuku Wharf, Manukau, in Mauku Road Board.
" 30	Prohibits trawling in portion of Hauraki Gulf.
May 12	Consents to Thames Harbour Board licensing Thomas Mellett to occupy foreshore for mining purposes.
" 12	Approves of Westport Harbour Board constructing roof over machine in Railway Workshops, Westport.
" 21	Approves plans of repairs and extension of training-wall and groin, Aorere River, Collingwood, and authorises Collingwood Road Board to execute works.
" 27	Approves plan of C. Gothard's boat-shed site, Whangaroa.
" 27	Licenses C. Gothard to occupy foreshore, Whangaroa, as site for boat-shed.
June 5	Approves plan of training-banks and groin, Waipu River, and authorises Waipu River Board to execute works.
" 5	Approves plans of J. Taylor's proposed wharf at Puponga.
" 5	Licenses J. Taylor to occupy foreshore, Puponga, as site for wharf.
" 5	Fixes harbour light dues for Nelson.
" 16	Approves plans of J. J. Craig's wharf, Auckland Harbour.
" 16	Revokes Order in Council licensing W. Hayes to occupy foreshore, Whangaroa.
" 30	Approves plans of proposed raising of eastern breakwater, Westport.
" 30	Revokes Order in Council licensing J. A. Anderson to occupy foreshore, Otago Harbour, as site for boat-shed.
" 30	Vests management of Kawhia Wharf in trustees.
July 3	Approves plans of Waitemata County Council's wharf at Waiwera River.
" 3	Licenses Waitemata County Council to occupy foreshore, Waiwera River, as site for wharf.
" 7	Approves plan of inner breastwork, westward of Hobson Street, Auckland.
" 21	Approves of Westport Harbour Board extending goods-shed accommodation on Westport Wharf.
" 21	Fixes dues, &c., for Rangiora Timber Company's wharf, Hokianga.
Aug. 6	Approves of Westport Harbour Board erecting verandah at Granity Creek Station.
" 6	Approves of Westport Harbour Board procuring canopies and covers for open trucks for Westport-Mokihinui Railway.
" 25	Approves plan for removal of shingle in Hutt River.
Sept. 1	Approves plan of Northern Union Steamboat Company's wharf, Hore Hore, Kaipara.
" 1	Licenses Northern Union Steamboat Company to occupy foreshore, Hore Hore, as site for wharf.
" 1	Approves plan of western breakwater, Patea.
" 1	Makes special order authorising Patea Harbour Board to construct western breakwater, Patea.
Oct. 23	Approves alteration of seaward end of landing-jetty, Cape Turnagain.
" 23	Approves plans of George Mackie's wharf, Glory Harbour, Stewart Island.
" 23	Licenses George Mackie to occupy foreshore, Glory Harbour, as site for wharf.
" 27	Approves plan of extension of concrete sea-wall, Te Aro, Wellington.
" 27	Approves plans of S. J. Best's landing-stage, Whau Creek, Auckland Harbour.
Nov. 1	Approves plans of Awhitu Road Board's wharves at Graham's Beach and Orua Bay, Manukau.
" 1	Licenses Awhitu Road Board to occupy foreshore, Graham's Beach and Orua Bay, as sites for wharves.
" 1	Approves plan of Waipipi Road Board's wharf at Sandspit Point, Manukau.
" 1	Licenses Waipipi Road Board to occupy foreshore at Sandspit Point as site for wharf.
" 1	Makes special order authorising construction of tidal dock and wharf in lagoon at Greymouth.
" 29	Approves plan of concrete sea-wall and extension of Tory Street watercourse, Te Aro, Wellington.
" 29	Approves Okain's Bay Road Board constructing bridge with moveable platform in place of opening-space as approved.
" 29	Approves plan of line of training-wall in Otago Harbour.
" 29	Approves plan of stone loading-jetty, Otago Harbour.
Dec. 5	Approves plans of widening and reconstruction of Railway Wharf, Wellington.
" 15	Approves plan of proposed shelter-shed, Waterloo Quay, Wellington.
" 23	Approves plan of Opotiki Town Board's wharf and store at Opotiki.
" 23	Licenses Opotiki Town Board to occupy foreshore, Opotiki, as site for wharf and store.
1903.	
Jan. 5	Revokes Order in Council licensing J. Smyth and Co. to occupy foreshore, Kennedy Bay, as site for boom.
" 10	Makes regulations for election of members of Bluff Harbour Board.
" 20	Vests management of jetty and shed, Waikouaiti River, in Karitane Domain Board.
" 20	Appoints Job Lines member of Westport Harbour Board.
" 26	Approves plans of Andrew Kelly's proposed wharf, Opunake.
" 26	Licenses Andrew Kelly to occupy foreshore, Opunake, as site for wharf.
" 30	Amends regulations as to election of members of Harbour Boards by local bodies.
" 30	Approves plan of Joseph Fell's building on foreshore at Kouto, Hokianga.
" 30	Licenses Joseph Fell to occupy foreshore, Kouto, as site for building for ship- and boat-building purposes.
Feb. 13	Approves plans of T. P. Burdett's booms, Wairoa River, Kaipara.
" 13	Licenses T. P. Burdett to occupy foreshore, Wairoa River, as site for booms.
" 28	Makes general harbour regulations relating to transhipment of coal.
March 9	Approves plans of widening Evans Bay and Seatoun Roads, Wellington Harbour.
" 9	Validates election of members of Mokau Harbour Board.
" 16	Approves plan of Kauri Timber Company's reclamation, Hokianga.
" 16	Licenses Kauri Timber Company to occupy foreshore, Hokianga, as site for reclamation in connection with wharf.
" 19	Approves plans of breastwork-staging, north-west of Glasgow Wharf, Wellington.
" 19	Approves plans of Puponga Coal and Gold Mining Company's wharf, Golden Bay.
" 19	Licenses Puponga Coal and Gold Mining Company (Limited) to occupy foreshore, Golden Bay, as site for wharf.

RETURN of ACCIDENTS to SEAMEN and Others on board Ship reported to the Marine Department during the Financial Year ended the 31st March, 1903.

Date of Accident.	Name of Vessel, Port of Registry, and Official Number.	Name of Person injured.	Nature of Injury: Fatal or otherwise.	Place where Accident occurred.	Particulars as to Accident and its Cause, and Verdict of Jury where Coroner's Inquest held.
1901. Sept. 23	Kennedy, s.s., Nelson, 52361 ..	D. McRae ..	Knee injured ..	Nelson ..	D. McRae was injured on board ship through his knee being jammed while engaged in shifting a dredge-bucket in the ship's hold. He was sent to the Nelson Hospital for treatment.
1902. Jan. 8	Charles Edward, s.s., Nelson, 47850 ..	F. Birch ..	Thumb injured ..	Nelson ..	The cook, F. Birch, chopped a piece off the end of his thumb.
" 16	Ditto	J. C. Hall ..	Fall ..	" ..	J. C. Hall, seaman, reported that he had a fall from a ladder while painting funnel of steamer.
Mar. 18	Kumara, s.s., Southampton, 110258 ..	W. C. H. Plunkett, A.B. ..	Drowned ..	Lat. 47° 6' S.; long. 120° 10' E.	An A.B., W. C. H. Plunkett, while engaged in setting the fore-sail was knocked overboard and lost. While the Court of Inquiry was of opinion that everything was done after the accident to save the man's life, yet it considered the captain, chief and second officers were deserving of censure for neglect of various duties, and ordered them to pay costs of inquiry.
April 18	Hauptiri, s.s., Dunedin, 89094 ..	John McNeill, labourer ..	Fatal ..	Greymouth ..	Deceased died from injuries received through accidentally falling down hold of s.s. "Hauptiri." His hat was blown down the hold, and recovering it he fell in going on deck. He was removed to the hospital, where he died on 23rd April.
" 28	Rio, Sydney, 89207 ..	Thomas Beveridge, A.B. ..	Fatal ..	Lat. 35° 33' S.; long. 155° 06' E. On voyage from Clarence River to Auckland	An A.B., Thomas Beveridge, was washed overboard while vessel was laying to during heavy weather.
April 30	Kumara, s.s., Southampton, 110258 ..	Edward Morrison, A.B. ..	Ribs fractured ..	Lyttelton ..	While engaged cleaning paintwork on hurricane-deck, the stool on which Edward Morrison, A.B., was standing to reach his work slipped, and he fell on to it, injuring his ribs.
May 8	Kinfauns, Dundee, 93465 ..	Gordon Trahair, O.S. ..	Fatal ..	Lat. 42° S.; long. 2° 10' E. On voyage from Liverpool to Wellington	An O.S., Gordon Trahair, while furling the fore-royal, fell from aloft overboard and was drowned.
28	Corinna, s.s., Launceston, 79252 ..	R. Crawley, A.B. ..	Right hand lacerated and ribs broken ..	Oamaru ..	R. Crawley, A.B., while assisting in discharge of cargo was attending to the rope on winch-end, and in some inexplicable manner his right hand got caught, and he was dragged round the barrel of the winch several times whilst it was in motion. On removal to the hospital it was found that the thumb of his right hand was badly lacerated, and several of his ribs on the right side broken.
June 3	Rosamond, s.s., Dunedin, 89594 ..	A. Schultze, A.B. ..	Bruised arm ..	Greymouth ..	A. Schultze, A.B., was working on a staging alongside vessel, and in getting aboard slipped and fell upon his arm. He was attended by a doctor, who did not consider the injury serious enough to warrant his staying ashore, and the man left in the ship the same evening for Lyttelton.
" 21	Hawk, Auckland 102337 ..	Frederick Irving, master ..	Fatal ..	Freeman's Bay, Auckland ..	The master, Frederick Irving, was working with a mate discharging logs, when he accidentally got between two logs, which crushed his legs. He died in the Auckland Hospital the same day.
July 4	Corinna, s.s., Launceston, 79252 ..	Joseph Byfield ..	Hand torn ..	Wharf, Greymouth ..	A labourer, Joseph Byfield, employed in discharging cargo from the Corinna, was rolling truck-wheels along the wharf, when he was struck by a sling of cargo and his hand was badly torn.

RETURN of ACCIDENTS to SEAMEN and Others on board Ship reported to the Marine Department, &c.—*continued*.

Date of Accident.	Name of Vessel, Port of Registry, and Official Number.	Name of Person injured.	Nature of Injury: Fatal or otherwise.	Place where Accident occurred.	Particulars as to Accident and its Cause, and Verdict of Jury where Coroner's Inquest held.
1902.					
" 12	Te Anau, s.s., Dunedin, 752925	George Murphy	Fatal ..	Queen Street Wharf, Auckland	George Murphy, a wharf-labourer, while employed on board the Te Anau loading cargo, was fatally injured by the breaking of the derrick, and died the next day. Verdict: That cause of death was fracture of the base of the skull, and that the said George Murphy came by his death accidentally and by misfortune.
" 14	Ruapehu, s.s., Plymouth, 11357	James Burman	Fatal ..	Queen's Wharf, Wellington	A labourer, James Burman, while employed unloading the Ruapehu, fell down the hold and fractured his skull. He was removed to the hospital, where he died the next day. Verdict: Death due to fracture of the skull caused by falling down the hold.
" 19	Mercedes, s.s., London, 114846	Mak Chin ..	Fatal ..	Buller River, Westport	A Chinese fireman, Mak Chin, while employed in trimming coal in bunker, was buried with a fall of coal. Verdict of jury: Accidental death through suffocation.
" 19	Dandy, scow, Auckland, 102335	Wm. McNaughton, A.B.	Fatal ..	Auckland..	Wm. McNaughton, A.B., while engaged taking anchor on board, fell overboard just as vessel got under weigh and was drowned.
" 30	Kennedy, s.s., Nelson, 52361 ..	C. August ..	Head injured ..	Nelson ..	Owing to some bars of iron slipping from a sling, the second mate, C. August, was injured about the head, and was sent to Nelson Hospital for treatment.
Aug. 10	Rototi, s.s., Dunedin, 101481..	Duncan Gray ..	Head injured ..	Queen's Wharf, Wellington	Duncan Gray, A.B., was in the hold stowing away luggage, and on returning to the deck slipped and fell a distance of about 14 ft. After being attended to by the doctor he was removed to the hospital in an unconscious state.
" 10	Sir Henry, Sydney, 93566 ..	Ernest Malmberg, A.B.	Drowned	Cook Strait	During a heavy gale and sea Ernest Malmberg, A.B., was
Sept. 1	Ronga, schooner, Lyttelton, 76076	William Harms, O.S. ..	Thumb injured ..	Off Brothers, Cook Strait	While making fast the main-topmast-stay sail W. Harms, O.S., injured his thumb, and on arrival at Lyttelton was sent to hospital for treatment.
" 29	Poherua, s.s., Dunedin, 98061..	Robert Hull, donkeyman	Rib broken ..	At sea ..	As Robert Hull was going down into ship's forecandle to turn in, vessel gave a heavy lurch, and the handrail attached to the ladder giving way, he was thrown on to the forecandle-deck, breaking a rib. He was sent to the hospital on arrival at Lyttelton.
Oct. 6	La Bella, Lyttelton, 76077 ..	Clarence Anniss, boy ..	Leg fractured ..	Timaru ..	Clarence Anniss, a boy employed on board, had his leg broken by a basket of coal striking him in discharging cargo.
" 12	Awarua, p.s., Auckland, 57650	Charles Dawson, passenger	Drowning ..	3½ miles off Kaitoke Beach, Great Barrier Island	Charles Dawson, a guest on board, standing on sponson attempting to get a bucket of water was dragged overboard and drowned.
Nov. 10	Karamea, s.s., Southampton, 110964	A. T. Watson, boatswain	Loss of arm ..	Glasgow Wharf, Wellington..	A. T. Watson, boatswain, was driving a winch on board, and at the same time attending a rope, when his left arm was caught round the barrel of the winch and torn from his body. He was attended by two doctors, and afterwards removed to the hospital for further treatment.
" 25	Kennedy, s.s., Nelson, 52361 ..	H. Sloss ..	Scalded ..	Nelson ..	H. Sloss, steward's assistant, was scalded through accidentally stumbling on deck while carrying a bucket of boiling water. He was sent to the hospital for treatment.

RETURN OF ACCIDENTS TO SEAMEN and Others on board Ship reported to the Marine Department, &c.—continued.

Date of Accident.	Name of Vessel, Port of Registry, and Official Number.	Name of Person injured.	Nature of Injury: Fatal or otherwise.	Place where Accident occurred.	Particulars as to Accident and its Cause, and Verdict of Jury where Coroner's Inquest held.
1902. Dec. 27	Oreti, s.s., Wellington, 75219.	Herald Manning, A.B. . .	Severe shaking . . .	Greymouth . . .	Herbert Manning, A.B., was removing the hatches, and standing on a part of the hatch which had already been partly removed; he fell down the hold, sustaining so severe a shaking that it was deemed advisable to remove him to the hospital.
1903. Jan. 5	Letterewe, Liverpool, 76394 . .	George Francis, A.B. . .	Fatal . . .	Queen's Wharf, Wellington	washed overboard and drowned. George Francis, A.B., was, in the ordinary course of his duties, engaged in unshackling the lower-topsail sheets. Having finished the work, and when getting up off the foot-rope, he missed his footing and fell to the deck, a distance of 50 ft., and was killed instantaneously. Verdict: Accidental death.
"	7 Westralia, s.s., Melbourne, 106415	Walter Arkins, chief engineer	Broken collar-bone . . .	Gisborne . . .	Walter Arkins, chief engineer, slipped on the deck, breaking his collarbone, and was removed to hospital on vessel's arrival in Wellington.
"	9 Kumara, s.s., Southampton, 110258	Thomas Edwin Jackson, A.B.	Loss of left thumb . . .	Lyttelton . . .	T. E. Jackson, A.B. while putting a stopper on the tow-rope, lost his thumb, the tug going ahead before the men could make the rope fast to the bitts, in consequence of which his thumb was jammed between the stopper and the tow-rope and taken off.
"	9 Corinthic, s.s., Liverpool, 115296	William Cocklin, fireman	Broken thigh-bone . . .	Wellington . . .	William Cocklin, fireman, went on board under the influence of drink, and, although ordered by the chief engineer to go and lie down for a while, he began to assist four other men who were standing on a plank cleaning the inside of the engine-room skylight, and while thus engaged he overbalanced and fell a distance of about 30 ft., breaking his thigh-bone.
"	10 Corinthic, s.s., Liverpool, 115296	Frederick Field, labourer	Fatal . . .	Wellington . . .	Frederick Field, a labourer, was engaged discharging coal from the hulk "Oceola," into the "Corinthic." He was on a tramway on the steamer attending to the baskets full of coal, when one basket overturned, causing him to fall between the hulk and the steamer into the water. In falling he struck the hulk, and was much cut about the head and face, and six ribs were broken. He was removed to the hospital, where he died soon afterwards. Verdict: We find that Frederick Field's death was caused by a fall while coaling on board the s.s. "Corinthic," such fall being accidental. We wish to add that no precautions were provided for preventing such an accident, and we recommend that special provision be made in future when similar work is being done.
"	22 Victoria, s.s., Melbourne, 110956	Mrs. A. W. Coulter, fore-cabin stewardess	Drowned . . .	Alongside wharf, Dunedin . .	On returning to vessel at 11 o'clock at night, Mrs. Coulter fell over wharf and was drowned. Verdict: Accidental death. The jury added a rider calling attention to necessity for wharves being better lighted, and for chains or ropes to be provided to prevent similar accidents in future.
Mar. 9	Corinna, s.s., Launceston, 79252	J. Lucas, fireman . .	Injury to left elbow . . .	At sea . . .	After calling watch and returning to his duties, J. Lucas slipped on an iron plate and fell, hurting his left elbow.

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the Marine Department from the 1st April, 1902, to the 31st March, 1903.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register Tonnage.	Number of		Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Cargo.	Nature of		Direction.	Force.		
1902. March 18	Kumara, s.s. ..	Schooner	3906	..	Loss of life only	Lat. 47° 6' S., long. 120° 10' E.	..	..	An A.B., W. C. H. Plunkett, was knocked overboard and lost. While the Court was of opinion that everything was done after the accident to save the man's life, yet it considered the captain, the chief officer, and second officer deserving of censure for neglect of various duties, and ordered them to pay the costs of inquiry, £11 11s.	William Scotland.
April 8	Angola, s.s., 4 years, A Lloyd's	Schooner	2800	32	Shaft flawed ..	Timaru ..	..	..	On vessel's arrival at Timaru a flaw extending over one-third round shaft was discovered in No. 3 length of tunnel-shafting. Three new lengths of shafting, including thrust-shaft, were fitted in Lyttelton before vessel proceeded on voyage	R. Carruther.
" 18	Napier, s.s., 32 years	Schooner	48	6	Breakdown of machinery	On voyage Dunedin to Bluff	..	..	Caused through crack in feed-pump ..	Peter Andrew Lyders.
" 24	Heathfield, 8 years	Barque..	1534	24	Spring a leak	30 miles off Holyhead, Irish Channel. On voyage from Liverpool to Wellington	S.	Gale ..	Vessel encountered heavy gales and high seas after leaving port, causing her to strain, whereby she made water	James Fraser.
" 27	Mokau, s.s., 6 months	Schooner	98	9	Fire on board; partial loss	At wharf inside Mokau Heads	N.E.	Strong breeze	Court found that fire occurred through wooden partition in boiler-room igniting from stove-pipe, and that the master was to blame in not taking warning by a previous partial ignition of the woodwork, and neglecting to have any hose or pump workable from deck and a proper watch kept while furnace and stove fires were burning. He was ordered to pay £10 7s. 8d., costs of the inquiry	Alfred Jonas.
" 28	Rio, 21 years ..	Schooner	289	..	Loss of life only	Lat. 35° 33' S., long. 155° 6' E. On voyage from Clarence River to Auckland		Heavy gale	While vessel was hove-to on starboard tack during heavy weather an A.B., Thomas Beveridge, was washed overboard by heavy sea and lost	H. C. Spruitt.
May 8	Kinfauns, 16 years	Barque..	981	18	Loss of life only	Lat. 42° S., long. 2° 10' E. On voyage from Liverpool to Wellington	W.N.W.	Fresh breeze	An O.S., Gordon Trahair, while furling the fore-royal, fell from aloft overboard and was drowned	Alexander Martin Creighton.
" 13	Ururoa, 2 years	Schooner	196	9	Stranded; partial loss	Reef off Cape Campbell	S.W.	Strong breeze	Master was held to be blamable in that he should have given more definite instructions as to the time he should be called, or that he should have instructed the mate to keep the deck till the danger off Cape Campbell was passed. The instructions he gave to the boatswain were too indefinite, leaving too much to the judgment of an uncertificated seaman. He was ordered to pay the cost of the inquiry, £4 4s.	Charles Ludvig Olsen.

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register Tonnage.	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1902. May 14	Gladys, 12 years	Barque..	1345	20	..	General	Damage, by heavy sea	..	Lat. 42° S., long. 162° E. On voyage Liverpool to Wellington	W.S.W.	Hurricane	Vessel was lying-to, when an exceptionally heavy sea struck starboard bulwark and flattened it in on the deck for about 140 ft., damaging the deck-house and causing the fore-topmast, main-topgallant-mast, and mizzen topmast to carry away, and washing two boats overboard	Alexander Bedward Foote.
June 3	Kanieri, s.s., 15 years	Schooner	115	14	6	General	Stranded; partial loss	..	Sandbank on south side of entrance to Waitara River	N.E.	Light ..	Casualty caused through defective steering-qualities of vessel, accentuated by lightness of her draught	James Harvey Smith.
"	23 Ardencraig, 16 years	Ship ..	1969	28	..	Nickel-ore	Loss of masts	..	Lat. 31° 4' S., long. 168° E. On voyage from New Caledonia to Rotterdam	S.S.E.	Moderate gale	Vessel was dismasted during gale, and was picked up and towed into Russell by H.M.S. "Archer." Casualty supposed to have been caused through defective stowage of cargo	William Foster Ritchie.
"	25 Jane Douglas, s.s., 27 years	Schooner	75	8	..	Coal and general	Stranded; no damage	..	North Spit, Hokitika River	W.S.W.	Fresh breeze	Vessel took the ground when crossing the bar, being thrown out of her course slightly by the heavy sea	James Jamieson.
"	28 Waimate, s.s., 6 years	Schooner	3629	..	3	General	Stranded; no damage	..	Entrance to Rangitoto Channel, Auckland	S.E.	Fresh breeze	In altering course to avoid collision with another steamer, vessel grounded on mud-bank in channel	Joseph John Hamon.
July 5	Jessie Niccol, 32 years	Schooner	93	6	..	Ballast..	Collision; slight damage	..	Off Pipitea Point, Wellington Harbour	N. to N.E.	Moderate breeze	In getting the "Jessie Niccol" under way the sails filled on the wrong tack. She was kept away to clear the s.s. "Southern Cross," lying at anchor, but she would not pay off, there being no way on for steering purposes, and she drifted on to the steamer's port quarter	Robert Albert Grono.
"	5 Southern Cross, s.s.	Schooner	175	..	..	None ..	Collision; no damage	..	Alongside wharf, Bluff Harbour	..	..	S.s. "Monowai" in coming up to the wharf struck the stern of the "Herald," causing slight damage	T. Dewhurst.
"	7 Herald, s.s., 18 years	Schooner	370	20	..	Coal ..	Collision; slight damage	..	Tory Shoal, Kaipara ..	S.E.	Fresh ..	Vessel touched slightly on shoal during S.E. rain-squall, buoy being obscured	Daniel McKenzie.
"	10 Huia, 8 years ..	Schooner	200	8	..	Timber..	Stranded; no damage	..	Opposite Bushy Point, New River	..	..	Vessel got slightly out of fairway in the dark and took the ground	Hugh McGilvray.
"	10 Invercargill, s.s., 7 years	Schooner	123	11	..	General	Stranded; partial loss	..	Wanganui River ..	S.E.	Light ..	Casualty caused through "Lizzie Taylor" not answering her helm	(Daniel Savi- dent. Charles Watch- lin.
"	16 Torea, 4 years..	Schooner	133	7	..	Coal and timber	Collision; slight damage	..	1½ miles from south end Boulder Bank, Nelson	S.W.	Stiff breeze	Thomas Reeves, an A.B., holding no master's certificate, undertook to bring vessel from Monterey to Nelson. Court held that it was rash on his part to have ventured to bring the vessel over by himself, knowing that she was in a leaky state and almost without ballast, and that she had no boat or life-saving appliances. He was ordered to pay £2 towards cost of inquiry.	
"	16 Lizzie Taylor, 10 years	Schooner	77	6	..	Ballast ..	Collision; slight damage	..					
"	19 Felicity, 16 years	Ketch ..	27	1	..	Nil ..	Foundered; partial loss	..					

RETURN OF WRECKS AND CASUALTIES TO SHIPPING reported to the Marine Department—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Registered Tonnage	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1902. July 21	Tarawera, s.s., 29 years	Schooner	1269	52	19	General	Stranded; partial loss.	..	West side of wharf, Napier Breakwater	..	..	Reversing-gear of engine broke suddenly as she was going up to the wharf, and she ran on to the beach, not being able to get the engines to work astern	Norman Beaumont.
"	Jessie Niccol, 30 years	Schooner	93	6	..	Timber..	Collision; slight damage	..	Alongside wharf, Grey-mouth	..	..	Owing to range in river the stern-lines of "Carin" parted, and she ran ahead into the "Jessie Niccol," carrying away her stern rail and wheel	R. A. Grono.
"	Carin, 26 years	Schooner	216	9	..	Timber..	Collision; no damage	..		..	..		T. V. Sundberg.
Aug. 10	Sir Henry, 11 years	Schooner	95	6	..	Ballast..	Loss of life only	1	Cook Strait ..	S.S.E.	Gale ..	During heavy gale and sea vessel took a heavy lurch to starboard and a heavy sea broke on board, washing Ernest Malmberg, A.B., overboard. At the same time the ballast shifted, causing a heavy list to vessel, which made it impossible to render him any assistance	Charles Bonner.
"	15 Oreti, s.s., 25 years	Schooner	117	12	2	Cattle ..	Stranded; no damage	..	Farewell Spit	S.E.	Strong breeze	Vessel had no certificated officer on watch at time of casualty, and the seaman in charge of the deck failed to call the master, and such negligence was the cause of the casualty. Master was negligent in not remaining on deck when he must have known the vessel was approaching a somewhat hazardous part of the coast. His certificate was suspended for three months, and he was ordered to pay £8 11s. costs of inquiry.	Oscar Jarman.
"	20 Taviuni, s.s., 10 years	Schooner	901	39	5	Fruit ..	Breaking of tail-shaft	..	About 5 miles S.E. of Ariel Reef, East Coast, North Island	S.S.E.	Strong breeze	Stern-shaft broke through a fault inherent in the shaft gradually working out to the outside	George Alfred Lobb.
"	24 County of Ayr, 38 years	Barque..	498	11	..	Ballast..	Damage to plates and frames	..	Jervois Quay, Wellington Harbour	N.W.	Whole gale	Casualty caused by coal-hulk "Gazelle," moored alongside, bumping heavily against side of ship, and causing ship to bump heavily against wharf	William Tulloch.
24 (about)	Timaru, 15 years	Barque..	354	11	..	Ballast & produce	Supposed foundered; total loss	Supposed 11 (all hands)	Supposed Cook Strait, on voyage from Lyttelton to Kaipara	..	..	Vessel left Lyttelton on 16th August for Kaipara, and was last seen by the schooner "Morning Light" on 24th August off Kaipara, the weather then being very heavy. She is supposed to have foundered with the loss of all hands	Alfred Johansen.
Sept. 1	Hinemoa, s.s., 27 years	Schooner	282	30	3	Lighthouse stores & material	Stranded; partial loss	..	Kaipara Bar ..	W.S.W.	Fresh breeze	While engaged surveying bar and channel vessel touched heavily on a shoal-bank	John Bollons.
"	4 Whakatane, s.s., 2 years	Schooner	3786	78	7	Wool and frozen meat	Stranded; no damage	..	About 1½ miles north of entrance to Timaru Harbour	Variable	Light ..	Casualty caused by heavy fog coming down and enveloping ship while making entrance to harbour. Vessel touched ground slightly	Reginald Claudius Clifford.
"	11 Ronga, 2 years	Schooner	93	6	..	Ballast..	Vessel capsized	..	Off Ram's Head, Pelorus Sound	S.S.E.	Squally	Vessel was too heavily sparred, and the only additional precaution master could have taken was the reefing of the foresail.	Otto Edward Peterson.

RETURN OF WRECKS AND CASUALTIES TO SHIPPING reported to the Marine Department—continued.

H.—15.

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Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register Tonnage.	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew.	Passen- gers.	Cargo.	Casualty.			Direction.	Force.		
1902.													
Sept. 17	Hjertnes (of Norway), 11 years	Barque ..	711	12	..	Ballast ..	Loss of anchors and cables	..	Shoals, entrance to Kaipara Harbour	W.S.W.	Strong breeze	Vessel being of shallow draught made considerable drift in seaway. Master, after sighting light, was afraid she might, if kept hove-to, drift into breakers before daylight, so preferred risk of standing in before marks or signals were distinguishable	T. G. Rove.
"	Emerald (of Norway), 22 years	Barque ..	745	14	..	Ballast ..	Stranded; partial loss	..	Inner Shoals, Kaipara Entrance	S.W.	Fresh breeze	Master could not from outside bar distinguish any marks on land. As swell was setting vessel inshore master, seeing an opening in the break, surmised it to be the channel and stood in, and did not find it was not the proper channel until too far in to risk working vessel out again against the heavy sea running	Launtz Walle.
"	Samuel Plimsoll, 29 years	Ship ..	1459	24	..	General	Loss of masts	..	60 miles S.E. of Cape Saunders. On voyage from Glasgow to Dunedin	S.W.	Whole gale	Vessel when close to destination was caught in heavy S.W. gale, and lay-to under lower main-topsail only, rolling heavily. She finally rolled the main and mizzen masts clean out of her	Alexander Jaffray.
"	Concordia (of Russia), 16 years	Barque ..	949	17	..	Ballast ..	Stranded; partial loss	1	14 miles south of Kaipara Heads	..	Heavy gale	Vessel was driven on shore by heavy gale. She was subsequently sold, and relaunched by the purchasers	M. Wickman.
Oct. 12	Awarua, p.s., 18 years	Schooner	100	7	9	Cattle ..	Loss of life only	1	3½ miles off Kaitoke Beach, Great Barrier	S.W.	Fresh breeze	Charles Dawson (a passenger guest), in attempting to get a bucket of water while standing aft on the starboard sponson, was dragged overboard and drowned	Lauchlan Alexander McLean.
"	Lizzie Taylor, 10 years	Schooner	77	5	..	Produce	Stranded; partial loss	..	North Spit, Wanganni River	S.	Light ..	In weighing anchor and setting sails to take bar in accordance with signals, vessel drifted some distance toward north. Pilot should have signalled to the master to tack to the west so as to bring her into position, and master should have cast his lead and taken soundings as he approached the bar-channel	Thomas Lowery.
"	May, 33 years..	Schooner	237	7	..	Timber..	Stranded; total loss	6	On coast midway between Kaipara and Manukau	..	Whole gale	Vessel was in tow of s.s. "Pilot," and cast off tow-line by order of master of "May," which was unable to get off lee-shore during a gale which arose very suddenly with very heavy sea. The master and five of the crew were drowned	John Urquhart.
"	Ventnor, s.s., 1 year	Schooner	2581	40	..	Coal, Chinese cof- fins, and fungus	Foundered; total loss	13	Off entrance to Hokianga River	..	..	Vessel left Wellington for Hongkong on the 26th October, but got out of the course alleged to have been set to clear Cape Egmont, and she struck on rocks, probably near Opunake. Master decided to proceed to Auckland; but at 9 p.m., when a little distance south and west of Hokianga Heads, the fore bulkhead gave way and the vessel foundered, the master and twelve others being drawn down as vessel sank. Responsibility for casualty rested on master alone, and the officers were exonerated and their certificates returned to them	Henry George Ferry.

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the Marine Department—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register Tonnage.	Number of		Nature of		Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.		Direction.	Force.		
1902.												
Oct. 31	Jane Douglas, s.s., 27 years	Schooner	75	9	..	General	Stranded; slight damage	Mouth of Hokitika River	Calm	..	Casualty caused by vessel failing to answer her helm owing to tide catching her bow, and the channel being too narrow and crooked to give room to turn	James Jamieson.
Nov. 9	Elingamite, s.s., 15 years	Schooner	1675	58	136	General	Stranded; total loss	Western King, Three Kings Islands	..	..	Vessel was going slow when she struck on the Three Kings in a fog. Court found that master was guilty of grossly negligent navigation, and that after the wreck he committed a grave error of judgment in allowing No. 1 boat to leave the ship, and to leave with only half the complement of people the boat was able to carry. The master and first officer were to blame for not having all the boats properly equipped, and the tackle exercised in boat-drill. The rafts were abandoned by the boats. Those in the boats should have stood by the rafts as long as possible. The master and officers should have kept both rafts together until a concerted plan of action was arrived at. While returning the certificates of the first and second officers to them, the Court was of opinion that their conduct was not commendable either in handling the boats or in leaving passengers adrift on rafts. The Court ordered the certificate of the master to be suspended for one year, and to pay £50 towards the cost of inquiry	Ernest Bacot Atwood.
" 15	Eliza Firth, 8 years	Brigantine	143	8	..	Produce	Loss of mast..	Queen Charlotte Sound	N.W.	Hurricane	Foremast cut away to save ship going ashore in a gale	John Frederick Hansen.
" 25	Aotea, s.s., 6 months	Schooner	90	13	..	None	Stranded; partial loss	Lizard Island, Queensland	S.E.	Moderate	Casualty caused through wrong course being steered. The navigation was handed over by the master to the chief officer, which the Court considered to be by no means desirable. The master's certificate was suspended for three months, and the chief officer was severely censured for not ascertaining the ship's position more accurately before altering the course to the southward	Matthew John Bunney.
Dec. 11	Athenic, s.s., 1 year	Schooner, 4-masted	7883 124	7	..	General	Stranded; no damage	Wellington Harbour	N.N.W.	Moderate	Vessel was proceeding down Wellington Harbour when she took the ground at a place where shoaling had occurred without the knowledge of the authorities. She remained aground between 5 and 6 hours, when she floated off with the rising tide	Charles Howard Kempson.

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the Marine Department—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register Tonnage	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1902.													
Dec. 14	Phantom, s.s., 7 years	Schooner	18	5	..	Fish ..	Stranded; no damage	..	Extreme north end of North Spit, Wairau bar	N.E.	Light ..	Casualty caused through heel of vessel striking bottom, causing the vessel to pay off with a heavy trawl astern. Engines could not be reversed to go astern, and she drifted further on the Spit and stranded	Carl August Nielsen.
"	16 Oreti, s.s., 25 years	Schooner	116	12	1	Coal ..	Stranded; no damage	..	Entrance to Wanganui River	W.	Gale ..	Vessel touched training-wall in entering river. Casualty caused by vessel failing to answer her helm owing to strong wind blowing and heavy set of tide	Oliver Powell.
"	16 Taviuni, s.s., 13 years	Schooner	1465	38	49	Fruit ..	Stranded; partial loss	..	Off Rough Rock Buoy, Auckland Harbour	..	..	Vessel was slowed down and stopped on account of fog, and was carried by tide on to danger	G. A. Lobb.
"	25 Duchess, s.s., 5 years	Cutter ..	60	6	130	None ..	Stranded; no damage	..	1 mile north of wharf, Day's Bay, Wellington Harbour	..	Calm ..	Stranded caused by vessel not being stopped or anchored when fog came on	James Jones.
1903.													
Jan. 5	Gairloch, s.s., 18 years	Schooner	211	22	..	General	Stranded; total loss	..	Oakura Reef, 3 miles north of Cape Egmont	W.	Moderate	Master committed an error of judgment in hugging land so closely on so dark a night. His certificate was suspended for three months, and he was ordered to pay £10 towards cost of inquiry	Arthur Henry Austen.
"	9 Opotiki, 32 years	Schooner	38	3	..	Ballast..	Stranded; total loss	..	Lady Franklin Bank, Kaipara Harbour	W.	Moderate breeze	Whilst vessel heading for sandbank, and in the act of putting the helm down to come in stays, the upper pin of rudder unshipped, rendering rudder unworkable. Anchor was immediately let go and sails lowered, but vessel was too close to shore to pay out sufficient chain to hold her in position. The tide and swell drove her into the broken water and up on the shoal, where she eventually got badly strained and filled	Julius Barry.
"	11 Moerangi, oil-engine vessel, 2 years	Launch..	16	2	163	..	Collision; no damage	..	Opposite Macandrew's Bay, Otago Harbour	..	..	Collision due to masters racing their vessels, and to the "Moerangi" not keeping out of the "Onslow's" way when the former was the overtaking vessel. The "Onslow" should also have taken the starboard instead of the port side of the channel. Master of "Moerangi" ordered to pay £6 12s., and master of "Onslow" £3 6s. towards cost of inquiry	Thomas Anderson.
"	11 Onslow, s.s., 14 years	Cutter ..	16	2	140	..	Collision; no damage	..	Wanganui Roadstead, and off Terawhiti	E.	Light ..	Fire caused through spontaneous combustion of coal in bunkers	Clifford Williams.
"	16 Waikato, s.s., 11 years	Schooner	3070	51	..	N.Z. produce	Fire on board; no damage	..	Railway Wharf, Nelson	..	Calm ..	Peculiarity of tide near wharf caused vessel to run into wharf stern first, twisting rudder-post and damaging steering-gear	Herbert C. Kiddle.
"	16 Wellington, 29 years	Ship ..	1247	27	..	General	Collision; partial loss	..	Reef, about two cables off south-west corner of Kawanui Island, Hauraki Gulf	E.N.E.	Strong ..	Vessel was running behind Kawanui for shelter, the landmarks not being visible, when a wash on the reef was seen, and the vessel paid off, but struck in about 30 seconds. She was subsequently floated off and brought to Auckland for repairs	Charles Thomas.
"	19 Waikonini, 11 years	Schooner	60	4	..	None ..	Stranded; partial loss	..					Frederick Jensen.

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
			Crew	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1903. Jan. 31	Gladys, 12 years	Barque..	20	..	Wool ..	Stranded; slight damage	..	Kaite Beach, Poverty Bay	N.W. and S.W.	Gentle breeze	At time of lifting anchor wind was N.W., but before vessel gathered headway wind shifted to W.S.W. and cautioned her the reverse way on to the port tack. Yards were then thrown aback to send her head off, and as soon as she appeared not to go off anchor was let go. Shortly after she grounded forward	Alexander Bedward Foote.
Feb. 5	Ngaru, 5 years..	Schooner	66	5 ..	General	Stranded; partial loss	..	Big River, Kahurangi Point	..	From N.E.	Accident occurred through great rush of storm-water breaking the backing-rope of kedje off port bow, and kedje dragged home. Vessel was then swept with great force on to the rocks on starboard side of creek.	Francis Fletcher.
" 6	Machrihanish, 19 years	Ship ..	1641	26 ..	Wool ..	Fire on board; partial loss	..	Alongside Wool-wharf, Wellington Harbour	..	..	Court found that the officers were free from all blame in the matter; but that the fire was not the result of accident but of design, although there was not sufficient evidence beyond a suspicion to point out those who carried out the design	Ernest Laurence And on.
" 17	Wakatu, s.s., 25 years	Schooner	95	14 ..	General	Stranded; no damage	..	Davidson's Rock, North Bay, Kaikoura Peninsula	Calm..	..	Vessel touched rocks during fog. Master appears to have done all he could to find his position: navigating with all caution, sounding, and going slow, and being himself on the look-out	James Wills.
" 21	Lizzie Taylor, 10 years	Ketch ..	77	5 ..	Flour ..	Stranded; on damage	..	South Spit, Wanganui Bay	N.W.	..	Casualty caused by wind failing ..	Thomas Lowery
" 26	Penguin, s.s., 38 years	Schooner	517	40 53	General	Stranded; partial loss	..	Waihi Point, Jackson's Head	Calm..	..	Stranding due to dense fog enveloping ship at a critical time when nearer land than on her usual course. This nearness was due to current. Master and officers were acquitted of all blame, and Court considered their conduct after the occurrence worthy of all praise	Charles McArthur.
" 26	Rimu, s.s., 4 years	Schooner	144	16 ..	Ballast..	Stranded; no damage	..	1 mile east of Farewell Spit Lighthouse	N.N.W.	..	Thick weather obscured the light at Cape Farewell, and an undue set of the current seems to have taken vessel too far east on her course	John Abraham Bergquist.
March 24	Nambucca, s.s., 5 years	Schooner	74	11 4	General	Damage to stern-post	..	Grey's Reach, Opawa River	Calm..	..	Shoe connecting outer stern-post breaking, caused outer stern-post to break off at the bottom of the rudder-trunk, carrying the rudder away with it. Cause of shoe breaking supposed to be striking submerged log of wood	William George North.

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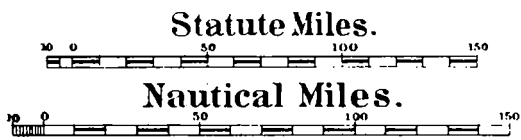
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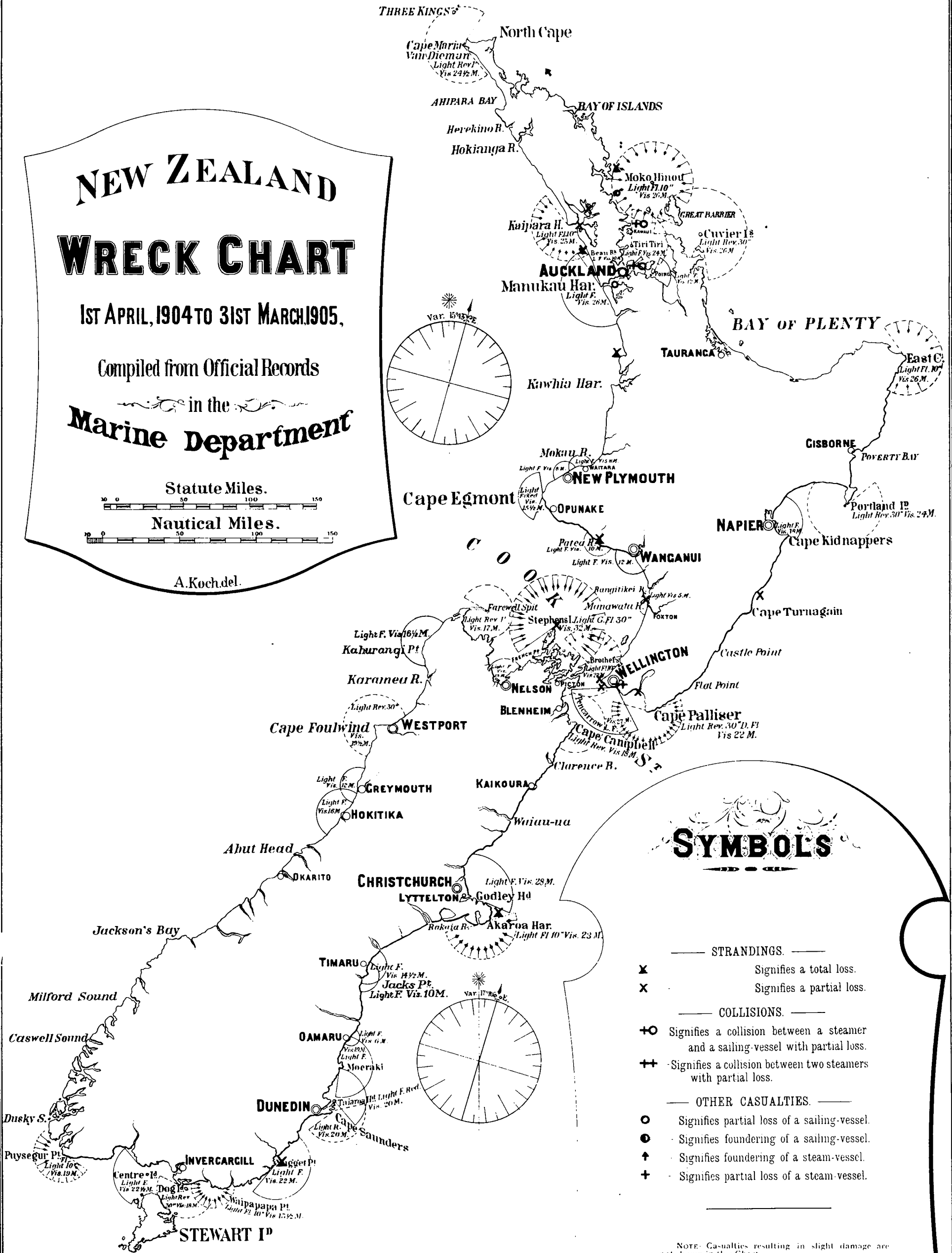
1ST APRIL, 1904 TO 31ST MARCH, 1905,

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Marine Department



A. Koch, del.



SYMBOLS

- STRANDINGS. —
- X Signifies a total loss.
 - X Signifies a partial loss.
- COLLISIONS. —
- + Signifies a collision between a steamer and a sailing-vessel with partial loss.
 - + Signifies a collision between two steamers with partial loss.
- OTHER CASUALTIES. —
- O Signifies partial loss of a sailing-vessel.
 - O Signifies foundering of a sailing-vessel.
 - + Signifies foundering of a steam-vessel.
 - + Signifies partial loss of a steam-vessel.

NOTE: Casualties resulting in slight damage are not shown in this Chart.

