

The following limits have been defined to be river and extended river limits :—

Whangape : River limits, inside entrances of Whangape and Herekino on the north, and Hokianga on the south; extended river limits, between Whangape and Herekino on the north and between Whangape and Hokianga on the south.

Whakatane : River limits, inside bar of Whakatane River; extended river limits, between new outlet of Rangitaiki River and Opape Point, including Whale Island and Rurima rocks.

Ohiwa : River limits, inside bar of Ohiwa River; extended river limits, same as Whakatane.

Opotiki : River limits, inside bar of Opotiki River; extended river limits, same as Whakatane.

Tauranga : River limits, inside heads of Tauranga Harbour, including inside passage to Katikati; extended river limits, between Katikati and the new outlet of Rangitaiki River.

Captain O. J. S. Lake has been appointed Adjuster of Compasses at Napier, and Captain R. C. Harbord Adjuster at Bluff.

Proceedings were taken by the Department for the following breaches of the law in connection with the survey of ships: viz., J. Shaw, for carrying passengers on "Niagara" without life-saving appliances—fined £2 and costs; W. Parris, master of launch "Haraemai," for running beyond limits allowed by vessel's certificate—fined £2 and costs; L. S. Irving, for running launch "Waiomo" without certificate—fined £1 and costs; Lapwood Bros., for running launches "Endova" and "Waikato" without certificates—fined £1 and costs; for running launch "Rangimahora" without certificate—fined £1 and costs; F. Kukutai, for running launch "Tainui" without certificate—fined 10s. and costs; C. Roose, for carrying passengers without a certificate for boat—fined £1 and costs; G. Shalfoon, for carrying more passengers in launch than allowed by boat's certificate—convicted, but no fine imposed; E. Wade, for acting as engineer without a certificate—convicted and ordered to pay costs; C. Smith, for running launch "Chercher" without life-saving appliances—fined 1s. and costs; A. Middendorf and W. Watson, for carrying passengers without having life-saving appliances on board—cases dismissed for want of sufficient evidence; and R. N. Anderson, master of schooner "Kereru," for carrying more passengers than allowed by vessel's certificate—fined £20 and costs.

#### *Deceased Seamen's Estates.*

The estates of forty-three deceased seamen have been dealt with. The amount received was £535 5s., and the amount paid to relatives and other claimants was £348 8s. 4d. Particulars of the estates are given in an appended return. The sum of £122 10s. 9d. which had remained unclaimed for over six years was paid into the Public Account.

#### *Wrecks and Casualties.*

During the year eighty-eight inquiries into shipping casualties were held, seventy-seven of them being preliminary inquiries and eleven Magisterial inquiries. Returns which are appended show the casualties and an analysis thereof. Those on or near the coasts of the Dominion numbered eighty-five, of 39,604 tons register, as compared with eighty-seven, of 62,733 tons, in the previous year. The number of lives lost was twenty-two, as compared with five in the previous year.

#### *Nautical Publications.*

The Nautical Almanac for 1915, prepared by Captain Blackburne, Nautical Adviser to the Department, was issued in November last, and the sale of copies has been very good. A good number of the A B C Azimuth Tables issued by the Department has been sold, and there has been a good demand for Admiralty charts, which are imported by the Department and sold at the Mercantile Marine Office at a little over cost-price.

#### *Notices to Mariners.*

A return of Notices to Mariners relating to New Zealand subjects which have been issued by the Department is appended. A large number concerning matters outside the Dominion has been published by the Department and circulated for the information of shipmasters and others.

#### *Meteorological Weather Office.*

The Rev. Mr. Bates, Director of the Meteorological Office, reports as follows :—

"I have to report the more important matters concerning New Zealand meteorology during the past year.

"The development of wireless weather reports and ocean forecasts showed need of official organization, and also better equipment for ships reporting weather-conditions. The matter of charges for services rendered called for united action on the part of the Commonwealth and Dominion offices, and another subject for conference was the retention of the wireless station at Macquarie Island. For this purpose I attended conferences with the authorities in Melbourne and Sydney in June last. At these conferences the Amalgamated Wireless Company of Australasia offered reduced terms, and undertook to procure the best offer obtainable from British and foreign companies trading to Australia and New Zealand. In many directions Mr. E. T. Fisk, engineer to the Amalgamated Wireless Company, rendered us most valuable assistance. The Commonwealth office undertook to prepare codes, &c., for a maritime wireless weather service for Australasia, and to co-operate further with the Dominion office. The development and consideration of these arrangements was, however, interrupted by the war; for, with the outbreak of hostilities, all wireless reports immediately ceased on account of the necessity for absolute secrecy as to the movements of ships.