

1919.
NEW ZEALAND.

MARINE DEPARTMENT.

ANNUAL REPORT FOR 1918-19.

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

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Marine Department, Wellington, 8th September, 1919.

MY LORD,—

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

I have, &c.,

W. H. HERRIES,

Minister of Marine.

His Excellency the Right Hon. the Earl of Liverpool, G.C.M.G., M.V.O., Governor-General of New Zealand.

SECRETARY OF MARINE to Hon. the MINISTER OF MARINE.

Marine and Inspection of Machinery Department,
Wellington, 15th June, 1919.

SIR,—

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

Head Office.

As the officers who have been away on active service during the war are now returning and resuming their duties, the difficulty which has been experienced during their absence is disappearing and matters are becoming normal.

Mercantile Marine Offices.

The work of these offices has been carried out in a very satisfactory manner, and the Superintendents and their staff are deserving of commendation for the way in which they have carried out both their ordinary duties and special duties which have been placed upon them in consequence of the war.

After the signing of the Armistice the military non-commissioned officers who were placed in the mercantile marine offices to examine the military papers of seamen were withdrawn.

Owing to the increase in the work of procuring seamen at Wellington it is necessary that an Assistant Inspector of Seamen should be appointed at that port, and steps are now being taken to make the necessary appointment. During the year Captain A. Barr, Inspector at Wellington, left the service to better himself, and Captain W. F. Clark was appointed to fill the vacancy.

The Department has had to withhold the discharges of a good many seamen who have deserted from or failed to join their ships.

Appended is a statement showing the number of seamen engaged and discharged at the various ports during the year, and the fees received for engagements and discharges. The number engaged was 20,459, and the number discharged 19,663. The fees received amounted to £2,463 1s. 6d. During the previous year the engagements were 18,577 and the discharges 17,872, the amount of fees being £2,122 1s. 6d.

The transactions at the principal ports were—

				Engagements.	Discharges.	Fees.		
						£	s.	d.
Auckland	..	..	..	6,573	6,417	870	10	0
Wellington	..	..	..	7,385	6,907	960	19	0
Lyttelton	..	..	..	2,190	2,199	253	6	0
Dunedin and Port Chalmers	..	..	..	2,645	2,578	175	13	0
During the previous year they were—								
Auckland	..	..	..	5,729	5,560	739	14	0
Wellington	..	..	..	6,991	6,349	844	5	0
Lyttelton	..	..	..	1,411	1,352	196	8	0
Dunedin and Port Chalmers	..	..	..	2,781	3,062	140	4	0

As in previous years, no fees were charged in respect of engagements and discharges on trans-ports and hospital ships.

Proceedings were taken against H. J. Metcalf for altering his discharge. He was convicted and fined £2 and costs.

Appended is a statement showing the amounts paid under the provisions of section 6 of the Shipping and Seamen Amendment Act, 1911, to sick and injured seamen. The total is £16,617 8s. 9d., as compared with £7,832 16s. 4d. last year. The increase is mainly due to the influenza epidemic.

Masters, Mates, and Engineers.

During the year 307 candidates passed their examinations and 84 failed. Of those who passed 139 were masters, mates, and engineers of sea-going ships, 3 were masters of fishing-boats or cargo-boats under 25 tons, 2 were passes in the compass syllabus, 24 were masters and engineers of steamers plying within restricted limits, 2 were marine-engine drivers, 38 were engineers of sea-going motor-propelled boats, and 99 were engineers of such boats plying within restricted limits.

The difficulty of getting properly certificated second mates for sailing and auxiliary-powered ships still continues, and there does not appear to be much prospect of an improvement in the near future. There has also been some difficulty in getting certificated men for small launches, but I think this will disappear as the men from the front resume their civil occupations.

The new regulations for the examination of masters and mates are now in operation. The examinations are carried out in Auckland by Captain Dykes, the Examiner who is stationed there; at Wellington by Captain Blackburne, the Chief Examiner, and Captain Whiteford; and at Lyttelton and Dunedin by Captain Whiteford, who visits those places for the purpose.

The following is the report of Captain H. S. Blackburne, Chief Examiner of Masters and Mates:—

“The work, as usual, has been carried out by the Examiners at the four principal ports in a satisfactory manner.

“All examination-rooms (including those at Napier and Gisborne, where very occasionally the master of a river steamer is examined by the Harbourmasters of those ports) have recently been inspected.

“New regulations for examination of masters and mates were brought into force on the 1st October, 1918. Several new subjects were brought into the examination for foreign-going candidates of all grades, beginning with some knowledge of elementary plane trigonometry for second mates; also, in the higher grades, meteorology, ship-building, elementary science, stability, and essay-writing on some technical subject.

"As the mark system, with a very liberal allowance for mistakes, has been adopted with the new work, there are now, as was expected, far fewer failures than under the old plan of carrying out the examinations. For the foreign-going candidates the percentage of passes so far has been 76 per cent., against only 44 per cent. of passes for those who presented themselves for examination during the first half of the year under the old system of examination.

"There have, however, been fewer candidates for examination; so far no candidates have presented themselves for examination for a foreign-going certificate at either Lyttelton or Dunedin, only three in Auckland, and seventeen in Wellington. Now, however, that candidates have had time to find out about and to study the new subjects they are beginning to come up more freely; six out of seventeen in Wellington having presented themselves for examination in May of this year.

"Under the new regulations examinations are held once a month instead of every week for foreign-going candidates, and fortnightly for the home-trade, river-steamer, and fishing-boat masters.

"Captain Whiteford, who went to England to study the new methods and system of examination, has since his return devoted most of his time to examination work, and it has been arranged for him to conduct the examinations in future at Lyttelton and Dunedin, as well as in Wellington. Captain Dykes will still conduct the examinations in Auckland. The home-trade and other local examinations have also been brought under the mark system, and a little more practical knowledge in connection with the navigation of ships is now required of candidates for home-trade certificates.

"A first mate is required to have some knowledge of the use of a station pointer, to set a compass course to counteract the effect of a current, to correct a sounding taken by the lead-line for the state of the tide, and to be able to observe an altitude with the sextant, and read the angle either "on" or "off" the arc.

"A master is required to be able to correct his compass by an amplitude of the sun with the aid of an amplitude table, and also by the aid of star inspection azimuth and reduction tables; to be able to correct the compass error and find the position of ship by one ex-meridian star combined with a bearing of the land, or by two ex-meridian stars within the limits of the best star reduction and azimuth tables.

"Candidates now usually pass very well in the speed test for Morse and semaphore signalling, which was made compulsory in our examinations in September, 1917.

"No candidate has passed for extra master during the last year. Two candidates passed for the voluntary compass syllabus examination.

"The time service required for second mate, home trade, has been reduced from four to three years, but so far no candidate has presented himself for examination, notwithstanding that there has been a great difficulty in obtaining second mates for the ships which are required by law to carry them. Probably the reason is that the A.B.s frequently earn more money than the second mates without any responsibility."

A statement showing the names of persons to whom certificates of competency have been issued during the year, and the grades of the certificates granted, is appended.

Registration of Shipping.

Returns are appended showing the vessels registered in the Dominion on the 31st December last. There were then on the register 178 sailing-vessels of 23,158 tons register, and 379 steamers of 65,388 tons register. At the end of the previous year there were 184 sailing-vessels of 22,404 tons, and 376 steamers of 65,092 tons. The number of seamen and boys employed on board was 3,395, as compared with 3,562 at the end of 1917.

Survey of Ships.

Certificates have been granted to 286 steamers, 476 oil-engine vessels, and 61 sailing-vessels, as compared with 246 steamers, 404 oil-engine vessels, and 66 sailing-vessels in the previous year. The alterations and repairs carried out to the vessels are described in the appended report of the Chief Surveyor.

Frequent inspections of cargo gear are made by Surveyors appointed for the purpose at Auckland and Wellington, and by the ordinary Surveyors at Lyttelton, Dunedin, and Port Chalmers.

As a result of the Commission which was set up last year to inquire and report as to the action necessary to prevent accidents to waterside workers, regulations have been made providing, among other things, for the inspection by Inspectors of Machinery of all machinery, as distinguished from running-gear, used for loading and discharging cargo; for the inspection by Surveyors of Ships of all running-gear and all subsidiary appliances, whether used in ships or not, used for shipping or discharging cargo, including coal; for the inspection of every winch used on a ship for working cargo; and for seeing that proper and efficient bridles are provided for secure attachment to the ends of the fore-and-aft hatch-beams, so that they may be shipped and unshipped without danger to the men who are doing the work.

Attached is a return of the vessels to which certificates have been issued.

Proceedings were taken by the Department for breaches of the law in connection with the survey of ships as follows: The master of the s.s. "Mana," for having the load-line submerged—fined £5 and costs; the master of the s.s. "Waipori," for breach of regulations for prevention of accidents—convicted and ordered to pay costs; F. Lane, owner of a launch, for running boat without lights—fined 10s. and costs; W. C. Wright, owner of a launch, for running without survey certificate—fined £1 and costs; W. Clark, owner of a launch, for running without survey certificate—fined £1 and costs; master of "Indianic," for breach of regulations for protection of life on ship—fined £5 and costs; E. Ogle, owner of a launch, for running without lights—fined 10s. and costs; master of launch "Almora," for carrying more passengers than allowed by certificate—convicted and ordered to pay costs; master of launch "Flirt," for carrying more passengers than allowed by certificate—convicted and ordered to pay costs; master of launch "Sea Queen," for running without certificate—fined £2

and costs; master of s.s. "Condor," for carrying too many passengers—fined £3 and costs; another master of this vessel was prosecuted for similar offence later, when case was dismissed; R. G. Cochrane, B. Andrews, and W. Coxhead, for running launches without lights—convicted and ordered to pay costs.

Waterside Work Regulations.

In addition to the regulations regarding the duties of Inspectors of Machinery and Surveyors of Ships referred to under "Survey of Ships," the regulations which have been made regarding waterside work provide that when a ship is in dock or on a slip the propeller is not to be turned until men working on planks or on the ship are clear of it; that when the boilers are being cleaned the stop-valve of the working boiler is to be locked while the work is being carried out; that the temperature of the boilers is not to exceed 100° Fahrenheit while men are employed in them; that deck cargo on lighters is only to be carried in such quantity and positions as approved by a Surveyor; that lighters and launches and steam or motor boats employed in roadsteads are to carry specified life-saving appliances; that stages on which coal is discharged in baskets from a ship by means of a bull-rope are to be not less than 3 ft. 6 in. wide, and are to be properly supported; that a T iron used for working a bull-rope is to be securely bolted to the hatch coaming and to be not less than 3 in. in diameter; that proper bridles are to be used for shipping and unshipping thwartship hatch-beams; that wooden fore-and-aft hatch-beams are to be shod with iron; that hooks for attaching to coal baskets and slings are to be approved by the Marine Department; that rope-manufacturers in New Zealand are to attach to each coil a certificate showing the breaking-strain; that no load of a greater weight is to be put on any chain or rope than the weight given as a safe working-load in tables issued by the Marine Department; that when cargo is worked at night electric light is to be used when available; that when a vessel is in dock a proper and securely fixed gangway-plank from the ship to the dock-head is to be provided; that when men are working on stages outside a ship in dock or on a slip all latrines are to be kept locked and discharge-pipes closed; that when cargo is being shipped on or discharged from lighters sufficient space is to be left below for the convenience of the men engaged on the work; that a Surveyor or other duly appointed officer is to decide as to the number of gangs of men that should work in a hold in the event of a dispute arising; that on complaint being made a Surveyor or other officer appointed for the purpose is to decide whether a man, through being under the influence of liquor, is unfit to work cargo, and if he is satisfied he is unfit he may prohibit his working; that bunkers in which coal is being worked are to be lighted by electricity if it is available; that when coal is being discharged by means of trams stout planks are to be fixed alongside the tram-line; that on all ships registered in New Zealand hatch landings on coamings or beams are, after the ship's next annual overhaul which takes place after the expiration of six months from the date of the regulations, to be not less than 2½ in. in width; that on complaint of a person working cargo a Port Health Officer or other officer appointed for the purpose is to examine the sanitary condition of the hold and to see that the condition is remedied if necessary; that a Surveyor or other officer appointed for the purpose may stop chipping being done on the ship if satisfied that the safety of those working cargo requires it; that when persons are working on the outside of a ship the master is to keep a man on deck to prevent interference with ropes fastened to the deck, and to prevent anything being thrown overboard that might injure the persons so working; and that when any obstruction prevents the person working the bull-rope being clearly seen by the winchman, the master is to employ an additional man to communicate signals from the winchman to the bull-rope man.

In order to see that these regulations are properly carried out it will be necessary to employ additional Surveyors of Ships, and the necessary steps are now being taken to appoint the officers required.

Deceased Seamen's Estates.

The estates of ninety-four seamen have been dealt with during the year. The amount received on account of them was £1,499 12s. 2d., and the amount paid to relatives and other claimants £624 1s. 2d. Last year's number of estates is larger than usual. This is mainly owing to the deaths which occurred during the influenza epidemic.

Appended is a statement of the estates.

Wrecks and Casualties.

During the year sixty inquiries were held, fifty-three of them being preliminary inquiries and seven Magisterial. The appended return shows the casualties and an analysis thereof. Those on or near the coasts of the Dominion were fifty-six, of 28,659 tons register, as compared with seventy-one, of 39,864 tons, in the previous year. The number of lives lost was thirty-six, as compared with one in the previous year. Twenty-six were lost from the "Wimmera" when she was blown up by a German mine near the North Cape on the 26th June, 1918; two were lost from the oil-engine vessel "Mahoe" when she capsized in attempting to enter the Waitara River; and eight from the barque "Aryan." The last-named vessel was on her way from Wellington to San Francisco, and when some distance off the Chatham Islands a fire was discovered in the flax cargo which the master, officers, and crew were unable to extinguish. The vessel had to be abandoned, and the three boats made for the Chatham Islands. Two of them reached there, but the third, which was in charge of the chief officer and contained seven other members of the crew, has not been heard of since the other boats lost sight of her.

Notices to Mariners.

A return of the Notices to Mariners relating to New Zealand matters is appended. In addition to being published in the *Gazette*, these notices are circulated to the various ports in the Dominion and to marine authorities outside New Zealand, so that mariners may be advised of their contents. A good many notices which have been received from other countries have also been published by the Department.

Government Steamers.

The "*Hinemoa*" has been overhauled during the year, and, considering her age, is in good condition. She has been employed on her usual work of taking oil, gas, coal, stores, and provisions to lighthouses, and in shifting lightkeepers and their families from one station to another when transfers have been made. She has also carried on the work of overhauling, cleaning, and painting coastal and harbour buoys and beacons, and has made two trips to the Chatham Islands, one to take down stores for the settlers and to bring produce back, and the other to search for the missing boat from the barque "*Aryan*" and to bring up the master, officers, and the members of the crew who had landed on the islands. The whole of the work, much of which is of a very risky nature, has been carried out in a very satisfactory manner.

S.s. "Amokura"—This vessel is still being used as a training-ship for boys, but she has not been to sea during the past season, as when she was stripped for some repairs it was found that her condition was such that it would cost a large sum of money to carry out the work necessary to put her in a good seaworthy condition, and if it had been done, owing to her age further repairs would no doubt be required in the near future. Under these circumstances it was decided to endeavour to obtain another vessel, and the Imperial Government was asked whether it could let the Dominion have one. The request was agreed to, and in order that there may be no doubt that the vessel to be obtained will be suitable for the purpose required Captain G. Hooper, who has been in command of the "*Amokura*" during the time she has been used as a training-ship, has been sent to England to select the most suitable vessel from those available.

There has been no difficulty in getting sufficient boys during the year, and there are still a few applicants waiting for admission when there are vacancies for them. The usual technical-school classes in connection with the ship were carried on during the winter, and as the vessel did not go to sea during the summer the classes were continued in a modified form during that season. The general behaviour of the boys has been good. There has been no difficulty in obtaining employment for them in other ships on completion of their training on the "*Amokura*."

The necessary material and appliances for installing wireless on the vessel have been obtained, but as another vessel is to be procured it is not at present proposed to instal it.

During the year the vessel visited the Southern Islands and the Kermadec Islands to search for castaways and to attend to the provision-depots which are maintained there.

Appended is a return of the boys who have served in the vessel during the year.

S.s. "Rama."—This vessel has been lent to the Commonwealth Government for service connected with the war.

S.s. "Tulanekai."—Reports have been obtained in regard to the cost of altering this vessel to make her fit for cargo-carrying.

The necessary alterations were carried out to make her fit for mine-sweeping, but when the work was completed a crew could not be obtained, and therefore the vessel was not used.

In May, 1918, the vessel made a trip to Macquarie Island, under charter to the Southern Isles Exploitation Company (Limited), to bring up men and oil, as no other vessel was obtainable. She brought up the men, but owing to bad weather she was only able to ship a small portion of the oil.

In August, 1918, she made a trip to the Chatham Islands under charter to the Chatham Islands Fishing Company, to bring up fish, as the company could not obtain another vessel after the "*Himitangi*" was wrecked, and in November she was got ready and equipped to carry mails between Wellington and Lyttelton during the epidemic if other vessels should be prevented from running, but it was not found necessary to use her for this purpose.

Lighthouses.

The erection of the tower for a new light on Flat Rock in the Hauraki Gulf has been completed, and the light has been installed and exhibited.

An Aga automatic light has been ordered for erection on the Ninepins, off the Chetwode Islands, and the necessary steps are being taken to procure the required tower. This light will be of considerable value to vessels in the Wellington-Picton-Nelson trade.

The Department has been urged to erect a light on Old Man Rock, inside Mercury Island, for the benefit of vessels trading between Auckland and places in the Bay of Plenty. A light in this neighbourhood would be of considerable value to vessels in this trade. Captain Bollons, who has examined the rock referred to, states that it is not suitable owing to its steepness, but that a suitable site can be got on Ohena Islet, which is not far from the Old Man Rock, and it is proposed to make provision on the estimates for the cost of a light.

The erection of a new tower for Dog Island light has been completed and two new houses for the keepers have been erected at Tiritiri. New revolving cowl have been fitted to the towers at Akaroa Head, Portland Island, Moeraki, and Cape Foulwind. Jack's Point machine has been overhauled and the burner altered to give additional support to the mantles. A new crane has been procured for Cuvier Island, and it will be erected shortly. A new crane is to be erected at Stephen Island as soon as arrangements can be made to do the work. New stables have been erected at Akaroa Head. An incandescent light has been installed at Portland Island. Repairs have been carried out to the boat-skids at the French Pass. New verandas have been built on two of the houses at Moko Hinou; this work was carried out by the keepers.

During the year one lightkeeper was transferred to another Department, the appointment of one was not confirmed, one was dismissed for going to sleep on watch, one died, and one resigned. Ten new permanent appointments were made.

Owing to the war there has been considerable difficulty in keeping the lighthouses properly staffed. Temporary keepers have had to be employed at a good many stations, which is not conducive to efficiency. As the war is now over we should soon be able to get sufficient permanent keepers to fill up the vacancies.

Captain J. Bollons, master of the s.s. "Hinemoa," who is also Inspector of Lighthouses, has inspected and reported on the various stations. I desire to place on record the great assistance I have at all times received from him in regard to lighthouse matters.

The following lightkeepers volunteered early in the war and have been on service at the front—viz., V. H. Rees, J. P. Smith, F. Sharrock, J. Robertson, P. C. T. Burns. Mr. Smith was invalided home after being wounded, and resumed duty in the lighthouse service. Keeper C. W. Davis also volunteered, but proved to be medically unfit for active service. Before the end of the war the Department had to appeal for the keepers who were called up for military service on account of the lighthouse staff becoming depleted, and in all cases the appeals were adjourned *sine die* so that the men might remain and carry on their lighthouse duties.

Appended is a report by the Marine Engineer on the works dealt with by him during the year.

The amount of light dues collected was £24,721 5s. 9d., as compared with £28,141 4s. 11d. during the previous year. Appended is a return showing the amount collected at each port.

The amount collected during the year ended 31st March, 1914, was £41,745 12s. 4d., and had it not been for the war there is no doubt that last year's amount would have been larger than that. In addition to there being a decrease on account of the decrease in shipping, there has been a further loss in consequence of dues not being payable on Government transports and chartered ships. Now the war is over the amount collected will no doubt soon come back to, if not exceed, what it was before the war.

Harbours.

This Department has the control of harbours for which Harbour Boards have not been constituted, and the buoys and beacons at these places have been overhauled, cleaned, and painted under the direction of Captain Bollons, of the s.s. "Hinemoa." He has also attended to the coastal buoys and beacons during the vessel's periodical lighthouse trips.

The beacon on D'Urville Rock, in the Hauraki Gulf, was washed away during a heavy gale, and, as it was found impossible to obtain a foundation for another beacon, a buoy has been laid down near the rock to mark its position.

A beacon has been erected on the Brothers Rock, in the Bay of Islands.

The Waikato River Board having constructed groynes in the Waikato River which proved to be injurious to navigation, the Board was called upon by the Department to remove a portion of them, but as it failed to do so legal proceedings have had to be taken against it for its failure.

A large number of plans of harbour-works, including wharves proposed to be constructed, has been submitted to and dealt with by the Department. Those which met the Department's requirements were approved by the Governor-General in Council in accordance with the provisions of the Harbours Act, 1908. A return of the Orders in Council giving the necessary approval is appended.

The sum of £982 5s. 7d. was collected for pilotage and port charges in respect of harbours under the control of the Department, as compared with £907 3s. 4d. in the previous year.

A return of the amounts collected at the various ports, including the amounts collected at ports under the control of Harbour Boards, is appended.

Cook Strait Currents.

During the year the Department had twenty-five disc floats made for the purpose of ascertaining the probable drift of any mines that might break away from the minefield laid by the German raider "Wolf" in the vicinity of Cape Farewell. These floats were put into the sea by the Union Steamship Company's steamers "Kamo," "Komata," "Kamona," "Kittawa," and "Kaituna," without any expense to the Department. Of those found, two came ashore near Farewell Spit Lighthouse, two at Pukerua, one on Kapiti Island, one at Paekakariki, one at Waikanae, one at Manakau, one at Levin, one at Ohau, one at Otaki, two near Rangitikei, one at Waitara, and three near Awakino.

Fisheries.

The Department continued the picking and sale of oysters last season—that is, between the 1st May and the 31st October. The quantity taken was 10,422 sacks, of which 10,393 sacks were sold and 29 were donated to soldiers' hospitals. Of the quantity sold, 1,191 sacks were sold in 10,114 parcels containing 4½ dozen each at 1s. a parcel, and in 2,965 parcels containing from 16 to 17 dozen each at 3s. 6d. a parcel, yielding £191 11s. 6d. more than would have been received if they had been sold by the sack, besides giving people an opportunity of getting oysters in small quantities as they required them. Of the quantity sold by the sack 300 sacks were disposed of at Russell, 7,720 at Auckland, 582 at Gisborne, 142 at Napier, 360 at New Plymouth, 11 at Wanganui, 37 at Wellington, 6 at Christchurch, 26 at Westport, 9 at Greymouth, and 2 at Hokitika. The amount realized from the sale was £7,516 13s. 6d., which gave a net profit of £694 4s. 8d.

A good deal of replanting of oysters has been done on depleted areas where overpicking destroyed the beds before the Department took over the picking and sale, and in view of the increasing demand for oysters I think that more replanting should be done in future. Owing to the very large demand this season, and to the poor spawning during the last few years, it appears probable that the season will have to be closed earlier than usual.

The oysters taken in Foveaux Strait last season were 1,500,420 dozen, valued at £12,503, of which 142,806 dozen, valued at £1,114, were exported to Australia. These oysters are taken by private persons by dredging, and, as showing the increased price which consumers have to pay, I may mention that in 1917 the price per sack put on the train at the Bluff was 8s., in 1918 10s., and in 1919 13s. 6d.; whereas in the case of the northern oysters, which are picked and sold by the Department, there has only been an increase of 6d. per sack in the price at which they are sold at the depot in Auckland since the beginning of the war.

During the year the Department obtained eighty sacks of Foveaux Strait oysters and planted them in Cook Strait in a place believed to be suitable for them to live and propagate.

Arrangements were made last year for the collection of a large quantity of quinnat salmon ova, in order that the stocking of Hokitika, Clutha, and Wairau Rivers might be continued, but unfortunately the number of fish that came up the rivers was so small that only 77,000 ova were obtained. The fry hatched from these were liberated in the Hakataramea River. This year again very few fish are coming up the rivers. This, however, is not an indication that they will not come back in large numbers in the future, as it has been found that after lean years in America the salmon come back in immense numbers.

In connection with trawling in the Hauraki Gulf, where there are several trawlers at work, the Department has frequently been urged to reduce the area within which trawling is prohibited, but the line fishermen have always strongly opposed any reduction on the ground that it would interfere with their fishing and with the breeding-grounds of the fish. In order that this matter, and also the question as to whether the price charged for fish to the public in Auckland is reasonable; as to whether any limit has been imposed on fishermen in regard to their catches; as to whether it is possible to avoid taking fish below the prescribed size, and, if not, whether the size of mesh of nets should be increased, might be determined, the Governor-General in Council, in exercise of the power given by the Cost of Living Act, 1915, authorized the Board of Trade to inquire into and report on the questions referred to, and at the same time empowered it to delegate its functions in the matter to Messrs. E. C. Cutten, Stipendiary Magistrate, J. H. Bradney, and T. Long. Full inquiry was made, a good deal of evidence being taken, and a report, containing valuable recommendations, has been received. The report is now under consideration, and a copy will be presented to Parliament.

A report by Mr. L. F. Ayson, Chief Inspector of Fisheries, and a return of registered fishing-boats licensed at the various ports during the year ended the 31st December, 1918, are appended.

The following proceedings have been taken for breaches of the Fisheries Act: Messrs. P. Doolan and Joseph Wren, for illegally taking oysters, each fined 10s. and costs; Messrs. D. Livingston and J. W. Noble, Mrs. W. Dumper and Miss O. Carlyon, for illegally taking oysters, each fined £1 and costs; Messrs. C. Fosberg, J. Thompson, C. Fleming, and Miss M. Brighthouse, for illegally taking oysters, each fined £1 10s. and costs; R. Donaldson and Miss A. Fuller, for illegally taking oysters, each fined £3 and costs; S. Reeve, for illegally taking whitebait, fined £3 and costs; A. Russo, for trawling in prohibited area, fined £1 and costs; D. Cincotta, for similar offence, similarly fined; R. Todd, for having undersized flounders in his possession, fined £1 and costs; and James Dobeck and David Dobeck, for similar offence, each fined £1 and costs.

Meteorological and Weather Office.

Owing to the war the Department has not been able to do much in the way of extending the work of the Meteorological and Weather Office during the last few years, but now the war is over there are various questions in regard to extension that should be considered. One of the most important is as to whether the office should undertake the duty of issuing flood warnings in the case of the rivers of the Dominion.

The French Government has arranged for a Meteorological Conference which is to be opened in Paris on the 30th September next, and has invited countries which have organized meteorological services to send representatives. It has been decided that Mr. Bates, the Government Meteorologist, is to represent New Zealand, but before going to Paris he will go to London to attend a preliminary conference of British representatives which the Imperial Government desires should be held on the 23rd September.

The following is the report of Mr. Bates on the work of his office during the past year:—

“The work of the Weather Bureau, which concerns the reporting and forecasting of the daily weather, and that of the Meteorological Office, relating to climate—particularly rainfall, temperature, &c.—has passed through a trying period during the past year. Some of our observers have been absent at the front, and some will not return; while others, through shortage of labour in the country, have had difficulty in keeping their records without breaking their continuity. Nearly all our observers perform their services quite voluntarily, and the country really owes them a debt of gratitude for complete records, which have proved on occasions of inestimable value. In the future, when science has harnessed our water-power, and when aerial navigation is organized for defence and transport, commerce and pleasure, their value will be greatly enhanced. I desire to recommend that a small honorarium be paid to those to whom it may be acceptable, as a small recognition of work done.

“The Telegraph service, upon which we have so largely to depend, has never failed us, although during the war period it has passed through some strenuous times on account of shortage of staff and extra duties imposed upon it.

“On my annual leave I made a private visit to Australia, and took the opportunity of seeing what work was done in aviation and upper-air investigation. I reported to the Defence Department upon the subject. I was, however, unfortunately detained for two months on account of shipping trouble which arose out of the influenza epidemic in New Zealand. During this time my assistant, Mr. B. V. Pemberton, and Mr. W. Goudie, who fortunately escaped the disease, carried on the work in the most praiseworthy manner under great difficulties.

“While inspecting the southern stations, after an absence of some years, I visited Gore and reported to you upon the Maitai River floods. I also witnessed a flood there, and a snowstorm in Canterbury on my return journey.

“Inspection of stations, which has unfortunately been curtailed during the war, was seen to be even more necessary than usual. Many new instruments, recently unobtainable, are now required, and I hope to obtain these from stocks used in the war but now released and offered to us at reduced prices. Amongst these instruments will be an anemometer to record the force and direction of every

gust of wind at Auckland. There has been a difficulty about a site in the Albert Park, to which it was at first proposed to move the pressure-tube anemometer from Mount Etako Wireless Station, Wellington. During some repairs to the roof part of the apparatus was carried away and injured, and it has not been in use pending a decision as to the Auckland anemometer, which may now be secured.

"My plans for developing district weather-reporting in conjunction with the Post and Telegraph Department have received approval from those upon whose co-operation we rely, and will, I trust, be carried out in the New Year. It is also proposed to train observers in elementary meteorology so that reports may be more trustworthy.

"The conferences of scientific meteorologists from British and Allied countries are to take place in September in London and Paris. The aim is to secure the advances made during the war in meteorology at the cost of so much effort and valuable life. Never in the world has weather been so closely and scientifically studied as at the western front, where its influence was most pronounced in the fortunes of the war. It is now seen that the world's weather must be studied on a larger scale than hitherto, and wider co-operation provided for. There must also be a standardization of instruments and uniformity of method in observations. Systems of weather warnings must also be adopted such as can be understood in every country. We, for instance, have storm signals of our own, different from other countries, and it is desirable that we should have only one system at least in the British Empire. Again, we use the inch scale in rainfall, and for our barometers the inch and tenth, whereas Great Britain has adopted the millibar. Until this system, however, is more widely recognized, or receives the sanction of a conference, we have not deemed it advisable to adopt it in this Dominion.

"I have reported to the Air Force Adviser, Colonel Bettington, C.M.G., as to the New Zealand climate, with a view to aviation. I have also considered with him the improvements which must necessarily be adopted when aviation comes. These improvements will involve an increase of our scientific or professional staff, and closer and more regular observations of atmospheric conditions, so that we may be able to give more detailed and frequent weather forecasts.

"During hostilities all weather reports from ships have been suspended, but experience proves that they must not be again undertaken without regular inspection of instruments on the ships, and proper understandings with officers reporting ocean weather. The equipment of the radio-stations at Awanui and Awarua with meteorological instruments is also proposed, and good results may be expected from a trained staff continuously on duty."

Inspection of Machinery.

A report by the Chief Inspector on the work carried out by his branch of the Department during the year is appended.

Portobello Marine Fish-hatchery.

Appended is a report on this hatchery by Mr. G. M. Thomson, M.L.C., the Chairman of the Hatchery Board.

Officers of Department who served during the War.

The following officers of the Department performed military service during the war:—

Buckland, J. E. F.	..	Died in camp in New Zealand.
Burke, A. P.	..	Served in France.
Burns, P. C. T.	..	Served in France.
Butler, J.	..	Wounded in France.
Collins, C. L.	..	Served in France.
Davis, C. W.	..	Was in camp in New Zealand, from which he was discharged as medically unfit.
Duthie, J.	..	Served in France.
Hay, D.	..	Served in France.
Hutchison, C.	..	Killed in action in France.
King, T. J.	..	Performed service at Gallipoli.
Lawrence, D. N.	..	Wounded in Somme battle.
Martin, J. A.	..	Served in France, from where he transferred to naval service.
Meyer, F.	..	Served in France.
Millier, B. W.	..	Served in France.
Morrison, S. H.	..	Served in France.
O'Leary, J. C.	..	Went to Samoa; afterwards served at Gallipoli, where he was wounded, and in France, where he was again wounded and afterwards killed in action.
Powell, S.	..	Served in Egypt.
Reid, H. J.	..	Served in Egypt.
Robertson, J.	..	Served in France.
Rees, V. H.	..	Served in France.
Scully, J.	..	Was in camp in New Zealand, from which he was discharged as medically unfit.
Sharrock, F.	..	Served in France; was wounded.
Smith, J. P.	..	Served in France; was wounded.
Smith, N. M.	..	Was in camp in New Zealand, but was discharged as medically unfit.
Stretton, A.	..	Served in France; was wounded.
Te Waru, M.	..	Served at Samoa.
Wakeling, F. G.	..	Served in France; was wounded.
Weir, G. H.	..	Served in Samoa and France; was wounded at Messines.
Williams, F.	..	Served at Gallipoli.

In addition to the above the following officers performed naval service :—

Drummond, G. A.	..	Mentioned in despatches on several occasions, and awarded D.S.C. for service in Zeebrugge raid. Killed by being blown up in mine-sweeper.
Healy, P. J.	..	Served in Navy.
Knowles, J. H.	..	When on way to England to join Navy was lost in "Aurora."
Mitchell, G. S.	..	Served in Navy.
Peterson, C. W. A.	..	Served in Navy; was awarded D.S.C.

Personal.

I intend to retire from the Service at the end of December next, and therefore this is the last annual report on the Department which I shall make. I desire to place on record in it my thanks to the officers for the willing assistance which they have given me in carrying on the work.

I had intended to retire at the end of 1915, but as the war was then on it appeared to be only right that I should stay on until it was over.

I have, &c.,

GEORGE ALLPORT, Secretary.

The Hon. the Minister of Marine, Wellington.

The CHIEF INSPECTOR OF FISHERIES to the SECRETARY, MARINE DEPARTMENT.

SIR,—

Wellington, 10th July, 1919.

I have the honour to present the following report on the fisheries for the year ended 31st March, 1919.

The following fishing-grounds and fishing-ports were visited by me during the year, viz.: Kaipara, Whangarei, Bay of Islands, Whangaruru, Great Barrier, Hauraki Gulf (including Thames and Coromandel), Hawke's Bay, Nelson, Marlborough Sounds, Kaikoura, Lyttelton, Kaiapoi, Ashley, Hokitika, Timaru, Oamaru, Moeraki, Port Chalmers, Taieri Mouth, and Invercargill.

I inspected the oyster-beds at Bay of Islands, Whangaruru, Whangarei, Kaipara, Great Barrier, and Hauraki Gulf, and the toheroa-beds north of Kaipara. I also visited the salmon-hatchery at Hakataramea several times during the year, and also made an inspection and arranged for necessary repairs to be made to the salmon-hatcheries at Te Anau and Pembroke.

From the reports supplied by the Collectors of Customs and Inspectors of Fisheries at the different fishing-ports it appears that a great deal of stormy weather was experienced through the winter and well on to the end of last year (1918), and on that account the supply of fish coming forward for weeks at a time was very irregular and quite insufficient for market requirements, and at such times the wholesale price at the auction markets ruled very high. The more exposed fishing-grounds along the east coast, from Napier south to Bluff, were affected to a greater extent by the unfavourable weather conditions than the fishing-grounds farther north, where there is a much greater extent of sheltered water well stocked with snapper and other market fishes.

The high price and short supply of coal, benzine, nets, netting-twine, and all other necessities connected with the fishing trade are affecting both the fishermen's earnings and the supply of fish for market throughout the Dominion.

The following is a summary of the information supplied by Collectors of Customs and local Inspectors of Fisheries in their reports for the year :—

Hokianga.—There were nine boats engaged in fishing, as against fifteen in 1918. Very few fish were caught during the year, the varieties being the same as in previous years. The quantity taken cannot be given, as they are sold only for local consumption and distributed over a large area in small quantities.

Russell.—Inspector Flinn reports that the supply of all kinds of fish during the past year has been very good, and that, notwithstanding severe and stormy weather during the winter and spring months, the local fishermen have done very well. There is a growing demand for both fresh and smoked fish throughout the North, and this demand has been well supplied. As there is only one steamer a week to Auckland very few fish are sent to that market. From the beds in the Bay of Islands 4,840 sacks of oysters were taken last season: of these 300 sacks were sold locally, and the balance (4,540) were shipped to the Government oyster-depot at Auckland. Over the greater part of the beds there has been a poor fixing of oyster-spat; in a few places there is a fair showing of young oysters, but this is confined to a few localities. On account of the poor showing of young oysters the quantity which can be taken for market this season will not come up to the quantity

taken in 1918. A gang of men was again employed during the summer months in shifting high-water oyster-rock down to and below half-tide. The high-water oysters removed in this way during the early part of the previous year have improved to such an extent that a quantity of them is fit for market this season. The oysters planted in Whangaroa Harbour in 1918 have given good results; the mature oysters planted have improved in size, and round some of the beds there are a lot of young oysters showing. At Messrs. Jagger and Cook's whaling-station at Whangamumu forty-one good humpback whales were taken last season, yielding 224 tons of oil and 38 tons of bonedust.

Whangarei.—Mullet, flounder, hapuku, and rock-cod were taken in fair quantities during the past year. The quantity taken was approximately 1,577 cwt., valued at about £3,458.

Auckland.—The Inspector for the Auckland District reports that there were five steam trawlers working from Auckland, and sixty-five oil-engined launches fishing from Auckland and Onehunga. A number of the Auckland line fishermen now take a supply of ice and stay out until they get a good catch of fish, going as far as the north side of the two Barrier Islands, Mokohinou, and Mercury and Alderman Islands in the Bay of Plenty. These boats are all under 7 tons register, and they are compelled to go to these far-away grounds on account of the scarcity of the best-sized market fish in the Hauraki Gulf. The Auckland market has been fairly well supplied with fish during the year. The total number of sacks of oysters taken from the Hauraki Gulf and Great Barrier beds was 5,582. On a few of the beds there has been a fair showing of young oysters, but on the greater part of the beds the fixing of spat has been poor for several years.

Thames.—The supply of fish during the past year was very satisfactory. Snapper, flounder, and gurnard have been taken in fairly large quantities. There are thirty-six launches engaged in fishing, employing 108 men. The fishing industry is developing of late, and at the present rate will in a short time become one of the district's most important industries.

Tauranga.—There has been an increase in the number of fishing-boats during the past year—thirty-nine being registered, as against twenty in the previous year—and thirty men have been engaged in fishing, being an increase of ten in the number fishing in 1918.

Gisborne.—The supply of market fish on the usual fishing-grounds has been very much the same as in other years, but on account of unfavourable weather conditions the quantity and value of the fish brought in has been less than in 1918.

Napier.—The year as a whole has been a moderate one for the fishing industry. In April, May, and June the fishing was so bad that four trawlers had to lay up, and the others that were kept running were, owing to the poor catches, worked at a considerable loss. During the months of October, November, December, and January westerly winds prevailed and record catches were made, especially of flat fish, which were of excellent quality. During February and March the catches were again poor. The year's results can be summarized as four months very good and eight months poor. During the four good months more than double the quantity of fish was landed than during the other eight. There has been an increase in the wholesale price of 4s. 6d. per hundredweight for flat fish and 2s. 4d. per hundredweight for round fish. The small-boat fishermen at Clive and Westshore report a good year, some big hauls being made. The total value of all kinds of fish brought in during the year is £16,070 9s. 6d., as against £14,143 10s. 6d. in 1918.

Wanganui.—There has been very little fishing done during the past twelve months, as most of the fishermen have left the district. All kinds of fish are reported to be plentiful on the local fishing-grounds.

Foxton.—The fish caught include flounder, whitebait, snapper, and kahawai. The total weight taken during the year was about 100 cwt., valued at £1,120.

Wellington.—There has been an increase of seventeen in the number of fishing-boats licensed during the year. Unfavourable weather conditions considerably hindered fishing operations, causing a scarcity of fish for the time. The local Inspector, however, reports that on the whole the market has been fairly well supplied. The quantity marketed was approximately 16,400 cwt., valued at £20,160.

Picton.—The quantity and value of fish caught at this port was about the same as in 1918, and the same number of launches were engaged in fishing. Three vessels were engaged in whaling, and the Inspector reports a successful season for those engaged in this industry.

Blenheim.—Fishermen report fish as being plentiful on the usual fishing-grounds, and with a ready market for their catches they have had a successful season.

Nelson.—The quantity and value of fish brought in to this port during the year shows a considerable increase on the two previous seasons. One steam trawler has been engaged in fishing, and the Inspector reports that it has done very well. Fish have been plentiful on the fishing-grounds about French Pass, D'Urville Island, and in Nelson and Golden Bays.

Westport.—Fish are reported as being plentiful, and good catches were made when weather conditions were favourable. Whitebait were more plentiful than in the preceding season, but were not taken in anything like the quantities they were a few years back.

Greymouth.—The Inspector reports that owing to bad weather the past season was a very poor one; the quantity of fish caught was considerably less than in the two preceding years.

Hokitika.—With the exception of whitebait there was very little other fishing done during the past year. The quantity of whitebait taken shows a very substantial increase on the catch of the two preceding seasons.

Kaikoura.—There has been an increase in the number of fishermen and also a considerable increase in the value of fish landed during the year. The fish-chilling and icemaking plant is proving of great benefit to the industry. A whaling-station has been established on the south side of the peninsula by Mr. C. Johnston. A useful plant has been erected, and Mr. Johnston expects to take up the manufacture of bonedust and fertilizer from the residue of the carcass after the oil is extracted.

Rangiora.—A good run of whitebait came up the Ashley last season. The value of the catch shows an increase on the two previous seasons. Fair catches of flounder and herring were made.

Kaipoi.—The past season has been the best for whitebait for some years, and some exceptionally good catches were made. Flounder have been plentiful, but rather small in size.

New Brighton.—The run of whitebait showed a decided improvement on the two preceding years.

Lyttelton.—The local Inspector reports that fish have been scarce on the local fishing-grounds, the quantity brought in being considerably less than during 1918. Unfavourable weather hindered fishing operations, and this no doubt helped to account for the reduced quantity brought in during the year.

Akaroa.—The quantity and value of fish marketed show a decrease on the returns for the preceding year. The local Inspector states that, on account of the want of suitable transport facilities by steamer and railway, fish frequently arrives at the Christchurch market in bad condition. With better arrangements for its transport there is no doubt but what a very much larger quantity could be forwarded.

Christchurch.—The fishing register shows that 135 boats were licensed in Christchurch district during the year. The following is a list of the number of boats and men employed: Lyttelton and Sumner, 41 boats, employing 63 men; Akaroa, 12 boats, employing 17 men; Kaikoura, 7 boats, employing 9 men; Southbridge, 11 boats, employing 18 men; Kaipoi and Styx, 44 boats, employing 45 men; Rangiora, 15 boats, employing 15 men; New Brighton, 5 boats, employing 5 men: total, 135 boats, employing 172 men.

Timaru.—During the past year fish have been scarcer and the cost to the consumer considerably higher than in previous years. Fishermen complain of what they consider excessively high railway freights on fish, also of the high rate of insurance charged on their boats. The wholesale value of fish brought in during the year is estimated at £8,000.

Oamaru.—The local Inspector says that compared with former years this year shows a noticeable decrease in practically all kinds of fish, this being partly due to unusually bad weather, but mainly to the absence of fish on the usual fishing-grounds. The fishermen state that this season is the worst on record. The industry is handicapped by the high cost of benzine and gear, together with the slow and costly transit to the chief market—Christchurch. The fishermen point out the necessity for a fish-chilling plant at Oamaru, as it is forty hours from the time when the fish is caught before it reaches the Christchurch market.

Moeraki.—The quantity and value of fish taken during the year were about the same as in 1918.

Otago District.—Rough weather prevailed for a great part of the year and interfered very much with fishing operations along the coast, and in consequence there was a serious shortage of fish for months at a time in the Dunedin market, and consequently the fish which came forward at such times brought exceptionally high prices at the wholesale market. With the exception of the last two months poor catches of flat fish were made by the trawlers on the usual grounds. On account of the scarcity of flat fish the steam trawlers worked off shore in about 20 fathoms, getting fair catches of tarakihi, moki, and other round fish. The seine-net fishermen working inside the harbour were not affected to any extent by the unsettled weather, and have had a prosperous year. All the outlying fishing-ports were visited by the Inspector during the year, and a scarcity of fish was reported all round.

Invercargill.—The principal fish taken are flounder, blue cod, red cod, groper, and, in the season, sea-run trout. The quantity and value of indigenous fish marketed was about the same as in 1918. The Inspector states that there has been a decline in the quantity and size of the sea-trout taken, and he recommends that on account of this steady decline over a number of years in the trout caught for market, and the scarcity of sea-run trout getting up the rivers, trout-netting in the estuary should be done away with.

Bluff.—The season generally has been a good one both for fish and oysters. The export trade has been somewhat hampered through the irregularity of the intercolonial service.

Stewart Island.—The catches of fish during the past season have been fairly good. Bad weather during part of the year hindered fishing operations to some extent, and accounts for the decline in the quantity of fish brought in in comparison with the previous year's catch.

Chatham Islands.—The fishing industry is holding its own, and the fishermen are satisfied with their lot as far as earnings are concerned. The local Inspector strongly urges the necessity for a fishermen's settlement on these islands, as it would be of great advantage to the industry. A great deal of time is lost by the fishermen on account of the frequent spells of bad weather and heavy seas, and at such times these men are thrown absolutely idle, whereas if each family had sufficient land to keep a cow or two and have a garden their living-conditions would be very much improved.

Rock-oyster Beds.

As stated in the Marine Department's report, the total quantity of oysters taken for market last season was 10,422 sacks. Of this quantity 4,774 sacks were picked from the Bay of Islands beds, 66 from the Mangonui beds, 5,065 from the beds in the Hauraki Gulf, and 517 from the Great Barrier beds.

For several seasons in succession there has been a poor fixing of oyster-spat on the principal beds both in the Hauraki Gulf and at the Bay of Islands, and on that account a large extent of the beds will have to be lightly picked this season, which will mean a reduction in the total quantity which can be taken for market. On a few of the beds in the Hauraki Gulf and Bay of Islands there was a fair fixing of spat last season, but, as already stated, the fixing on the principal beds has been poor for several seasons. The oyster-rock taken up from Bay of Islands to Whangaroa Harbour in 1918 has

given very good results; the oysters have improved in size, and round the beds there are quite a lot of young oysters fixed from the spawn of the brood oysters planted.

The demand for oysters is increasing every season, and, as the supply is never sufficient to meet market requirements, the Department must endeavour by every possible means to extend the beds by replanting and by strictly protecting every area where oysters exist.

Artificial oyster-cultivation is now carried on extensively in New South Wales on similar lines to what is done in England, France, and America, and I think it advisable that detailed information should be obtained with regard to the way the work is carried on, with the object of extending our present system of oyster-planting so as to be able in as short a time as possible to meet the increasing demand for oysters.

Quinnat Salmon.

There was a great falling-off in the run of salmon last spawning season. Very few came up the Waitaki or any of the other rivers along the east coast. Those caught in the nets in the Hakataramea and Dobson Rivers were about half the average size of the fish taken in other spawning seasons, and most of the fish were not in such good condition as in other years. During the previous spawning season (1917) a very heavy run of salmon came up the Waitaki and Rangitata Rivers: over seven hundred were netted in the Hakataramea River and ninety-five in the Dobson, and the number of eggs collected was 1,537,000. Last season (1918) only thirty-eight salmon were taken at Hakataramea and twenty-seven at the Dobson, and the total quantity of eggs collected was only 77,000. American and Canadian authorities who have made a special study of the life habits of the quinnat salmon say that very little is known of its life from the time it enters the sea in the early stages of its existence until it returns to the rivers in prime condition and sexually mature. Some of the American and Canadian authorities were advised of the failure of the salmon run last season. Dr. Hugh Smith, Commissioner of the Bureau of Fisheries, Washington, D.C., in reply to the information sent to him about the matter, says: "The experience of one season with the Chinook (quinnat) salmon would not justify generalities. I have no means of knowing what the cause may have been, but I would not feel apprehensive unless the same condition prevails for several years in succession. The general outcome of this acclimatization experiment clearly indicates the adaptability of the waters of New Zealand to this species, and there seems no reason why you should be discouraged by the present season's results."

Professor Prince writes fully on the subject, and the following are extracts from his letter: "No one who knows the habits of the quinnat salmon would frame a conclusion from the failure of one season. I do not think that you should come to a decision on the matter for at least two years more. It is known to salmon experts, as I need not remind you, that the quinnat often jumps or omits a year or two years, and instead of the full-grown fish returning in the fourth year they may be five, six, or even seven years old before they ascend their native river. This often causes a marked shortage even in the great rivers of North America, where tens of thousands of fish, instead of hundreds, come in from the sea. How much more marked must this be where the salmon are so much fewer, as in your recently stocked rivers! These two facts—the delayed descent of many quinnat-fry, and later in life the delayed and variable return of the fish when adult—must result in the very state of things you have in New Zealand this year—viz., a serious shortage in some years which will be put right in one, two, or three later seasons."

According to the investigations by salmon experts the quinnat as a rule do not return from the sea in prime condition and sexually mature until they are at least four or five years old, so that the large runs which came up the Waitaki in 1916 and 1917 must have been the result of the natural spawning in that river and its tributaries, and the output of yearling salmon from the Hakataramea salmon station in 1912 and 1913. The run of salmon and the number which spawned both in the Waitaki and Rangitata Rivers has shown an annual increase of more than 50 per cent. from 1913 to 1917, so that unless some unusual occurrence has taken place the number which are approaching maturity at sea must be greatly in excess of the largest runs which have so far come up any of our rivers. The next large run may come next season or may be delayed for a longer period, but I have every confidence that when the fish hatched from the large spawnings between 1913 and 1917 have matured we may expect much heavier runs of prime-conditioned fish than has occurred so far.

Acclimatization of Atlantic Salmon and other Useful Fishes.

The salmon-hatchery for Atlantic salmon at Te Anau Lake, which has not been used for some years, was repaired during the year. Now that the war is over, and it is expected that the regular running of steamer services to England will be resumed in a few months, I would recommend that the importation of Atlantic-salmon eggs should again be taken up. A vigorous policy requires to be adopted with regard to the acclimatization of useful fishes, and if carried out on the right lines should in a short time prove a most profitable investment for the Dominion. As I have stated in a previous report, apart from what has already been accomplished, there is an immense amount of profitable work yet to be done; in fact, I am convinced that up to the present we have not half solved the problem of the possibilities of useful acclimatization work with regard to the acclimatization of both fresh-water and sea fishes. I would again strongly recommend continuing the importation of Atlantic-salmon eggs. The success with the quinnat salmon was, I consider, due to the systematic effort made, extending over six years, and it was on the same lines that I recommended making an effort to establish the Atlantic salmon. Unfortunately, principally on account of the war, the Government has not been able to carry out this recommendation, and there has now been a break of several years since the last importation of eggs was made.

Other valuable fishes which I would recommend should be acclimatized are the land-locked salmon of Canada or the United States, or the Venner lax, the land-locked salmon of Norway and Sweden; the deep-water trout (*Salmo carpio*) of the North Italian lakes; the deep-water trout (*Salmo tahoensis*) of Lake Tahoe and other mountain-lakes in the Sierra Nevada mountain-range; the Truckee trout (*Salmo henshawii*); the cut-throat trout (*Salmo clarkii*); and the Rio Grande trout (*Salmo spilurus*). All these trout inhabit mountain lakes and streams, and we have an immense extent of suitable water in our mountain regions for them. I would also recommend the introduction of the British sea-trout (*Salmo trutta*), which is one of the finest sport and table fishes; and I would again recommend the acclimatization of the American striped bass (*Roccus lineatus*), as it is one of the most desirable inshore sea-fishes which can be introduced.

I am in a position to state that there will be no difficulty in getting a supply of the eggs of all the fishes I have mentioned, and I know the hatcheries from where they can be obtained. No expense would have to be incurred in providing hatching-accommodation for the eggs after arrival, as the Department's salmon-hatcheries at Hakataramea, Te Anau, Pembroke, Wairau, and West Coast can be used for the purpose.

With regard to the development of the sea-fisheries I would recommend that immediate attention should be given to the recommendations which I made in my last year's report.

I have, &c.,

L. F. AYSON,

Chief Inspector of Fisheries.

Oysters.

Locality.	Disposed of in Dominion.	Exported.	Total Number.	Total Value.
	Sacks.	Sacks.	Sacks.	£ s. d.
Foveaux Strait	22,827	2,180	25,007	12,503 0 0
<i>Rock-oysters.</i>				
Bay of Islands	4,774	...	10,422	7,516 13 6
Mangonui	66			
Hauraki Gulf	5,065			
Great Barrier	517			
Total	...	...	...	20,019 13 6

Return showing the Total Quantity and Value of Fish imported into and exported from New Zealand during the Year ended 31st December, 1918.

FISH IMPORTED.

	Quantity.	Value.
Anchovies, salted (in bulk)	3 cwt.	£7
Oysters, fresh	Nil	Nil.
Other fish, fresh or frozen	Nil	Nil.
Fish, preserved in tins	2,912,162 lb.	£131,789
Fish, smoked, dried, pickled, and salted	280 cwt.	£1,525

FISH EXPORTED.

	New Zealand Produce.		Not New Zealand Produce.	
	Quantity.	Value.	Quantity.	Value.
Anchovies, salted (in bulk)	Nil	Nil	Nil	Nil.
Oysters, fresh	142,800 doz.	£1,114	Nil	Nil.
Other fish, fresh or frozen	7,834 cwt.	£13,658	Nil	Nil.
Fish, preserved in tins	86,386 lb.	£5,422	179,135 lb.	£8,620
Fish, smoked, dried, pickled, and salted	28 cwt.	£122	14 cwt.	£77

Whaling.

Whaling-station.	Number of Whales taken.	Species.	Yield of Oil.	Quantity of Bone-dust or Fertilizer produced.	Total Value.		
			Tons.		£	s.	d.
Whangamumu... ..	41	Humpback ...	224	38 tons bonedust	7,176	0	0
Marlborough Sounds and Cook Strait	40	" ...	250	...	7,500	0	0
Kaikoura	9	" ...	40	...	1,200	0	0
Totals	90	...	514	...	15,876	0	0

Table showing the Number of Steam Trawlers, Oil-engine Trawlers, and other Vessels employed in Line and Net Fishing, with the Number of Fishermen employed, and approximately the Total Number of Persons engaged in the Fishing Industry at each Port for the Year ending 31st March, 1919.

(Compiled from the returns given in the District Inspectors' reports.)

Name of Port.	Steam Trawlers.	Oil-engine Trawlers.	Line- and Net-fishing Vessels.	Number of Fishermen employed.	Persons Employed in various ways in connection with the Industry.	Total Number of Persons employed.
Hokianga	..	..	9	17	..	17
Russell	..	..	30	60	..	60
Whangarei	..	..	15	20	10	30
Kaipara	..	..	25	30	15	45
Auckland	5	..	65	157	44	201
Thames	..	..	36	108	22	130
Tauranga	..	..	39	30	..	30
Gisborne	2	..	23	59	..	59
Napier	9	..	54	110	18	128
Wanganui	..	2	10	7	4	11
Foxton	..	..	19	24	..	24
Wellington	1	..	92	230	140	370
Picton	..	..	18	25	10	35
Blenheim	..	3	5	14	2	16
Nelson	2	..	58	20	10	30
Westport	1	8	14	20	..	20
Greymouth.. ..	..	2	10	12	..	12
Hokitika	..	..	1	90*	10	100
Kaikoura	..	..	10	22	..	22
Lyttelton and Sumner	..	5	36	63	..	63
Akaroa	..	..	12	17	..	17
Southbridge	..	..	11	18	..	18
Kaipoi and Styx	..	..	44	45	..	45
Rangiora	..	..	15	15	..	15
New Brighton	..	..	5	5	..	5
Timaru	1	8	16	40	8	48
Oamaru and Moeraki	..	..	29	41	..	41
Dunedin and Port Chalmers	2	4	60	111	89	200
Invercargill	..	..	13	15	..	15
Bluff	3	..	50	107	..	107
Stewart Island	..	..	28	58	8	66
Chatham Islands	..	..	13	30	11	41
Totals	26	32	865	1,620	401	2,021

* Principally whitebait fishing.

Table showing the Various Kinds of Fish caught and approximately the Total Quantities and Value of Fish landed at the different Fishing-ports for the Year ended 31st March, 1919.

(Compiled from the figures given in the District Inspectors' reports for the year.)

Name of Port.	Kinds of Fish caught.	Total Weight.	Total Value.
		Cwt.	£ s. d.
Hokianga	Mullet, snapper, flounder, and kahawai	Not supplied.	
Russell	Mullet, snapper, flounder, hapuku, kingfish, tarakihi, and kahawai	2,400	12,200 0 0
Whangarei	Snapper, mullet, flounder, hapuku, and gurnard	2,470	3,458 0 0
Kaipara	Mullet, flounder, snapper, and kahawai	5,620	5,152 0 0
Auckland	Snapper, mullet, trevally, flounder, john-dory, hapuku, gurnard, kahawai, tarakihi, kingfish, barracouta, and garfish	74,232	70,096 0 0
Thames	Snapper, flounder, sole, kahawai, and garfish	27,700	15,245 18 0
Tauranga	Snapper, hapuku, trevally, kahawai, moki, kingfish, and flounder	Not supplied.	
Gisborne	Snapper, tarakihi, gurnard, flounder, sole, and crayfish	3,125	4,130 0 0
Napier	Flounder, sole, snapper, gurnard, blue cod, butterfish, hapuku, moki, trumpeter, ling, barracouta, kingfish, trevally, warehou, and crayfish	11,557*	16,070 0 0
Wanganui	Flounder, snapper, hapuku, blue cod, mullet, and kahawai	103	198 0 0
Foxton	Whitebait, flounder, snapper, and kahawai	100	1,120 0 0
Wellington	Snapper, hapuku, kingfish, warehou, butterfish, blue cod, flounder, sole, and kahawai	16,400	20,160 0 0
Pictou	Blue cod, hapuku, herring, butterfish, and flounder	91	1,700 0 0
Blenheim	Flounder, sole, tarakihi, moki, butterfish, ling, snapper, garfish, and crayfish	540	850 0 0
Nelson	Snapper, flounder, gurnard, kahawai, moki, garfish, hapuku, herring, blue cod, butterfish, barracouta, and crayfish	908†	823 0 0
Westport	Hapuku, snapper, blue cod, kahawai, herring, flounder, sole, crayfish, and whitebait	1,165‡	2,567 0 0
Greymouth	Hapuku, snapper, herring, red cod, sole, flounder, and whitebait	76	180 0 0
Hokitika	Flounder, herring, kahawai, snapper, hapuku, and whitebait	447	2,347 0 0
Kaikoura	Groper, ling, kingfish, flounder, trumpeter, and blue cod	2,860	8,500 0 0
Rangiora	Flounder, herring, and whitebait	91	677 0 0
Kaipoi	Flounder, kahawai, whitebait, and herring	573	2,510 0 0
Southbridge	Flounder, herring, and red cod	200	1,060 0 0
Lyttelton	Groper, ling, red cod, herring, flounder, garfish, butterfish, moki, and trevally	6,000	12,000 0 0
Akaroa	Groper, blue cod, red cod, trevally, moki, butterfish, flounder, sole, ling, tarakihi, and crayfish	1,550‡	1,664 0 0
Timaru	Groper, sole, flounder, brill, ling, red cod, gurnard, barracouta, and elephant-fish	5,000	8,000 0 0
Oamaru	Groper, red cod, blue cod, moki, warehou, barracouta, and ling	3,548	2,189 0 0
Moeraki	Groper, blue cod, red cod, moki, warehou, barracouta, and ling	2,556	2,186 0 0
Dunedin and Port Chalmers	Groper, kingfish, ling, barracouta, blue cod, red cod, moki, trumpeter, bream, tarakihi, trevally, herring, garfish, elephant-fish, flounder, sole, and brill	34,180	35,889 0 0
Invercargill	Blue cod, red cod, groper, and flounder	645	733 0 0
Bluff	Blue cod, groper, flounder, trevally, trumpeter, and sole	5,202	6,841 0 0
Stewart Island	Blue cod, red cod, groper, butterfish, and moki	3,568	5,981 0 0
Chatham Islands	Blue cod and groper	3,624	3,749 15 0
Totals		216,531	248,276 13 0

* Also 330 sacks crayfish and 400 sacks pipi.

† Also 120 dozen crayfish.

‡ Also 70 sacks crayfish.

The CHAIRMAN, Portobello Marine Fish-hatchery, to the SECRETARY, Marine Department.

SIR,—

Dunedin, N.Z., 23rd May, 1919.

The last report of the Board of the Marine Fish-hatchery addressed to yourself was dated 30th April, 1916, and brought up the account of the work done at the station to the end of the financial year—viz., 31st March. Since then, owing chiefly to the sad death of the first curator, Mr. Thomas Anderton, on the 4th November of that year, considerable changes have necessarily taken place. The continuance of the war complicated matters, and though all requisite work has been carried on without a break, and the station is kept in the best of order, it has been to some extent a case of marking time. Owing to various causes, and to heavy calls on my own time, I was unable to furnish a report in time either in 1917 or last year. I have now much pleasure in doing so for the three years ending 31st March, 1919.

The most serious event in the history of the hatchery was the death of our late curator. Mr. Anderton had not enjoyed good health for the previous two or three years; indeed, the very severe ordeal he underwent in 1913, when he brought out a large consignment of herring-ova and other marine material to New Zealand, appeared to have undermined his constitution. He was never the same man afterwards. In October, 1916, he became seriously ill, and succumbed to the malady—tumour

on the brain—on the 4th November, at the comparatively early age of forty-three years. His loss was irreparable. He was a man of unique accomplishment, developing his strong scientific bias somewhat late in life. He could turn his hand to almost any kind of work, and whatever he bent his energies to he carried out if it were possible to accomplish. He was conscientious and accurate, as a truly scientific man must always be, full of ingenuity, and careful of the smallest details. At the same time he had a vision of the great possibilities of the work he was so much interested in, and had a very well-balanced judgment.

The Board was faced with the appointment of a successor, and decided to offer the position to Mr. Wallace Adams, who had acted as assistant for some years and who possessed the confidence of the members. Mr. Adams took up his duties in full, though he had been in active charge for over three months, in January, 1917. At the same time Mr. Sydney Broadley was appointed assistant curator. Mr. Broadley is one of the most skilful fishermen in Otago; he knows the local conditions very thoroughly, and his skill and knowledge are of great assistance in the practical working of the station. Mr. Adams having resigned his position as Inspector of Fisheries for Otago, Mr. Broadley was appointed to the vacancy in May, 1917. It materially assists the station that one of its staff should have this official position, as it keeps it in touch with the fishermen on the coast, with whom the relations of the Board have always been of the pleasantest and most helpful.

At the time of issue of the last report the Board had disposed of its old launch the "Rautaiia," and had got a new one built by Messrs. Miller Bros., of Port Chalmers. This is an eminently satisfactory boat, and it is now completely fitted with trawl-nets, dredges, tow-nets, and other collecting-apparatus. She is a good sea-boat, and runs well both on her engines and under sail. The Board has named her the "Karoro," the native name of the black-backed gull.

During 1916 the Board resolved to instal a small windmill and pump to relieve the constant use of the oil-engine and pump formerly used to keep the large store-tank full of sea-water. One was procured from Messrs. A. and T. Burt, and its erection was completed on the 8th November of that year. This windmill has completely justified its existence, and has already saved its own cost in the greatly reduced consumption of oil. Whole weeks pass in which it is not necessary to use the oil-pump at all.

Collection of Marine Fish-eggs.

During the spawning season of the flat fishes, July and August of each year, a considerable number of sole and brill eggs have been collected and hatched out. About three million larvæ have been liberated each winter, but no attempt has been made to work out the development of these.

Turbot.

It will be remembered that in May, 1916, Mr. Anderton liberated 128 of these fish off Tautuku Bay. In September, 1917, Mr. Adams took down forty-two more—large fish—ranging from 15 in. to 22 in. in length, and liberated them at the same spot. The conditions were very different, for the first lot were set free on a still moonlight night, with the water smooth and clear, while the second lot were liberated with a south-easterly gale blowing, but all were let go without any loss or injury. The Board is indebted to the owners, captain, and crew of the "Kotare" for the assistance so willingly and readily given to facilitate this piece of work.

The number of turbot left in the pond (tank) is now sixteen; none have been lost during the last year. In the preceding five years only nine fish out of 195 landed here have been lost, of which three were turned out because they showed signs of not being well, one jumped out of the tank, and five have died. We feel sure that no other hatchery or aquarium station can show a better record, testifying as it does to the scrupulous care taken in their management.

In January, 1917, the largest fish measured 21 in. long. A 19 in. fish weighed a little over 6 lb. In March, 1918, the largest measured 22 in. long by 16 in. broad. On the 31st March of this year there is hardly any appreciable increase in size. Mr. Adams reports: "The rate of growth has not been so rapid as that of former years. The largest fish have become broader and thicker but have not increased in length. The smaller turbot are still increasing in length and breadth; the rate of growth is, however, slow. In noting the growth of flounders we have found that the rate averages $\frac{3}{8}$ in. per month until the fish measures 11 in. to 12 in., and from then on the rate is not more than an inch in twelve months. Our experience with the turbot is the same as that of the flounders when kept in close confinement."

In this connection I have tried to obtain information as to the growth of pond-bred salmon (*Salmo salar*) in the ponds of the Otago Acclimatization Society at Clinton, to see if confinement retarded the growth. There is no doubt that it did so, though unfortunately no exact record has been kept. In 1889 there were 116 four-year-old salmon in the ponds (reared from imported ova), and were kept in confinement till 1895 as breeding-fish. At that date the last of them were liberated into the Waiwera, as they had become badly infested with fungus. These fish commenced to spawn at four years old. In 1892 the annual report stated that "the fish continue healthy in their confinement, although they do not grow to a large size." As a matter of fact I do not think they ever grew beyond 10 lb. in weight, while brown trout in the streams in the vicinity were found 18 lb. in weight. There seems no doubt that confinement in a limited space checks the full growth of all fishes.

The turbot have never shown any signs of spawning, although fish taken in the sea in Britain commence to spawn when 13 in. to 14 in. long. The shallowness of the water may also have to do with the spawning, as there is reason to believe that our spawning flat fish do not come into shallow water when spawning. It is not a question of temperature, for the water in our tanks has not been allowed to fall below 44° F. at any time in the last three years.

Lobsters.

The stock of these crustaceans in the ponds on the 19th December, 1916, was seventeen males and seventeen females. On the 31st March, 1918, it was eleven males and fourteen females; and at the end of this year it is five males and twelve females. In the case of the majority if not all of the deaths the cause seems to be injuries received during the act of casting the shell.

The number of larvæ liberated during the past three seasons is estimated at over 350,000 at a very moderate computation. They have simply been allowed to escape, and no attempt has been made to rear them through their free-swimming stages.

No lobsters at any stage of growth have yet been met with in the sea, although it is now ten years since they began to be set free. The Board got large crab-pots made, which were lined with fine wire netting, and have been put out in suitable localities and baited in the hope of securing young lobsters. Plenty of kokopuru and other kinds of small crustaceans were got, but no lobsters. Neither, however, were there crayfish, with which the coast-line swarms. I wrote to Dr. Williamson, of Aberdeen, on the subject, but he said we need not worry, as they never see young lobsters or young edible crabs on their coast.

Fish-marking.

In 1916 the Board was contemplating a scheme for marking fish in order, if possible, to ascertain their coastal movements and migrations. It intended to procure a number of suitable tags, and commence the systematic catching, marking, and liberating of specimens of the common sole (*Peltorhamphus novæ-zeelandiæ*). Up to the present it has been found impossible to carry out this scheme, but a good deal of information on the subject has been secured.

In the first instance we learned from Dr. Allen, Director of the Plymouth Biological Station, that vulcanite tags consecutively numbered were obtainable only from Hamburg. Owing to the war that source was closed, and he could not name any one in Britain who could supply suitable tags. Application was then made to the Commissioner of Fisheries, Washington, D.C., who took some trouble to obtain information. His second letter of April, 1917, states that "the Bureau is just in receipt of advice from Lamb and Tilden, local [Washington] agents for most of the large manufacturers of marking-devices, that they are unable to locate a manufacturer who will undertake to furnish vulcanite, ivorite, or celluloid tags, and expressing their conviction that such materials would disintegrate in sea-water." He adds, "The experience of the Bureau in tagging live fish is somewhat limited, and it does not therefore feel justified in making recommendations. In an investigation that has only recently been suspended, a device made of silver and suitably marked was attached to the opercle by perforation. It may be stated that the fish marked in this experiment were the tunas or albacores. One tag from a marked fish has been recovered to date, and this is supposed to have been in the water about two months. There was no evidence of corrosive action." The cost of these tags was \$85.50 per thousand. It was also stated that the Bureau used tags made of pure block tin for specimens preserved in alcohol, formalin, and other preservative, without any signs of attack by the preserving agent. Messrs. Lamb and Tilden offered to supply oval checks, 1 in. by $\frac{1}{2}$ in., with sunk figures 100 to 1,100, and letters "N.Z." thereon, hole at each end, in block tin, for \$40.00 per thousand net. They add, "The metal-market to-day is in such a condition that no positive guarantee can be obtained as to its purity." In replying to these communications I stated that the Curator and I were of opinion that a bright metal plate or disk, even if only an inch long, or less than an inch in diameter, might direct an amount of attention to the marked fish which might prove detrimental to it. We resolved, therefore, to experiment with tank fish in the first instance. One difficulty immediately met us: there was no pure tin to be obtained here, or (according to local houses) in Australia. The tin examined by me contained some antimony. We resolved, therefore, to experiment with aluminium, though knowing its unsuitability for marine work.

The attachment of the tags to a flat fish like the sole is a somewhat difficult matter. We found, too, as we anticipated, that as soon as a fish got its bright metal label attached to it it became an object of interest to the other fish in the tank. They soon lost their interest, however, though in most cases they must have snapped a good deal at the tags, as they tore the fins to which they were attached. In the open sea this would be a very serious menace to the fish, and would lead in many cases to their destruction. The base of the pectoral or of the dorsal fins appeared the most suitable position for the attachment of the tags, but in every case the fins were either badly bitten or torn away. Eventually the plan of puncturing the base of the caudal fin was found to be best, and tags so placed have remained attached for several months. They were fastened on by a small piece of silver wire passed through the flesh.

Several tags, carefully weighed, were placed in small jars or bottles and sunk in the tanks to test the action of the sea-water on them. They were examined from time to time, and finally cleared and weighed at the end of eight months. As was anticipated, aluminium, on account of its liability to be attacked by chlorides, was found to be totally unsuitable for this work. Many of the tags split and blistered as if the thin metal was formed of very thin plates, and the space between these split films became filled with a white crystalline mass, which proved to be nearly pure aluminium oxide. All the split tags gained weight from this oxidation of the metal. Those which remained intact all lost weight, varying in each case from 0.16 to 3.67 per cent. The average loss of weight was 1.32 per cent. in the eight months.

Growth of Fish in the Tanks.

The growth of the turbot has already been referred to. It may be mentioned here that turbot are easy fish to measure, although they have never been handled. When it has been necessary to lift them, either for examination or for transfer to another tank, a small flat net on a wire frame has been slipped under each fish, which then allowed itself to be lifted without a wriggle. Round fish under such conditions always tend to jump, but flat fish lie still for a considerable time.

In regard to the growth of the common flounder (*Rhombosolea plebeia*) it is noted that when first placed in the tanks the fish do not feed, and it takes them two or three weeks to become familiar with the surroundings. Only eight fish have been measured for any length of time. No. 1, 5½ in. long, increased to 8¾ in. in nine months, or an average growth of ⅓ in. per month; but in the first four months it grew ½ in. per month and then slowed down. No. 2, 6 in. long, increased to 10¼ in. in eighteen months, or slightly over ¼ in. per month, the growth being fairly uniform throughout. No. 3, 6½ in. to 9¾ in. in seven months, uniformly more than ½ in. per month. No. 4, 6½ in. to 11¼ in. in fourteen months, or ⅔ in. per month; in this also the rate was about ½ in. per month in the first six months, and only ¼ in. for the rest of the period. No. 5, 7 in. to 12¼ in. in twenty-three months, or barely ¼ in. per month. For the first four months the rate was ½ in. per month, then it gradually slowed down, and during the last year the fish has only increased 1 in. in length. No. 6, 7¼ in. to 9¾ in. in six months, or slightly over ⅓ in. per month. No. 7, 7¼ in. to 12½ in. in twenty-three months. Of this increase 4¼ in. was gained in the first eight months, or over ½ in. per month; then the growth nearly stopped, and the length has only increased 1 in. in fifteen months, or rather slower than No. 5. No. 8, 7¼ in. to 12¾ in. in eleven months, or considerably over ⅓ in. per month, the growth being most rapid for the first six months.

The number of fish dealt with is too small to found any definite conclusions upon, but the facts are worth recording for future reference.

I cannot find that the season of the year has made any difference in the rate of growth. As the water in the tanks, even in the coldest months of the year, is never allowed to fall below 44° F., the fish feed all the year round, and they get as much to eat as they want. In the open sea, however, as the temperature seldom or never falls below 48° F., they probably are only dependent on the food-supply for the rate of growth.

Of other fishes kept in the tanks for any length only two have been measured. A specimen of the girdled parrot-fish, or wrasse (*Pseudolabrus cinctus*), is of a slate-blue colour, and is a particularly shy fish in the concrete tank, where its hue makes it conspicuous. It was 9¾ in. in length when placed in the tank, and has increased to 11¼ in. in nineteen months, or less than ⅓ in. per month. This slow rate of growth has been uniform.

A specimen of the banded parrot-fish (*P. pittensis*), of exactly the same size, has been under observation for the same period, and has grown at the same rate. This fish, which is of a general light-green colour, crossed by bands of a darker hue, is not so shy as the preceding species, probably because its colour approximates more closely to that of the commonest of the green algæ, and this makes it much less conspicuous.

Surface Nettings.

From the establishment of the hatchery a large quantity of material has been gathered from the surface of the sea, both inside and outside of Otago Heads, by means of surface nets. Some of this has in the past been sent to Professor G. S. Brady, of Newcastle, and to Professor G. Otto Sars, of Christiania, both of whom have done valuable work in identifying and describing New Zealand crustacea.

Since October, 1918, the collection of surface-net material has been undertaken regularly every week. The gathering is made off the wharf, and thus consists only of the small swimming life of the water which flows past the station daily.

I recognize that this work is only the beginning of a research on the floating life of the waters of Otago Harbour and the adjacent seas. If all the material collected were worked out it would enable us to ascertain to some extent what are the common forms of life on which our fishes feed. The contents of the surface nets vary largely from month to month, at times consisting almost entirely of Copepoda, and in the summer being mixed with a large proportion of crab zoœas and larval fish. In the European seas some of the most valuable food fishes, such as the herring and mackerel, feed at times almost exclusively on Copepoda; so do the young of such flat fishes as the plaice. The same is probably true of the fish in our southern seas. When rearing larval lobsters Anderton fed them with Copepoda obtained by surface netting. The examination of the stomach-contents of our food fishes, which is still regularly continued at the hatchery, deals only with the larger material found. The identification of Copepoda and other small organisms requires microscopic examination, and that cannot be undertaken until scientific assistance is fully available. Meanwhile the Board is accumulating material from week to week, in the hope that ere long it may be worked out.

No attempt has been made to collect smaller organisms, such as the diatoms which form such a vast proportion of the food of the Copepoda themselves. Their enormous importance may be inferred from the estimate made by Professor Moore (quoted by Professor Herdman in a recent paper on "Distribution of Diatoms and Copepoda in the Irish Sea") that the amount of carbon used up by Diatoms and converted from the inorganic to the organic form probably amounts to "something of the order of 20,000 to 30,000 tons per cubic mile of sea-water (= 57.5 or 86.25 grains per cubic yard, or 4 to 6 grammes per cubic metre) in the Irish Sea; and this probably means a production each season of about 2 tons of dry organic matter, corresponding to at least 10 tons of moist vegetation per acre" (of sea-surface).

Of future research to be undertaken a most important branch is the working out of the life-histories of our food fishes. At present about 120 species of fishes are known from the waters of Otago Harbour and the immediately adjacent waters. Of these about thirty-six appear more or less commonly on the market, but the life-histories of only five or six are known even to a small extent.

In conclusion we would suggest that steps should be taken, now that the war is over, and as soon as shipping becomes normally available, to procure a further supply of lobsters and edible crabs. It would also be advisable to consider whether any further shipments of turbot should be attempted. These are matters for future action; meanwhile we suggest that they should be kept in view.

I am, &c.,

GEO. M. THOMSON,

The Secretary, Marine Department, Wellington.

Chairman, Marine Fish Hatchery Board.

The CHIEF INSPECTOR OF MACHINERY AND CHIEF SURVEYOR OF SHIPS to the SECRETARY OF THE
MARINE AND INSPECTION OF MACHINERY DEPARTMENT.

Sir,—

Head Office, Customs Building, Wellington, 2nd July, 1919.

I have the honour to submit herewith the annual report of the operations of the Inspectors of Machinery and Surveyors of Ships during the twelve months which ended on 31st March, 1919.

I have pleasure in reporting another successful year of the work of the Department. The officers of the Department have had a very strenuous year trying to keep pace with the great increase of new land machinery that has been introduced during the year. At the end of the year, however, there were a great many inspections overdue, but with additional assistance which has been promised I am hopeful of picking up most of the arrears next year. Several special trips were made to suit clients who had installed new machinery and who wished to have everything safe before starting. In some cases the expenses were paid by the owners of such plants.

Freezing-works owners have also asked for special treatment, with their stores full of meat and produce. This year they could not close down as usual to have their inspections made at one time. Several visits had to be paid to inspect their different appliances so as to avoid interfering with the freezing operations. These works are now more numerous than ever before, and the capacities of most of them have been doubled of late years. We have met all obligations to assist them, but it has taken up a great deal of the Inspectors' time.

The equipping and surveying of transports and work connected with the Admiralty has all been attended to. In some cases this has meant the services of some of our Surveyors for weeks, as the work was mostly of a very urgent and pressing nature. The Naval Adviser has commended us for the services rendered and for the practical help given.

I visited nearly all the district offices during the year, and also called on a great number of the shipowners and engineering firms. The latter have been well employed during the year with additions to freezing-works, machinery, &c., and, had material been procurable, might have done more. Skilled labour has, of course, been scarce, but next year should see a marked improvement, with things coming back again to normal conditions.

Our work generally has been well maintained during the year, and all calls made on the Department have been met as far as possible.

For convenience of reference this report is set out in divisions, as follows :—

1. Inspection of boilers.
2. New boilers inspected.
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1. Inspection of Boilers.

The number of boilers inspected during the year was 7,005. There were at the end of the year a large number not inspected. No boiler-explosions occurred during the year. There has been no trouble with the steam-owners, though a great many repairs were found necessary, and in numerous cases a reduction in pressure was made.

The good feeling existing between the various Inspectors and their clients is very marked. I have met a great many steam-users during the year, and they in almost all cases were pleased for the advice and attention given at the annual inspections.

Long distances are now covered by most of those engaged in this inspecting-work, and great risks are run with horses, motors, and bad roads. This year, however, there have been few accidents to report while Inspectors were on their rounds.

Boilers at Government institutions were examined as desired, and, where required, repairs effected.

There were in all 800 defects discovered in boilers, and of this number 262 were considered very dangerous. If these defects had not been discovered and remedied no doubt disastrous results would have followed. Compulsory inspection, therefore, has proved its usefulness on many occasions.

2. New Boilers inspected.

Of the new boilers inspected the greater number were pressure vessels such as digestors, manure-driers, wool-driers, jacketed pans, vulcanizers, &c. Very few new portable- and traction-engine boilers were inspected. New boilers of this class, including road-roller boilers, were fairly numerous before the war.

The number of new multitubular and vertical boilers inspected is greater than that of any other type; the water-tube class comes third, but in point of aggregate horse-power it probably comes first. These boilers range in nominal horse-power from 70 to 140, and have been installed in large works such as meat-freezing works, dairy factories, sugar-refining mills, and tramway power-houses.

Several defects in the design of new boilers have been noted, and perhaps it will be sufficient to mention at present two of them—one the design of flanged cover-joints, the other the insufficient safety-valve area provided with gas-heated boilers. With covers of cast iron bedded down on the spigot only and the cover-bolts disposed outside the spigot there is always a danger of cracking the cover when tightening up the joints. The same remark applies to plain flanged covers when thick jointing-material is used. The jointing-material should be laid all over the flanges and not wholly within the bolt-circle. No cover-bolts should, generally speaking, be less than $\frac{5}{8}$ in. diameter—preferably $\frac{3}{4}$ in. diameter—because of the injury which might result when such small bolts are being screwed up. The safe working-stress should be determined with reference to the size of the bolt and the frequency of the removal of the cover. The working-stress per square inch of net area on a $\frac{5}{8}$ in. bolt should be about one-half of that of an inch bolt.

The safety-valves fitted to gas-heated boilers, vulcanizers, &c., are sometimes very small. A safety-valve should always be large enough to discharge all the steam the apparatus can make at the working-pressure. Moreover, the smaller the safety-valve the more liable it is to sticking and derangement. Small safety-valves should be frequently tested—daily or more often. In an experiment on a small boiler ($9\frac{1}{2}$ in. diameter by 32 in. high, ten $\frac{7}{8}$ -in.-diameter tubes) heated by a gas ring it was found that after the working-pressure had been reached the pressure increased 10 lb. per minute when the safety-valve and other outlets were closed. The importance of seeing that the safety-valve is free will therefore be realized.

The number of new boilers inspected during the year was 162; of this number 74 were made in the Dominion and 88 were imported. The following table gives the districts to which the new boilers went, the horse-power, and whether made in the Dominion or imported:—

District.	Made in Dominion.		Imported.		Total.	
	Number.	Horse-power.	Number.	Horse-power.	Number.	Horse-Power.
Auckland North	7	82 $\frac{1}{2}$	7	59 $\frac{1}{2}$	14	142
Auckland	10	97	11	42	21	139
Auckland South	1	30	12	502 $\frac{1}{2}$	13	532 $\frac{1}{2}$
Canterbury	8	27	3	19 $\frac{1}{2}$	11	46 $\frac{1}{2}$
Hawke's Bay	6	101 $\frac{1}{2}$	4	9 $\frac{1}{2}$	10	111
Nelson	3	88 $\frac{1}{2}$	1	2 $\frac{1}{2}$	4	91
Nelson South	..	..	..	..	..	..
Otago	8	40	11	144 $\frac{1}{2}$	19	184 $\frac{1}{2}$
Southland	2	6 $\frac{1}{2}$	7	395 $\frac{1}{2}$	9	402
Taranaki	11	64	10	272	21	336
Wellington North	5	10	5	6	10	16
Wellington	13	169	17	55 $\frac{1}{2}$	30	224 $\frac{1}{2}$
Totals	74	716	88	1,509	162	2,225

3. Inspection of Gas-, Oil-, Water-, and Electric-driven Machinery, including Lifts.

The motive power under the e headings is increasing each year in large numbers, especially in the dairying districts of the North Island, where the oil-engine has become essential for labour-saving. The locally made engines are still increasing, and there is a noticeable increase in the number of the higher-powered oil-engines made in the Dominion. The total number of inspections made was 15,609, an increase of 1,455 for the year. There were a number of inspections under these headings in arrears at the end of the financial year, and these were mostly stationed in the North Island.

4. Fencing and Guarding of Machinery.

There were 1,219 notices issued to guard machinery during the year, and there were several accidents reported with machinery during the year, a number of these being in connection with lifts. The high rate of speed of the modern electric lift has necessitated extra precautions being taken to have them efficiently protected, both from the cage and landings.

An account of all these accidents is reported on an appended return. Some of these proved fatal, and several of the accidents were the result of carelessness on the part of the employee. It is difficult to provide, by means of guarding, against all accidents. A good deal must be left to individual discretion. It is astonishing sometimes to find, when any one has become accustomed to any machine, the risks he will run in attempting to do almost impossible things with the machine in motion.

5. Survey of Steamships and Auxiliary-powered Vessels.

Many running surveys of ships continue to be made. It is important that a Surveyor should be advised a day or so before his services are required. It has often happened that when called upon at a moment's notice he has had a prior engagement. It would also be of great assistance to all parties concerned if preparations for the survey were completed before the Surveyor arrives at the vessel. A Surveyor's time is very fully occupied, and any assistance which would be given him in expeditiously carrying out his duties would be greatly appreciated. Owing to the anxiety of getting a ship away, sufficient time is not always allowed for the cooling of the boiler. A Surveyor cannot reasonably be expected to enter a boiler which is too hot, and where conditions obtain which are a menace to his health, and are not conducive to the efficiency of the examination.

It is quite unusual to have to report such a serious defect as has been discovered in one of the longitudinal seams of the shell-plates of the main boiler of the tug "Dunedin." The boiler is of the Inglis patent marine type, 14 ft. in mean diameter and 11 ft. long. The shell-plates are $1\frac{3}{8}$ in. thick, and the longitudinal seams treble-riveted, double butt-strap joint, giving a percentage strength of 84.2 of the solid plate. The boiler had only been in use about four years when leakage at the butt straps was detected. Further examination revealed numerous small cracks in the cover-plates, butt straps, and shell-plates under the butt straps. A defect of this nature has never before been known in New Zealand, but similar defects appear to have been found in marine boilers in other parts of the world. The cause of the failure of the plates is at present somewhat obscure. Portions of the defective material have been forwarded to the Board of Trade, London, who, with Lloyd's Register, have kindly consented to investigate the matter.

The total number of steamships and auxiliary-powered vessels surveyed was 729. Of vessels over 25 tons gross there were only two built in the Dominion during the year. Their names were "Orini" and "Te Tui," both oil-engine vessels, particulars of which are given below.

It has been proposed to build a large wooden vessel in the Northern Wairoa. The plans and specifications were drawn up by naval architects in Australia, and submitted to the Department for approval. I understand that the proposal has now been abandoned.

In common with other parts of the world, New Zealand has added to the number of her seagoing vessels some hulks which it was thought at one time had finally ended their careers as traders on the high seas. The hulk "Lilla" is now the s.s. "Opihi"; the hulk "Dartford" is now a barque of the same name; the hulk "County of Anglesey" is now the barque "Gladbrook"; and the hulk "Northern Chief" is now a three-masted schooner of the same name. An old iron steamer built in 1876, the s.s. "Stella," which had been laid up since 1912, was thoroughly overhauled and again put into commission. Particulars of the alterations and repairs to these vessels are given elsewhere in this report.

A new main boiler was fitted into the tug "Hipi." It was constructed in New Zealand of scantlings approved by the Department, and is of the usual marine multitubular type.

The following is descriptive of the new vessels "Orini" and "Te Tui":—

O.E.V. "Orini."—The dimensions of the vessel are—Length, 86 ft.; breadth, 25.2 ft.; depth, 5.2 ft. The gross tonnage is 85.11, the register tonnage 19.18. The vessel is a light-draught auxiliary schooner of the scow type, and is employed in the home trade, carrying deck cargo only. She is propelled by two sets of four-cycle oil-engines, each of 60 brake horse-power, giving her a speed of about 8 knots. Plans and specifications of the hull and machinery were submitted for approval before the work of building the vessel was commenced. The hull was built on the diagonal principle, and the wood used was chiefly kauri. The bottom was sheathed with totara.

O.E.V. "Te Tui."—This vessel is used to carry cargo in Kaipara Harbour. She is 39 tons gross and 30.5 register, the propelling machinery consisting of two sets of oil-engines each of 16 brake horse-power. The plans and specifications were approved by the Department. The vessel has three skins, the two inner ones ranged diagonally and the outer one fore-and-aft.

Forty-eight vessels had new propeller-shafts fitted, eleven had new propellers, and three had new propeller-blades. Seven vessels were fitted with new engines, and one with a new main boiler. The working-pressures of the main boilers of three vessels, and that of the donkey boilers of three vessels, were reduced to ensure safe working. New crank shafts were fitted to the main engines of four vessels. Four sailing-vessels were converted into oil-engine vessels, and the engines of one oil-engine vessel were removed, and she is now dependent on her sails only.

Many vessels have been extensively repaired, and the following list gives the names of some of these vessels and the nature of the repairs made to them:—

S.S. "Aorere."—This vessel was at one time engaged in the home trade. She has now changed ownership, has been repaired, and carries cargo in Wellington Harbour. The following parts of the hull have been renewed: sister keelsons, side stringers from after end of engine-room to forward end of bunkers, beams at fore and after ends of forward hatchway, four carlines of jarrah on after deck at the engine-room, bunkers and bunker-coamings, boiler-chairs, funnel, and fore and main rigging. A piston-valve and new ahead eccentric strap were fitted to the high-pressure cylinder. A new condenser-door on the port side and a new intermediate stop-valve were also fitted. The bottom of the main boiler was patched in two places. Extended patches were fitted on the back and bottom of the combustion-chamber and at the back end of the furnace of the boiler. Twenty-four screwed stays, two bar stays, and two stay-tubes were renewed in the boiler. The boiler was afterwards tested by hydraulic pressure to 150 lb. per square inch.

O.E.V. "Breta Tui."—Originally employed within restricted limits, this vessel is now running in the home trade. A 10 in. by 8 in. beam, 18 ft. long, has been bolted on top of the keelson where it was cracked. The stern-post has been bored out, and a new liner has been fitted to make the stern-tube a tight fit. All running-gear and most of the rigging has been renewed. The propelling-engines were thoroughly overhauled, and three cylinders and the greater part of the engines were renewed.

S.S. "Cygnel."—The hull of this vessel received a thorough overhaul. On the outside several plates were renewed, and several where sheathed. New top and centre gudgeon-pins and thirteen new rivets were fitted in the rudder. Inside the hull the repairs and renewals were more extensive. In the holds, bunkers, and stokehold a number of floors, intercostals, reverse frames, and stringers were renewed. The keelson angles aft and in the stokehold were also renewed. A number of frames and deck-beams were strengthened. Several new stays were fitted in the bunkers and the engines and boiler were overhauled.

S.S. "Defender."—This vessel has been well strengthened with renewals to her keelson: 32 ft. of the main keelson aft, 43 ft. of the rider keelson amidships, 42 ft. of the bilge keelsons amidships each

side, and 32 ft. of the same keelsons on each side aft, were renewed. The main and rider keelsons were 14 in. by 12 in., the bilge keelsons 12 in. by 12 in. amidships and 10 in. by 10 in. aft, being all of ironbark timber.

S.S. "Gannet."—The old deck-planking of the vessel was removed and the deck raised aft. Eight defective deck-beams were replaced with new beams, and four natural-bend timbers were renewed on each side amidships. A new rudder-stock and several new hull-planks were also fitted. The boiler was taken out of the vessel, and fifty rivets were cut out and renewed at the end of the butt strap on the back end of the furnace. The shell was cleaned and painted, and the boiler tested to 150 lb. hydraulic pressure.

T.S.S. "Hipi."—The quadruple expansion engines of this vessel were replaced with two sets of compound engines, and a new Edwards air-pump was installed. A new main boiler was also fitted. The vessel also had new bunkers, new stern-brackets, new decks, and new covering-boards where they were found defective. The hull was strengthened with doubling beams and heavier stringers.

S.S. "Invercargill."—A considerable amount of repairs was found necessary in the neighbourhood of the after ballast-tank. Several floors, reverse bars, and intercostals were renewed. In the fore and after holds several reverse bars were renewed. The forepeak bulkhead was stiffened with two new angle-bars. A new high-pressure crosshead pin and brasses were fitted to the high-pressure engine, and a new bucket and rod to the circulating-pump. Division plates at each end of the condenser were renewed. A patch on the bottom of the port combustion-chamber of the main boiler was taken off and riveted. The lifeboats were overhauled and the buoyancy tanks were tested. A new standard compass was fitted.

S.S. "Kahika."—At the annual survey of this vessel the boilers and engines were the only parts requiring important repairs. Patches were fitted on each side of the three furnaces of the main boiler, and about forty combustion-chamber stays were renewed. Six stay-tubes, fifteen plain tubes, and several rivets were also renewed. The donkey boiler was retubed. Two gusset-stays were renewed. Three new sludgehole-doors and one manhole-door were fitted. The high-pressure cylinder was lifted out and a crack in the cylinder-jacket was patched and a ring shrunk on the cylinder. No. 2 cylinder was bored out and a new piston fitted. The crank-shaft was rebuilt with a new length of shafting and new crank-pins.

S.S. "Kittawa."—The hull, main and donkey boilers, and engines all received a thorough overhaul. In the after hold twelve reverse bars were renewed. Sections of the coamings of the engine and boiler casing were cut out and renewed. In the bunkers the casing and trunk-way hatch-coamings were repaired, and two 'tween-deck plates were renewed. Eighteen floors in No. 3 ballast-tank were renewed. Repairs had to be made to the rudder, and the tail-shaft was drawn for inspection. A cargo-derrick was replaced with a new spar, and the mainmast was lifted out and a new centre built in it. New foretopmast-stays, maintopmast-backstay, and four topmast-backstays were fitted. The main engine-shafting was lined up and a number of holding-down bolts were renewed. The plain tubes of the port combustion-chamber of the main boiler were renewed, and eighteen screwed stays in the port and centre combustion-chambers were renewed. The wasted portions at the bottom of the front of the boiler were made up with the oxy-acetylene process. All the plain tubes of the donkey boiler were renewed, and a patch round the bottom of the boiler was riveted and caulked. New main steam-pipes were installed and tested to a suitable hydraulic pressure.

S.S. "Ohinemuri."—The repairs effected to this vessel's main boiler consist of new ends, 2 ft. long, to both furnaces, and a new combustion-chamber bottom. The boiler was afterwards tested by hydraulic pressure. In the hull, four planks on the port side and two in the garboard strake, starboard side, and six in the fore deck were renewed. A new piece of timber was fitted in the aperture, and the bottom of the hull was sheathed with totara.

S.S. "Opihi" (formerly the coal-hulk "Lilla").—This vessel was built in 1886 of iron, and is 208.5 ft. in length, 34.6 ft. beam, and 21 ft. in depth. The hulk was originally a sailing-vessel. A great deal of the material and machinery, including the stern-frame, engines, and boilers, which were used in making the alterations to the "Opihi" were salvaged from the wreck of the s.s. "Opouri." The "Opouri" was an up-to-date steamer, but smaller than the "Opihi." Close investigation of the strength of the hulk had therefore to be made to ensure that the combination of old and modern methods of construction, and the re-enforcing of the weaker parts of the sailing-vessel and of the smaller scantlings of the parts salvaged from the "Opouri" would have the same efficiency as if the vessel had been designed originally to the requirements of a steamship. New plates were fitted at the stern, and the floors and frames in the machinery-space were strengthened. The hold is 110 ft. long, and has two hatchways, in way of which deep web frames are fitted. Bulkheads were erected dividing the vessel into four watertight compartments. The vessel has two masts, and is schooner-rigged. New fore and main rigging and stays, derricks, goose-necks, gin-blocks, and bands at mast-head were fitted.

S.S. "Parera."—It was found necessary to renew parts of this vessel's hull as follows: Twenty planks, seventy frames, eight floors, two stringers, decking aft, and the housing over the engine and boiler. The engine and boiler seatings were also renewed, and a new propeller was fitted.

S.S. "Stella."—The woodwork was stripped from the hull, the main and donkey boilers and the fresh-water tanks were removed, and the following repairs carried out: Seven floor-plates at the after end of the fore hold were renewed; five reverse frames in the boiler-space and seven on each side of the fore hold were strengthened; strake-plates E 4 on the port and starboard sides were renewed; new bottom plates and one on the top were fitted in the tunnel; a new deck-stringer was fitted on each side of the engine-casing, and the tie-plates at the boiler-casing, the boiler-casing coaming-plates on each side, and three plates on the port side of the boiler-casing and one on the starboard

side, and the top of the casing, were all renewed; about two-thirds of the starboard bunker and one-third of the port bunker, and all bunker-stays were renewed. The forward bulkhead of the cross-bunker was shifted aft 7 ft.; new stiffeners of 3 in. by 3 in. by $\frac{3}{8}$ in. angle-bars were riveted to the bunker; the hatchways were enlarged; a room was built for the master on the bridge deck, and the crew accommodation was refitted; the hull, both inside and out, was thoroughly chipped and painted; all rigging, derricks, cargo gear, and all life-saving equipment, excepting the boats, were renewed; the main boiler was also thoroughly overhauled—a piece was cut out of the bottom of the shell and a patch 8 ft. by 8 ft. by $\frac{5}{8}$ in. riveted on; an old patch in the starboard combustion-chamber was renewed; all the boiler-mountings were refitted and the boiler relagged and tested to a suitable hydraulic pressure; the main and auxiliary steam-pipes were also tested by hydraulic pressure; the funnel was lengthened by 7 ft., the two bottom courses being renewed.

O.E.V. "Waihai."—In the hull a number of the floors have been renewed and a number have been backed with new timber. All damaged planks have also been renewed. A fume-proof bulkhead between the engine-room and the cabin, and two ventilators in the engine-room, have been fitted. The renewals to the propelling-machinery include new bearings for the crank-shaft, new cross-head-pins, new reverse wheels and clutch, and a new lignum-vitæ stern-bush.

Auxiliary Scow "Wave."—The centre case was taken out of this vessel and a new false keel put on. The cabin and crew's quarters and all bulkheads have been renewed. A new rudder-band was fitted to the rudder and the rudder was refastened. A new stud-link anchor-chain and two new anchors were added to the equipment. The engines, including the thrust-block, have been refastened. New sleeves were fitted to both tail-shafts, and new bushes in tubes and brackets. New exhaust-pipes and valves were fitted.

6. Survey of Ships for Seaworthiness.

Forty-three special surveys of ships for seaworthiness were made. Most of the accidents were due to the vessels encountering heavy weather. Four sprang a leak from this cause, but most of the others were damaged at their moorings or whilst berthing. Grounding, striking rocks, and collisions accounted for about 25 per cent. of the accidents. Only one case of fire was reported. The accidents to boilers included one each due to corrosion, crack in furnace, furnace down, and leak in main steam-pipes. Failures in the engine-room included piston-valve chamber breaking; cracking of horse-power ahead column; breaking of connecting-rod bolts, junk-ring, crank-web; the blowing-out of a cylinder-joint; and the loss of propeller-blades.

The most serious casualty was that of the s.s. "Port Hacking." This vessel is owned by the Commonwealth and Dominion Line, and is over 6000 gross tonnage. She grounded on the tail of Horseshoe Bank, Chesapeake Bay, U.S.A., on the 19th October, 1917, but was floated the next day. She proceeded on her voyage to Auckland via Panama. When about 1600 miles on her way to New Zealand it was discovered that the rudder had broken off at the second gudgeon. A jury-rudder was rigged and a course set for Callao, where temporary repairs were effected. While at Callao a diver found that the stern-frame and rudder-post had carried away. This information was reported to the owners, who then had sent to Auckland a new stern-frame, rudder-post, and rudder. After a trying voyage, through the temporary rudder also carrying away, the vessel arrived at Auckland on the 13th March, 1918. Arrangements were immediately made to have repairs executed with all possible despatch, and to place at the disposal of the contractors the resources of the whole Dominion. The repairs were wholly supervised on behalf of the Admiralty by an Engineer Surveyor of Ships, who also decided upon the minimum amount of repairs that was absolutely necessary to put the vessel into a seaworthy condition. The following repairs were done: The damaged rudder and stern-frame were removed and a new frame and rudder fitted. A number of shell plates had to be removed and riveted in the vicinity of the stern-frame. A number of keel-plates and other shell-plates were removed and straightened, or straightened in place. A great many ballast-tanks floors were cut, taken out, and straightened, and several were laid in position. Running repairs were carried out to the propelling and auxiliary machinery and steering-gear. The stern-tubes and bush were found to be fractured, but not sufficiently to make the vessel unseaworthy. The tail-shaft was replaced by a spare tail-shaft to which the propeller-boss was properly fitted. A new nut was made for the stern-tube, and new lignum-vitæ fitted into the bush. The vessel was in dock from the 26th March to 31st May, and the repairs were completed some four days under contract time. The work was carried on night and day continuously, and it cost approximately £14,000 to repair the vessel.

7. Survey of Government Vessels.

The number of Government vessels surveyed during the year totalled sixteen, as follows: S.S. "Amokura," s.s. "Ben Lomond," s.s. "Earnslaw," s.s. "Hauraki," s.s. "Hinemoa," o.e.v. "Huia," o.e.v. "Irinī," s.s. "Janie Seddon," s.s. "Lady Roberts," o.e.v. "Mororo," p.s. "Mountaineer," o.e.v. "Patiti," o.e.v. "P.W.D.," o.e.v. "Reremoana," s.s. "Tutanekai," and s.s. "Rama" (late H.M.S. "Torch").

S.S. "Rama."—During the year the Engineer Surveyors of the Department acted as Superintendents while this vessel was being refitted for sea for the Royal Navy. The work entailed in the refitting of the vessel was a complete overhaul, and renewals in every department of the vessel, and in addition extensive repairs to the auxiliary machinery in the engine and boiler room, including a complete overhaul of the electric system throughout the vessel. The Commander's, officers', and crew's quarters were all relined, and all internal fittings fitted up with bunks, drawers, lockers, &c., which were polished and painted. The storerooms were all relined and painted, magazines relined, and internal fittings replaced in position. All lavatories, bathrooms, and sanitary conveniences received the necessary attention and repairs.

The work above deck included the overhaul of all running-gear aloft, including the shipping of a new forestay, new downalls and topping-lifts, reshipping the yards on foremast with new foot-ropes, and overhauling and oiling all blocks, and shipping new falls. Boat-davits and blocks were overhauled and new falls fitted complete, lifeboats and steam-launch repaired, equipped, and placed under davits. A new mizzenmast and spanker-boom was made and shipped into position with rigging complete, all new ratlines fastened to fore, main, and mizzenmast, and decks caulked. The work was carried out to schedule time, and after steam trials of two hours the vessel was taken over by the naval authorities.

S.S. "Tutanekai."—During the year this vessel was altered for mine-sweeping work. Minor alterations were carried out to the vessel at the after end, and the work of fitting the Acticon mine-sweeping equipment was superintended by the Engineer Surveyors of the Department to the satisfaction of the naval authorities.

8. *Additional Steamers and Auxiliary-powered Vessels surveyed for the First Time.*

There were fifty vessels surveyed during the year for the first time. None of them were of large tonnage.

9. *Survey of Sailing-vessels.*

There were fifty-eight sailing-vessels surveyed during the year. Particulars of the repairs and alterations made to some of them are as follows :—

Schooner "Alma."—At the annual survey of this vessel it was found necessary to reduce the working-pressure of the donkey boiler by 10 lb., owing to general deterioration.

Barque "Dartford."—This vessel was formerly a hulk, and has now been reinstated as a sailing-vessel, barque-rigged. About five dozen holes were bored in the hull-plating to ascertain the thicknesses. The fore-castle head was rebuilt. All framing on each side was renewed, and the joints were compensated with straps and reverse angles. Several hull-plates at the fore end were renewed, and new deck-beams were fitted and bracketed through the frames. New stringer plates and angles were fitted on each side, and a heavy plate was fitted across two beams in way of the capstan. The bulwarks were rebuilt. The poop bulkhead was shifted to its original position and rebuilt to suit. The hull-plating was extended to the new bulkhead. All hatch-coamings on the main deck in use when the vessel was a hulk were cut away, and twenty beams on the main and 'tween-decks replaced. Three hatchways are now fitted, the after hatch and forward hatch being 8 ft. by 9 ft., and the main hatch 16 ft. by 10 ft. A second-hand bowsprit was built into the bow. Test-holes were drilled in the mast-plating, and the tops of the fore and main masts were rebuilt. New pitch-pine decks were laid all fore and aft. New deck-houses, skylights, galley, pumps, boat-skids, davits, and ventilators have been erected. The ship was resparred and rerigged, and equiped with a full suite of new sails and a second suit of storm sails.

Barque "Gladbrook" (late hulk "County of Anglesey").—This vessel was fitted out as a full-rigged barque. Test-holes were bored in the hull-plating forward, aft, and amidships to ascertain thickness. A section of the cutwater stern has been rebuilt, and a new forward stern-bar fitted. The hull and deck plating were built up to suit. The poop bulkhead was shifted 10 ft. farther forward to its original position, and all plating, tie-plating, stiffening-angles, &c., renewed to suit. All the girder beams on each side of the main deck in use when the vessel was a hulk were cut away, and twenty-five beams in the main and 'tween decks were replaced. New tie-plates were fitted across the beams, and sections of the decks plated over. Six deck-beams were made and fitted in the lower hold to carry a new deck in the after end. Three hatchways were fitted. The fore and main masts were removed and replaced in their original position. With new tables and tops the mast steps and plating were rebuilt to keelson. The mizzen-mast was also repaired. The decks, bowsprit, topmasts, and upper spars, yards, and rigging were all renewed. All crew accommodation was reconstructed. The vessel is equipped with two suits of sails.

Schooner "Haere."—This vessel has received a very thorough overhaul. The centre-boards have been practically renewed with all mountings complete. New struts have been fitted under the deck-beams, and the flooring of the hold renewed. The rotten parts of the keel were cut out and the step for the mast renewed. A new fore-hatch coaming was fitted, and repairs made to chain plates, rails, rudder, and winch. The topsides and decks were caulked all over, and the bottom has been refastened and caulked, and all sheathing renewed. The main lower mast, cargo-derrick, and fittings have been renewed.

Schooner "Northern Chief."—This vessel was a hulk, and has been repaired and fitted out as a three-masted schooner. The following parts of the vessel were renewed: Eight deck-beams; eleven stanchions under beams; part of the decks; coamings and hatches; bulwarks and rail; cathead; fore-castle-deck; part of the lining in the hold; 38 ft. of 14 in. by 8 in. ironbark keelson; two sister keelsons, 18 in. by 6 in. by 65 ft.; twelve top timbers; six knees; false-keel belting; totara sheathing; and all cabins. Repairs were made to all iron hanging-knees and the steering-wheel blocks and wheel. The hulk was caulked and refastened all over. The new equipment was fitted on board, including rigging, sails, running-gear, and boats.

Schooner "The Portland."—A new bottom was fitted on the shell of the donkey boiler, and a new compensating-ring on one of the sludgeholes, the other compensating-rings being re-riveted. The boiler was afterwards tested to 150 lb. per square inch by hydraulic pressure. A new centre-board was fitted, and the lifting-gear overhauled.

10. *Issue of Explosives Permits.*

During the year there were eighty-four permits issued at the Port of Wellington for the carriage of explosives on ships.

11. *Examination of Marine Engineers.*

These examinations have been fully maintained during the year, and have been held at the periods and places as set out in the book of regulations, but to suit the convenience of several candidates special examinations have been held at various places. No friction has occurred in the conduct of the examinations; also, the work has been done in a very efficient manner. It requires considerable tact in dealing with the candidates in the oral part of the examination to bring out the knowledge possessed by the candidate, so as to be fair both to the Examiner and to the applicant.

New Zealand engineers on the whole are very apt pupils, and numbers have passed a capital examination in all subjects, which are now very numerous. This is necessary now, as the absence of sails is very noticeable in steamships, and the engineer must be prompt in overcoming difficulties at sea. One or two of the new standard ships visited New Zealand during the year; they have for masts short poles just sufficient to carry a wireless equipment and the derricks.

New Zealand engineers have done exceptionally good work during the war in all positions, and some of them have had bestowed upon them well-earned decorations. New Zealand has every reason to be proud of her engineering sons.

Examinations for certificates of competency were held at the following places throughout the Dominion: Auckland,* Wellington,* Christchurch,* Dunedin,* Invercargill,* Hamilton,* Greymouth,* Timaru,* Napier,* Nelson,* Queenstown, Hokianga,* Russell,* Raglan, Picton,* Te Kopuru,* Wanganui,* Westport, Dargaville, Havelock,* Kawhia, Mangonui, Palmerston North, Parenga, Pembroke, Rotorua, Awanui, Whangarei,* Whakatane, and Thames.

The total number of applicants who sat for examination amounted to 277; of this number 240 passed their examinations and 37 failed.

Examinations were held in the following grades: First-class marine engineer, second-class marine engineer, third-class marine engineer, river engineer for steam vessels, marine engine-driver, first-class marine engineer for auxiliary-powered vessels, second-class marine engineer for auxiliary-powered vessels, and river engineer for auxiliary-powered vessels.

Quite a number of new examination papers were worked out at Head Office and circulated to the district offices.

12. *Examination of Land Engineers and Engine-drivers.*

Examinations were held at all the principal centres throughout the Dominion, and several examinations were held also in the country districts to meet with urgent requirements due to the exigencies of the war and for the convenience of various applicants and steam-users.

A full list of places where examinations were held is as follows: Auckland,* Blenheim, Christchurch,* Dunedin,* Featherston, Gisborne,* Greymouth,* Hamilton,* Havelock, Hokianga, Invercargill,* Kaikoura, Kohukohu, Manaia, Martinborough,* Napier,* Nelson,* New Plymouth,* Opunake, Palmerston North,* Picton, Rotorua, Stratford,* Tauranga,* Te Rehunga*, Timaru*, Waipatiki*, Wanganui,* Wellington,* Westport,* and Whangarei.

The examinations held were for extra first-class engineers, first-class engine-drivers, second-class engine-drivers, winding-engine drivers (steam), locomotive- and traction-engine drivers, locomotive-engine drivers, and traction-engine drivers.

Reciprocal certificates were issued to applicants from other States as follows: Canada, 1; New South Wales, 4; Queensland, 1.

The total who sat for these examinations was 446; of this number 88 failed.

New examination-papers for all first-class engine-drivers' examinations were completed in Head Office, and at each quarterly examination throughout the year new papers were forwarded to all district offices. The questions are a good practical test, and contain the knowledge necessary for applicants to become competent in their daily duties.

13. *Examination of Electric-tram Drivers.*

Examinations for electric-tram drivers' certificates were held at Auckland, Christchurch, Dunedin, Invercargill, Napier, New Plymouth, Wanganui, and Wellington. The number who sat for examination totalled 118, nine out of this number failing.

Owing to the shortage of men through enlistment several special examinations were held to suit the convenience of the tramway employees. As far as possible every application was met.

14. *Board of Examiners.*

The Board of Examiners, consisting of the Chief Inspector of Machinery of the Marine and Inspection of Machinery Department, the Inspecting Engineer of the Mines Department, and the Electrical Engineer of the Public Works Department, with Mr. J. G. Macpherson as Secretary, sat in Wellington on nine days during the year to issue certificates to candidates, and for other business with which the Board deals.

Mr. Parry, Chief Electrical Engineer for the Government, who has been a member of the Board for some years, resigned in March. His successor has not yet been appointed.

15. *Districts and Inspectors.*

Changes in the Department were necessary during the year. Mr. Calvert, Senior Inspector of Machinery, retired on superannuation. Mr. Calvert was one of the Department's most valued officers, and had always held the esteem of the shipowners and steam-users throughout the Dominion. Mr. W. R. Douglas, of Napier, was promoted and transferred to Wellington to fill Mr. Calvert's place.

* Places at which examinations have been held more than once during the year.

Inspector P. J. Healy, who in 1916 joined up with the Royal Navy as Engineer Lieutenant, returned to New Zealand during the year and took up his duties in Head Office.

Inspector J. H. Knowles, of Wanganui District, was lost at sea with all hands on the "Aurora" while on his way to Great Britain to join H.M. Navy. The late Mr. Knowles was an obliging and courteous officer to all he came in contact with. The late Inspectors Buckland and Pyke, of Invercargill and Palmerston North respectively, passed away during the year from the influenza epidemic. The former officer was at Trentham Military Camp at the time of his death and had completed his training for active service abroad. Both officers were widely respected.

Messrs. A. E. Macindoe, W. Carson, J. Cable, and W. F. McIntyre were appointed Inspectors of Machinery at Wellington, Auckland, Palmerston North, and Invercargill respectively, to fill the vacancies.

A district office should be opened in the near future at New Plymouth. This district is growing rapidly, and should have an Inspector permanently stationed there.

The appointment of the officer for North Auckland last year, with his office at Whangarei, has given great satisfaction. This Inspector has been able to overtake a great deal of the arrears of work that could not have been done with that district attached to the main Auckland District.

I have, &c.,

ROBERT DUNCAN,

Chief Inspector of Machinery, Chief Surveyor of Ships, Chief Examiner of Marine Engineers, Land Engineers, Stationary-engine Drivers, and Electric-tram Drivers.

The Secretary, Marine and Inspection of Machinery Department, Wellington.

THE MARINE ENGINEER TO THE SECRETARY, MARINE DEPARTMENT.

SIR,—

Wellington, 22nd July, 1919.

I have the honour to report as follows upon the various works dealt with during the year ended 31st March, 1919:—

Rangauu Bay: Wharehia Point Wharf.—A report has been prepared on proposals for the erection of a wharf here.

Whangaroa.—Report has been prepared on proposed reclamation at Pupuke.

Bay of Islands: Paihia Wharf.—Plans have been prepared for a new structure; work will proceed during coming fine season.

Ruakaka River.—Logs have been removed from this river.

Whangateau Harbour.—Plans and estimates have been prepared for construction of a rubble masonry extension.

Northern Wairoa River.—Proposal to erect a new wharf at Maumai has been adversely reported upon.

Kaipara.—A report prepared on further encroachment by the river.

Flat Rock Beacon.—An automatic acetylene light on Flat Rock, off Kawau Island, has been erected.

Mahurangi River.—A report has been furnished on dredging operations here.

Wade River.—The turning-basin has been dredged and trees removed.

Arkle's Bay Wharf.—A report has been prepared on damage sustained by floods.

Tiritiri Lighthouse.—Two keepers' old cottages have been dismantled and new ones erected in their stead. Sundry roading and fencing have been completed.

D'Urville Rock Beacon.—The foundations of the old beacon having been destroyed, it was found to be too expensive to erect new ones. Surveys for the purpose of locating the most favourable position for a buoy to replace the beacon have been completed.

Takapuna Wharf.—A report has been prepared on the condition of this wharf.

Waitakaruru Landing.—Leading-lights have been erected. Repairs to landing and breastwork have been effected.

Tauranga Harbour Entrance.—A report has been prepared on the necessity of erecting a flashlight at North Rock.

Waikato River.—Good progress was made in clearing rocks at Tamahere.

Raglan.—Te Akau Wharf has been completed.

Tolaga Bay.—A report has been prepared on suitable site for erection of a wharf.

Wairoa.—Reports prepared on alternative schemes of (a) restoration of training-walls, or (b) forming a harbour at Waikokopu.

Mokau River.—Work of snagging the river is in hand.

Waikare River.—Reports and estimates prepared for erection of a training-wall.

Waingongoro Beach.—A report has been supplied on erosion of coast-line due to removal of shingle from the beach.

Wanganui.—A report has been prepared on the groyne, and also on the sea erosion at the mouth of the river.

Waikanae River.—A report has been furnished on proposal to construct a road to give access to various fishermen at the mouth of the river.

Pelorus Sound : Okeoke Rock Beacon.—Plans for new beacon have been prepared.

Wairau Harbour.—A report has been furnished on this question.

Karamea.—Snags in the vicinity of the wharf have been removed. A report has been made on erosion by the river. Reports and estimates have been prepared on proposals to erect a wharf and tramway and repairs to the training-wall.

Westport.—Further reports have been prepared on the encroachment of the sea.

Waimakariri Harbour.—A report has been prepared on this entrance.

Lake Wakatipu.—A report has been made on question of erection of a jetty at Greenstone.

Brighton.—A report has been furnished on proposal to vest portion of the foreshore in the Brighton Domain Board.

Clutha River.—A report has been prepared on the outlet of this river, and the question of a new channel.

Nugget Point Lighthouse.—Repairs to buildings have been carried out.

Invercargill : New River Harbour.—A report has been furnished on this question.

Dog Island Lighthouse.—The work of strengthening the tower and various alterations required have been completed.

Puysegur Point Lighthouse.—Three new cottages and outbuildings for keepers have been erected during the past year.

General.

Owing to the difficulty in obtaining materials, and high cost of labour, very little new work has been carried out. These conditions have also limited the works carried out by local authorities and private concerns.

The proposals submitted for approval have been dealt with as shown below :—

Wharves.—Opua Kotuti : Private wharf approved. Pahi River : Otamatea Lime Company's wharf approved. Kaipara : Private wharf approved. Helensville : Hot Springs Wharf approved. Coromandel : Amodeo Bay—Breastwork and protecting mole approved. Paritu Point : Private wharf approved. Whakatane : Whale Island—Private wharf approved. Ohiwa Kutarere : County Council's wharf approved. Pakawau : West Haven Wharf approved. Onēkaka River : Private wharf approved.

Reclamations.—Rodney County : Permission granted to Mr. J. G. Parry to reclaim foreshore. Greymouth : Reclamation by spoil from Cobden quarry approved. Heathcote Estuary : Tramway Board's proposal to deposit quarry-spoil in McCormack's Bay approved. Akaroa Harbour : Wainui Road Board's proposal to erect reclaiming-walls approved.

Boat-sheds, Skids, &c.—Wellington : Evans Bay—Bathing-sheds approved. Queen Charlotte Sound : Jetty and boat-shed for Mr. F. Blythell approved.

Foreshore Leases.—Horeke : Motor-garage site approved. Puka Creek : Application by Mr. Parry approved. Kaipara Mud-flat : Application by Mr. Johnson approved.

Bridges and Ferries.—Orewa : Marna Road Board's bridge approved. Manukau : Pollen's Island—Bridge approved. Waihou River : Puriri Ferry approved. Piako River : Pipiroa Ferry approved. Gisborne : Taruheru River Bridge approved.

Invercargill.—Otatarā Traffic Bridge : Site and clearances approved.

Harbour Works.—Whakatane Harbour : Stone groyne approved. Patea : Extension of break-water approved. Akaroa Harbour : Akaroa Borough Council's proposal to erect concrete walling approved.

Miscellaneous.—Marita Bay : Removal of granite approved. Bay of Islands : Waikaro River and Waikiwi Creek—Waitemata Sawmilling Company's boom approved. Te Koa Creek : Clearing of snags approved. Dargaville : North Auckland Farmers' Company (Limited)—Temporary sewage outfall approved. Dargaville : National Bank and others—Temporary sewage outfall approved. Auckland : Little Shoal Bay—Erection of sea-wall by Mr. Clement Wragge approved. Waiwawa River : Shearing-booms for Kauri Timber Company approved. Thames : Kauaeranga River—Mooring-piles for Kauri Timber Company approved. Tauranga : Waikareao Estuary—High-tension transmission-line for Tauranga Borough approved. Rangitikei : Formation of Rangitikei River District approved.

R. W. HOLMES,
Marine Engineer.

The Secretary, Marine Department.

RETURNS.

RETURN SHOWING THE TOTAL EXPENDITURE OF THE MARINE AND INSPECTION OF MACHINERY
DEPARTMENT DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Nature of Expenditure.	Details.	Totals.	Grand Totals.
	£ s. d.	£ s. d.	£ s. d.
Head Office : Salaries of staff	..	4,067 3 2	
Harbours :—			
Greymouth,—			
Salary of Engineer	..	480 0 0	
Hokianga,—			
Salaries of staff	565 4 5		
Repairs to launch	21 15 0		
Stores and contingencies	196 0 8		
Kaipara,—		783 0 1	
Salaries of staff	493 3 4		
Fascines for beacons	35 0 0		
Repairs to launch	25 13 0		
Stores and contingencies	371 3 6		
Wellington,—		924 19 10	
Salary of storeman	..	230 0 0	
Picton,—			
Salary	260 19 4		
Stores and contingencies	19 0 8		
Ngunguru,—		280 0 0	
Salary	..	15 0 0	
Napier,—		20 0 0	
Salary	..		
Marokopa,—		10 0 0	
Salary	..		
Tongaporutu,—			
Salary	25 0 0		
Stores and contingencies	1 10 6		
Mokau,—		26 10 6	
Salary	..	58 6 0	
Waitapu,—			
Salary	25 0 0		
Stores and contingencies	2 13 0		
Awakino,—		27 13 0	
Salary	..	20 0 0	
Collingwood,—			
Salary	76 10 8		
Stores and contingencies	27 14 0		
Karamea,—		104 4 8	
Salary	145 0 0		
Stores and contingencies	127 2 9		
Little Wanganui,—		272 2 9	
Piloting vessels	..	7 0 0	
Hokitika,—			
Salary	20 0 0		
Gas and contingencies	10 17 6		
Okarito,—		30 17 6	
Salary	100 0 0		
Stores and contingencies	37 19 6		
Repairs	15 0 0		
Okuru,—		152 19 6	
Salary	60 0 0		
Stores and contingencies	1 4 9		
Waikawa,—		61 4 9	
Salary	..	10 0 0	
Angle Point,—			
Salary	35 0 0		
Stores and contingencies	11 18 2		
Supervision of beaches, Hauraki Gulf. .	..	46 18 2	
Dredging Tauranga Harbour (subsidy)	..	25 0 0	
General contingencies	..	200 0 0	
Lighthouses :—		158 13 10	
Salaries	10,315 11 8		
Oil, stores, and contingencies	10,138 14 10		
Keepers' station and travelling expenses	875 16 4		
New cylinders, Chicken Island	14 0 0		
New dwellings, Puysegur Point	1,955 11 9		
New dwellings, Tiritiri	2,218 18 9		
Repairs to Dog Island lighthouse	2,796 9 7		
Compensation to J. Buchan for loss of oil-launch at Mokohinou	200 0 0		
Meteorological Office :—		28,515 2 11	
Salaries	1,204 10 0		
Cleaning offices	33 5 9		
Extra clerical assistance	80 18 4		
Inspection of stations	51 19 0		
Postage, telegrams, rent of boxes	1,380 9 10		
Printing and stationery	96 12 7		
Rent, office equipment, &c.	164 19 4		
Repairs and purchase of instruments	15 13 6		
Telephones	41 17 5		
Weather messages by wireless	32 10 0		
Contingencies	1 8 6		
		3,104 4 3	

RETURN SHOWING THE TOTAL EXPENDITURE OF THE MARINE AND INSPECTION OF MACHINERY DEPARTMENT, ETC.—*continued.*

Nature of Expenditure.	Details.	Totals.	Grand Totals.
	£ s. d.	£ s. d.	£ s. d.
Mercantile Marine Offices :—			
Salaries	7,279 11 9		
Cleaning offices	2 15 6		
Office equipment and rent	210 16 2		
Telephones	23 19 3		
Travelling allowances and expenses	247 5 4		
Contingencies	290 5 11		
Extra clerical assistance	500 0 5		
		8,554 14 4	
Inspection of machinery and survey of ships :—			
Salaries	12,430 18 6		
Advertising, books, and periodicals	62 13 1		
Collection of inspection fees	150 0 0		
Rent, cleaning offices, &c.	111 4 1		
Telephones	157 5 8		
Travelling allowances and expenses	4,293 11 7		
Contingencies	34 3 0		
		17,239 15 11	
Protection of fish and oysters :—			
Salaries	1,932 1 11		
Benzine, oil, stores, &c.	425 12 8		
Casual labour	151 1 6		
Catching and marketing of salmon	178 9 10		
Hakataramea Salmon-hatchery	67 9 7		
Grant for maintenance of fish-hatchery at Portobello	500 0 0		
Picking and sale of oysters	6,445 0 8		
Planting oysters	262 1 11		
Stocking rivers with salmon	326 7 0		
Subsidy to Portobello Fish-hatchery	10 0 0		
Travelling allowances and expenses	372 2 10		
Contingencies	233 10 11		
Bonuses and gratuities	35 0 0		
		10,938 18 10	
Government steamers :—			
S.s. "Hinemoa"	13,257 5 9		
Training-ship "Amokura"	10,228 15 5		
Installation of wireless, Training-ship "Amokura"	530 7 0		
S.s. "Rama"	813 19 2		
S.s. "Tutanekai"	2,594 10 0		
Repairs to training-ship	1,096 16 2		
		..	28,521 13 6
Miscellaneous services :—			
Administration of the Shipping and Seamen Act and inquiries into shipping casualties	276 14 8		
Waitapu leading-lights	135 4 6		
Carriage and freight	104 18 1		
Checking overcrowding on steamers	417 4 3		
Contribution to New Zealand Sailors' Room, England	17 17 0		
Piako River leading-lights	40 0 0		
Expenses connected with examinations	178 19 6		
Extra clerical assistance	1,083 17 3		
Fog-signals, cartridges, &c.	116 3 5		
Gas and fuel for offices	23 8 1		
Audit fees	75 0 0		
Office equipment	105 16 1		
Postage, telegrams, &c.	926 5 11		
Preparation of tide-tables	436 10 0		
Printing and stationery	2,006 13 1		
Relief of distressed seamen	240 11 2		
Allowances to officer under Public Service Regulations	170 13 0		
Charts, books, &c.	52 19 1		
Amount required to make good cash stolen from oyster depot	2 3 0		
Superannuation of R. C. Hunter, injured on "Tutanekai"	90 0 0		
Survey of unseaworthy ships	11 7 0		
Telephones	101 19 0		
Travelling allowances and expenses	149 0 2		
Contingencies	182 7 1		
Prosecutions under Shipping, Harbours, and Fisheries Acts	87 17 9		
War bonus to officers	2,735 19 11		
Contribution of salary, Wharfinger, Mokau Harbour Board	25 0 0		
Waterside Works Commission	525 0 0		
Repairing wharf, Okura	112 7 9		
New Zealand Nautical Almanac	414 8 9		
Contribution towards rent of High Commissioner's Office, London	100 0 0		
Refund to Union S.S. Company	3 3 0		
Removing snags, Karamea	43 10 0		
Removing willows, Waitotu Stream	75 12 0		
Repairing and improving Kenepuru Canal	17 5 9		
		11,085 16 3	
Less Credits	..	297 0 0	
			10,788 16 3
Grand total	..	..	115,674 19 9

RETURN SHOWING TOTAL COST OF MAINTENANCE OF THE NEW ZEALAND COASTAL LIGHTHOUSES
DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Name of Lighthouse.	Salaries.	Oil consumed.		Stores and Contingencies.	Totals.
		Gallons.	Value.		
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Cape Maria van Dieman	403 12 1	736	55 4 0	(a)254 16 4	713 12 5
Cape Brett	399 17 7	727	54 10 6	170 1 9	624 9 10
Moko Hinou	385 16 11	695	52 2 6	197 7 1	635 6 9
Tiritiri	322 18 4	593	44 9 6	87 9 9	454 17 7
Cuvier Island	379 9 5	694	52 1 0	64 2 8	495 13 1
East Cape	287 8 5	770	57 15 0	(b)391 17 5	737 0 10
Portland Island	299 16 8	799	58 18 6	(b)304 5 8	664 0 10
Castlepoint	443 6 8	619	46 8 6	95 19 9	585 14 11
Cape Palliser	190 0 0	560	42 0 0	(b)211 16 2	443 16 2
Pencarrow Head	190 0 0	571	42 16 0	(b)231 12 5	464 8 11
Cape Egmont	313 1 1	746	55 19 0	124 5 6	493 5 7
Manukau Head	240 9 8	906	67 19 0	(b)145 15 2	454 3 10
Kaipara Head	366 9 9	592	44 8 0	(b)181 9 7	592 7 4
Brothers	366 18 11	622	46 13 0	(b)481 3 1	894 15 9
French Pass	143 1 0	191	14 6 6	(c)105 16 6	263 4 0
Stephens Island	297 14 5	734	55 1 0	(d)334 2 9	686 18 2
Tory Channel	100 0 0	186	13 19 0	4 10 9	118 9 9
Cape Campbell	305 11 7	642	48 3 0	97 6 6	451 1 1
Godley Head	272 2 4	756	56 14 0	(c)232 12 4	561 8 8
Akaroa Head	211 11 3	534	41 14 0	161 15 10	415 1 1
Jack's Point	193 13 11	356	26 14 0	85 0 5	305 8 4
Moeraki	332 16 6	717	53 15 6	53 10 7	440 2 7
Taiaroa Head	304 3 4	554	41 11 0	47 1 5	392 15 9
Cape Saunders	315 1 2	549	41 3 6	36 12 7	392 17 3
Nugget Point	392 18 10	783	58 14 6	134 19 6	586 12 10
Waipapapa Point	259 1 9	677	50 15 6	(f)160 10 11	470 8 2
Dog Island	365 10 7	769	57 13 6	152 0 0	575 4 1
Centre Island	441 17 11	738	55 7 0	(g)108 13 11	610 18 10
Puysegur Point	448 16 11	760	57 0 0	181 4 0	687 0 11
Cape Foulwind	281 7 9	776	58 4 0	67 15 8	407 7 5
Kahurangi Point	412 0 10	756	56 14 0	(h)259 0 4	727 15 2
Farewell Spit	313 16 1	773	57 19 6	(b)164 9 7	536 5 2
Somes Island	159 12 9	866	64 19 0	234 13 3	459 5 0
Hokitika	20 0 0	Gas	10 17 6	..	30 17 6
Totals	10,165 4 5	..	1,643 11 0	5,563 19 5	17,372 14 10

(a) Includes £81 12s. for wire rope. (b) Includes wages of temporary keepers. (c) Includes £58 5s. 4d. for repairs to boat-sheds. (d) Includes £45 for repairs to crane. (e) Includes £16 for horse. (f) Includes £19 10s. for new range. (g) Includes £27 10s. for hire of "Theresa Ward." (h) Includes £30 13s. 10d. for new horse.

RETURN SHOWING NUMBER OF FISHING-BOATS REGISTERED AND LICENSED AT EACH PORT DURING
THE YEAR ENDED 31ST DECEMBER, 1918.

Port.	Number registered.	Number licensed.	Port.	Number registered.	Number licensed.
Auckland	195	195	Brought forward	686	686
Bluff	54	54	New Plymouth	31	31
Chatham Islands	15	15	Oamaru	31	31
Dunedin and Port Chalmers	75	75	Pioston	18	18
Greymouth	10	10	Poverty Bay	21	21
Hokitika	1	1	Russell	30	30
Hokianga	21	21	Tauranga	30	30
Invercargill	20	20	Thames	45	45
Kaipara	100	100	Timaru	22	22
Lyttelton	68	68	Wairau	7	7
Mangonui	3	3	Wanganui	9	9
Napier	59	59	Wellington	96	52
Nelson	65	65	Westport	16	16
Carried forward	686	686	Totals	1,042	998

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
Puyssegur 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
Mokohinou	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
Stephen Island	9,349	9	11
Cape Palliser	6,243	16	1
East Cape	7,594	8	8
Kahurangi Point	9,528	1	1
Jack's Point	1,204	10	9
Cape Brett	11,237	3	5
Castle Point	9,703	16	10
Chicken Island	1,149	3	4
Channel Islet	1,227	7	8
Karori Rock	4,570	6	1
Okuri Point	448	18	0
Cost of telegraph-cable to Tiritiri	1,085	19	6
Miscellaneous and unallocated	1,322	2	2
Total	£220,559	10	5

* 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, ETC., RECEIVED UNDER THE SHIPPING AND SEAMEN ACTS, THE MERCHANT SHIPPING ACT, THE HARBOURS ACTS, THE FISHERIES ACTS, THE INSPECTION OF MACHINERY ACTS, AND THE TRAMWAYS ACTS DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Nature of Receipts.	Amount.		
	£	s.	d.
Shipping and Seamen Acts:—			
Fees for engagement and discharge of seamen, and sale of forms	3,235	11	3
Surveys of steamers, oil-engine vassels, and sailing-vessels	3,101	0	0
Measurement of ships.. .. .	76	17	0
Examination of masters, mates, and engineers	339	2	6
Light dues	24,721	5	9
Sundry receipts	1,841	10	2
Merchant Shipping Act	127	12	0
Harbours Acts:—			
Pilotage, port charges, &c.	968	15	4
Foreshore rents, and sundry receipts	749	3	3
Fisheries Acts:—			
Sale of oysters	7,516	13	6
Sundry receipts	299	0	0
Inspection of Machinery Acts:—			
Inspection of boilers and machinery	11,365	14	0
Examination of engine-drivers	483	15	0
Tramways Acts:—			
Examination of electric-tram drivers	117	0	0
Total	54,942	19	9

RETURN SHOWING THE AMOUNT OF LIGHT DUES COLLECTED DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Port.	Amount collected.		
	£	s.	d.
Auckland	9,618	14	2
Onehunga	110	19	5
Whangarei	909	3	7
Russell	31	12	6
Mangonui	0	12	6
Whangaroa	8	8	9
Hokianga	12	7	3
Whitianga	10	0	9
Whangape	0	4	2
Thames	69	3	2
Coromandel	9	0	8
Whakatane	112	0	11
Kaipara	21	1	5
Tauranga	52	18	2
Poverty Bay	486	13	11
Napier	475	8	2
New Plymouth	218	2	4
Waitara	193	11	10
Patea	15	13	3
Wanganui	350	16	4
Wellington	8,047	6	1
Wairau	10	6	2
Pictou	235	3	10
Nelson	275	5	9
Westport	275	17	8
Greymouth	216	5	10
Hokitika	1	11	7
Lyttelton	1,926	5	2
Timaru	266	4	2
Oamaru	74	15	5
Dunedin	766	19	7
Bluff and Invercargill	518	11	3
Total	24,721	5	9

TABLE SHOWING THE NUMBER AND TONNAGE OF SAILING AND STEAM VESSELS WHICH REMAINED UPON THE REGISTER OF THE DOMINION OF NEW ZEALAND ON THE 31ST DECEMBER, 1917; OF THOSE ADDED TO AND DEDUCTED FROM THE REGISTER DURING THE YEAR 1918; AND OF THOSE REMAINING ON THE REGISTER ON THE 31ST DECEMBER, 1918.

	Sailing-vessels.			Steam-vessels.			Totals.		
	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.
Upon the Register on the 31st December, 1917	184	24,356	22,404	376	115,683	65,092	560	140,039	87,496
Added to the Register,—									
Vessels registered for the first time—									
Built at ports in British possessions	..	..	..	4	155	61	4	155	61
Purchased from foreigners	..	..	..	1	1,117	638	1	1,117	638
Vessels registered <i>de novo</i>	2	2,424	2,195	4	120	38	6	2,544	2,233
Tonnage added in consequence of remeasurement or alteration	..	17	2	..	79	61	..	96	63
Total added	2	2,441	2,197	9	1,471	798	11	3,912	2,995
Deducted from the Register,—									
Vessels wrecked or otherwise lost	2	48	48	5	574	326	7	622	374
Vessels broken up, decayed, &c.	1	118	99	1	25	18	2	143	117
Vessels transferred to ports in the United Kingdom	1	1,312	1,196	..	..	..	1	1,312	1,196
Vessels registered <i>de novo</i>	4	119	83	..	..	..	4	119	83
Tonnage deducted in consequence of remeasurement or alteration	..	..	17	..	4	158	..	4	175
Total deducted	8	1,597	1,443	6	603	502	14	2,200	1,945
Remaining on the Register on the 31st December, 1918	178	25,200	23,158	379	116,551	65,388	557	141,751	88,546

TABLE SHOWING THE NUMBER AND TONNAGE OF THE REGISTERED VESSELS (DISTINGUISHING SAILING FROM STEAM) WHICH BELONGED TO EACH OF THE PORTS OF NEW ZEALAND ON THE 31ST DECEMBER, 1918.

Ports.	Sailing-vessels.			Steam-vessels.			Totals.		
	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.
Auckland	119	8,387	7,172	201	23,128	11,833	320	31,515	19,005
Napier	4	266	253	30	3,887	2,273	34	4,153	2,526
Wellington	13	3,173	2,886	37	11,061	5,620	50	14,234	8,506
Nelson	7	189	152	14	2,769	1,291	21	2,958	1,443
Lyttelton	12	3,713	3,615	18	6,183	3,002	30	9,896	6,617
Timaru	1	733	690	1	942	488	2	1,675	1,178
Dunedin	20	8,367	8,046	66	67,318	40,280	86	75,685	48,326
Invercargill	2	372	344	12	1,263	601	14	1,635	945
Totals	178	25,200	23,158	379	116,551	65,388	557	141,751	88,546

TABLE SHOWING FOR THE YEAR 1918 THE NUMBER AND TONNAGE OF REGISTERED VESSELS (EXCLUSIVE OF RIVER STEAMERS) OF THE DOMINION OF NEW ZEALAND WHICH WERE EMPLOYED WHOLLY IN THE HOME TRADE, PARTLY IN THE HOME AND PARTLY IN THE FOREIGN TRADE, AND WHOLLY IN THE FOREIGN TRADE, RESPECTIVELY; AND THE NUMBER OF MEN AND BOYS (EXCLUSIVE OF MASTERS) EMPLOYED THEREON.

Class of Vessels.	Under 50 Tons.		50 Tons and under 100.		100 Tons and under 200.		200 Tons and under 300.		300 Tons and under 400.		400 Tons and under 500.		500 Tons and under 600.		600 Tons and under 700.		700 Tons and under 800.		800 Tons and under 1,000.		1,000 Tons and under 1,200.		1,200 Tons and under 1,500.		1,500 Tons and under 2,000.		2,000 Tons and under 3,000.		Totals.					
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.						
In the Home (Coastal) Trade only—																																		
Sailing ..	591,291	97	23	717	73	4	551	20	1	217	..	..	..	..	..	..	..	..	..	1	836	1	1,190	4	..	..	..	..	..	..	..			
Steam ..	106,239	388	694,962	512	35	5,059	435	11	2,744	209	31,056	49	83,660	185	4,206	59	1	836	..	..	32,895	94	..	3	3,871	110	..	..	12,137	77,250	35,588	2,316		
Totals	1653,630	485	925,679	585	39	5,610	455	12	2,961	209	31,056	49	83,660	185	4,206	59	21,320	42	64,373	158	43,531	94	1,190	4	3	3,871	110	..	..	12,137	77,340	41,080	2,512	
Partly in the Home and partly in the Foreign Trade—																																		
Sailing ..	..	..	1	95	8	1	107	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15		
Steam ..	1	44	9	..	..	1	199	8	..	..	..	..	..	..	..	..	..	..	..	949	27	..	..	3	3,689	104	3,504	91	..	..	202	258		
Totals	1	44	9	95	8	2	306	15	..	..	..	..	..	..	..	..	..	..	1	949	27	..	..	3	3,689	104	3,504	91	..	..	12	273		
In the Foreign Trade only—																																		
Sailing ..	2	44	8	335	24	4	662	30	2	549	17	1	309	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	151		
Steam ..	3	58	11	93	6	1	118	12	..	..	..	..	1	411	30	..	..	..	..	21,763	75	2,243	58	4	5,280	127	3,566	97	..	..	18	459		
Totals	5	102	19	5	428	30	5	780	42	2	549	17	1	309	9	1	411	30	..	21,763	75	2,243	58	5	6,660	146	2,356	97	..	..	36	610		
Grand totals ..	1713,776	513	986,202	623	46	6,696	512	14	3,510	226	41,365	58	94,071	215	4,206	59	63,914	113	9,660	193	76,243	196	3	3,433	62	11	4,220	360	5,858	188	12,137	77388	72,869	3,395

DESCRIPTIVE RETURN OF NEW ZEALAND COASTAL LIGHTHOUSES.

Name of Lighthouse.	Order of Apparatus.	Description.	Interval of Revolution or Flash.	Colour of Light.	Tower built of	Dwellings built of	Date first lighted.
Cape Maria van Diemen	1st order dioptric	Revolving Fixed ..	1' ..	White .. Red, to show over Columbia Reef	Timber	Timber	Mar. 24, 1879.
Cape Brett ..	1st order dioptric	Group flashing Flashing	30" 10"	White ..	Iron ..	"	Feb. 21, 1910.
Mokohinou ..	1st ..	"	10"	" ..	Stone	"	June 18, 1888.
Chicken Island (Marotiri)	Acetone-acetylene (unwatched)	"	$\frac{1}{4}$ " fl. 3 $\frac{1}{2}$ " ecl.	" ..	Iron ..	"	April 28, 1913.
Tiritiri ..	2nd order dioptric	Fixed ..	..	White, with red arc over Flat Rock	" ..	Timber	Jan. 1, 1865.
Flat Rock ..	Aga light (unwatched)	Flashing	3" fl. 9" ecl. 3" fl. 9" ecl. 3" fl. 6' 3" ecl.	White ..	Iron & concrete	..	Dec. 16, 1918.
Channel Island ..	Acetone-acetylene (unwatched)	Flashing	$\frac{1}{2}$ " fl. 2" ecl. $\frac{1}{4}$ " fl. 10" ecl.	White ..	" ..	..	Feb. 11, 1915.
Ponui Passage ..	5th order dioptric	"	$\frac{1}{8}$ " fl. 13" ecl.	White and red ..	Timber	Timber	July 29, 1871.
Cuvier Island ..	1st ..	Revolving	30"	White ..	Iron ..	"	Sept. 22, 1889.
East Cape ..	2nd ..	Flashing	10"	" ..	" ..	"	Aug. 9, 1900.
Portland Island	2nd ..	Revolving Fixed ..	30" ..	" .. Red, to show over Bull Rock	Timber	"	Feb. 10, 1878.
Castle Point ..	2nd order dioptric	Group flashing	†	White ..	Iron ..	"	Jan. 12, 1913.
Cape Palliser ..	2nd ..	Revolving	†	" ..	" ..	"	Oct. 27, 1897.
Pencarrow Head ..	2nd ..	Fixed ..	..	" ..	" ..	"	Jan. 1, 1859.
Cape Egmont ..	2nd ..	" ..	..	" ..	" ..	"	Aug. 1, 1881.
Manukau Head ..	3rd ..	" ..	..	" ..	Timber	"	Sept. 1, 1874.
Kaipara Head ..	2nd ..	Flashing	10"	" ..	"	"	Dec. 1, 1884.
Brothers ..	2nd ..	"	10"	" ..	"	"	"
	..	Fixed ..	..	Red, to show over Cook Rock	"	"	Sept. 24, 1877.
Cape Campbell ..	2nd order dioptric	Revolving	1'	White ..	Iron ..	"	Aug. 1, 1870.
Godley Head ..	2nd ..	Fixed ..	..	" ..	Stone	Stone	April 1, 1865.
Akaroa Head ..	2nd ..	Flashing	10"	" ..	Timber	Timber	Jan. 1, 1880.
Jack's Point ..	4th ..	Fixed ..	..	" ..	Iron ..	Stone	July 1, 1904.
Moeraki ..	3rd ..	" ..	..	" ..	Timber	"	April 22, 1878.
Taiaroa Head ..	3rd ..	" ..	..	Red ..	Stone & timber	"	Jan. 2, 1865.
Cape Saunders ..	2nd ..	Revolving	1'	White ..	Timber	Timber	Jan. 1, 1880.
Nugget Point ..	1st ..	Fixed ..	..	" ..	Stone	"	July 4, 1870.
Waipapapa Point	2nd ..	Flashing	10"	" ..	Timber	"	Jan. 1, 1884.
Dog Island ..	1st order catadioptric	Revolving	30"	" ..	Stone	Stone	Aug. 1, 1865.
Centre Island ..	1st order dioptric	Fixed ..	..	White, with red arcs over inshore dangers	Timber	Timber	Sept. 16, 1878.
Puysegur Point ..	1st ..	Flashing	10"	White ..	"	"	Mar. 1, 1879.
Cape Foulwind ..	2nd ..	Revolving	30"	" ..	"	"	Sept. 1, 1876.
Kahurangi Point..	2nd ..	Fixed ..	..	White, with red sector to show over Stewart Breaker	Iron ..	"	Nov. 30, 1903.
Farewell Spit ..	2nd ..	Revolving	1'	White, with red arc over Spit end	" ..	"	June 17, 1870.
Nelson ..	4th ..	Fixed ..	..	White, with red arc to mark limit of anchorage	" ..	"	Aug. 4, 1862.
French Pass ..	6th ..	" ..	..	Red and white, with white light on beacon	" ..	"	Oct. 1, 1884.
Stephen Island ..	1st ..	Group flashing	*	White ..	" ..	"	Jan. 29, 1894.
Karori Rock ..	Acetone-acetylene (unwatched)	Flashing	$\frac{1}{4}$ " fl. 3 $\frac{1}{2}$ " ecl.	White, with red arc over Luna Rock and Tom's Rock	Concrete	..	Oct. 20, 1915.
Okuri Point ..	"	"	$\frac{3}{4}$ " fl. 3" ecl.	White, with red arc over Beef Barrel Rocks	Iron ..	..	June 24, 1916.

* Two flashes in quick succession every half-minute. † Three white flashes every forty-five seconds. ‡ Flashing twice every half-minute, with interval of three seconds between flashes.

RETURN OF MASTERS, MATES, AND ENGINEERS TO WHOM CERTIFICATES OF COMPETENCY WERE
ISSUED DURING THE YEAR ENDED 31ST MARCH, 1919.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
George Watson Evans	Master	Foreign trade	4/5/18	1306
Daniel Frederick Smith	"	"	21/6/18	1276
William Whitefield	"	"	28/6/18	1188
John Duder	"	"	11/7/18	1312
Franklyn John Garfield Warren	"	"	6/8/18	1314
Arthur Edmund Chrisp	"	"	30/9/18	1316
William Charles Hugh Watt	"	"	28/4/19	1253
John Arnold	" (steamship)	"	23/5/18	1201
Robert David Cooper	"	"	12/7/18	1313
Edward Henry	"	"	13/9/18	1231
Donald McKenzie	"	"	15/1/19	1147
Charles Juxon	First mate	"	21/6/18	1310
Walter Geoffrey Kelsey	"	"	30/9/18	1273
David Norman McLeish	"	"	30/9/18	1281
Edwin Havelock Willson	"	"	14/10/18	1888
Horace Stanley Collier	"	"	13/12/18	1317
Henry John Bourke	" (fore and aft)	"	7/6/18	1309
John Gilbertson	" (steamship)	"	8/5/18	1275
Henry Leslie Hay	"	"	6/8/18	1279
Harold Raymond Young	"	"	6/8/18	1280
Alexander Hutchinson Howie	"	"	11/9/18	1272
Harry Aynsley Brockett	"	"	14/10/18	1276
John Ritchie	"	"	13/12/18	1266
William John Berryman	"	"	12/3/19	1291
Alexander Mercer	Second mate	"	12/4/18	1305
Francis George Mabb	" (steamship)	"	7/6/18	1307
William Ronald Johnston	"	"	7/6/18	1308
Victor Herbert Annadale	"	"	21/6/18	1311
Stanley Ernest Martin	"	"	11/9/18	1315
John Felix Maisey	"	"	15/1/19	1318
Norman Edward Bowater	"	"	12/3/19	1319
William Williamson	Master	Home trade	26/4/18	5451
William Ernest John Harvey	"	"	8/5/18	5806
Arthur Thomas Day	"	"	7/6/18	5788
Ernest Herbert Cathcart	"	"	29/7/18	5779
Alexander Cowie	"	"	14/8/18	5819
Robert Sidney Tulley	"	"	11/9/18	5804
Alec James Jackson	"	"	11/9/18	5835
Charles Dempster	"	"	30/9/18	5836
James Clark	"	"	14/10/18	5810
Emery Jackson	"	"	12/3/19	5777
William John Lyon	Mate	"	29/4/18	5854
William James Freeman	"	"	21/6/18	5855
Alfred Joseph Moody	"	"	21/6/18	5856
Norman James Wood	"	"	1/7/18	5857
Charles Courtenay Lancefield	"	"	29/7/18	5858
Vernon Nobbs	"	"	9/8/18	5859
Frederick Savage	"	"	25/9/18	5859A
Thomas Ewart Bevan	"	"	30/9/18	5860
Albert Edward Humphrey	"	"	14/10/18	5861
George Albert Conway	"	"	5/11/18	5862
John Williamson	"	"	5/11/18	5863
James Pentoney Paulsen	"	"	25/11/18	5864
Richard McNeilly	"	"	15/1/19	5865
Harry Milbank	Master	Fishing-boat or cargo- vessel under 25 tons register	13/12/18	83
Edward William Norton	"	Ditto	15/1/19	84
Frederick Charles Graham	"	"	12/3/19	85
John Macha Lockwood	"	River steamer	8/5/18	3729
William Moffatt	"	"	7/6/18	3730
Arthur Broady	"	"	29/7/18	3731
Ernest Andrew Manchester	"	"	26/9/18	3732
Ernest Head	"	"	11/11/18	3733
Charles Madigan	"	"	13/12/18	3734
Thomas Ross	"	"	12/3/19	3735
Augustus Henry Kay	"	"	31/3/19	3736
Percy Hellyer Davey	1st-class engineer	Foreign trade	12/4/18	1347
David Finlayson MacDonald	"	"	12/4/18	1552
John Alexander Urquhart	"	"	26/4/18	1196
Alexander Albert Douglas	"	"	21/6/18	2027
Leonard Gordon Gilray	"	"	21/6/18	2028
Ray Nathaniel Gow	"	"	11/7/18	1589
George Watt	"	"	6/8/18	1127
Alexander Murray Wishart	"	"	6/8/18	2033
Arthur Wilkinson Bagley	"	"	9/8/18	1486
William Harold Fuller	"	"	9/8/18	1709
Alfred Duncan Shearer	"	"	17/9/18	1485
Malcolm Campbell	"	"	14/10/18	1526
Duncan Johnstone Young	"	"	14/10/18	2053
William John Ormiston	"	"	14/10/18	1467

RETURN OF MASTERS, MATES, AND ENGINEERS TO WHOM CERTIFICATES OF COMPETENCY WERE
ISSUED DURING THE YEAR ENDED 31ST MARCH, 1919—*continued*.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Frederick Charles McLeod	1st-class engineer ..	Foreign-trade ..	12/11/18	1558
Ernest McCallum	" ..	" ..	12/11/18	2057
Peter Urquhart Mudie Cairns	" ..	" ..	15/1/19	2061
William Charles Falconer	2nd-class engineer ..	" ..	12/4/18	1842
Alexander Garland Wilson	" ..	" ..	12/4/18	1855
David William Vaughan	" ..	" ..	15/4/18	1532
Hugh Fairchild Smith	" ..	" ..	8/5/18	1435
Herbert Harold Barrs	" ..	" ..	8/5/18	1809
Walter Alexander Cairns	" ..	" ..	8/5/18	1829
Alfred Nicholas Blackwell Smith	" ..	" ..	20/5/18	1846
Stanley Edward Buchanan	" ..	" ..	21/6/18	1810
James Patrick Neville	" ..	" ..	21/6/18	1788
Charles McLean Smith	" ..	" ..	21/6/18	1801
Cyril Arthur William Heltigan	" ..	" ..	21/6/18	1853
Andrew Langmuir Smith	" ..	" ..	11/7/18	1826
Ralph Ashford Lush	" ..	" ..	11/7/18	1770
James John McKeegan	" ..	" ..	6/8/18	1848
Alexander Gillespie	" ..	" ..	9/8/18	1839
Norman Frederick Fleming	" ..	" ..	17/9/18	1644
William Anderson	" ..	" ..	14/10/18	1833
William Melbourne	" ..	" ..	14/10/18	1703
Cecil Thomas Berwick Le Grys	" ..	" ..	8/11/18	1516
Stuart Anderson Preston	" ..	" ..	8/11/18	2055
James Gordon Macdonald	" ..	" ..	12/11/18	1806
Kenneth John McLeod	" ..	" ..	12/2/19	1733
John Jeromson	" ..	" ..	12/2/19	1929
George Cunningham	" ..	" ..	12/2/19	1869
Arthur Alfred Lepine	" ..	" ..	12/3/19	1815
Wardill Allan	" ..	" ..	12/3/19	1902
Stanley Harkness	3rd-class engineer ..	" ..	12/4/18	2018
Frank Stanley Smaill	" ..	" ..	8/5/18	2019
Wesley Johnston	" ..	" ..	23/5/18	2020
Harold Reginald Sinclair	" ..	" ..	7/6/18	2021
Joseph Macaulay	" ..	" ..	7/6/18	2022
Wilfred Prior Bryant	" ..	" ..	21/6/18	2023
Charles Archibald Gibson	" ..	" ..	21/6/18	2024
John Henry Watson	" ..	" ..	21/6/18	2025
Frederick Thompson Going	" ..	" ..	21/6/18	2026
Lestie William Chudley	" ..	" ..	11/7/18	2029
James Kenneth Vigers	" ..	" ..	11/7/18	2030
Alfred George Petrie	" ..	" ..	11/7/18	2031
Henry Dearing	" ..	" ..	29/7/18	2032
Joseph Harry Sidaway	" ..	" ..	9/8/18	2034
George Edward Dougald Seale	" ..	" ..	9/8/18	2035
Wilfred Neill Rasmussen	" ..	" ..	9/8/18	2036
Phillip Albert Williams	" ..	" ..	9/8/18	2037
George Hodgson Keith	" ..	" ..	28/8/18	2038
Roy Henry Smith	" ..	" ..	17/9/18	2039
John Curtois Foster Paine	" ..	" ..	17/9/18	2040
James Harper McSkimming	" ..	" ..	17/9/18	2041
Frank Gordon Jansen	" ..	" ..	17/9/18	2042
Robert Gibson	" ..	" ..	17/9/18	2043
William Wilson	" ..	" ..	17/9/18	2044
Graeme Morton Mitchell	" ..	" ..	17/9/18	2045
Frederick Joseph Robertson	" ..	" ..	17/9/18	2046
William David Hibbert	" ..	" ..	17/9/18	2047
John Daniel Kelly	" ..	" ..	17/9/18	2048
Charles White	" ..	" ..	17/9/18	2049
Samuel Alexander Steven	" ..	" ..	27/9/18	2050
George McDonald	" ..	" ..	14/10/18	2051
Augustus Hugh Neich	" ..	" ..	14/10/18	2052
James Ronald Cameron	" ..	" ..	14/10/18	2054
Walter Archibald Scott	" ..	" ..	8/11/18	2056
Norman John Gibson	" ..	" ..	12/11/18	2058
John Alexander Hutcheson	" ..	" ..	13/12/18	2060
Parker Samuel Bevan	" ..	" ..	28/11/18	2059
Donald James Ross	" ..	" ..	15/1/19	2062
James Wilson	" ..	" ..	15/1/19	2063
Robert Christison	" ..	" ..	12/2/19	2064
James Robertson	" ..	" ..	12/2/19	2065
Vere Ambrose Curtis	" ..	" ..	12/2/19	2066
Peter Kelly	" ..	" ..	31/3/19	2067
Robert William Duncan	Engineer ..	River trade ..	12/4/18	2281
Harry Tinker	" ..	" ..	12/4/18	2282
William Francis Hickman	" ..	" ..	27/4/18	2283
John Gaddis	" ..	" ..	8/5/18	2284
David Baird	" ..	" ..	1/7/18	2285
William Edward Brand	" ..	" ..	11/7/18	2286
William Nimrod Butcher	" ..	" ..	11/7/18	2287
James Carson	" ..	" ..	11/7/18	2288
Joseph Henry Barber	" ..	" ..	11/7/18	2289
Frederick William Rosenberg	" ..	" ..	11/7/18	2290

RETURN OF MASTERS, MATES, AND ENGINEERS TO WHOM CERTIFICATES OF COMPETENCY WERE
ISSUED DURING THE YEAR ENDED 31ST MARCH, 1919—*continued.*

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
John Montgomery	Engineer	River trade	29/7/18	2291
Henry Herbert Moss	"	"	9/8/18	2292
John Murphy	"	"	14/10/18	2293
William Smith	"	"	31/1/19	2294
George Wilkinson Blaymires	"	"	31/1/19	2295
Allan Pink	"	"	12/2/19	2296
Joseph Cardman, jun.	Marine-engine driver	"	8/5/18	159
Hugh McGilvray	"	"	21/6/18	160
John Walter Glennie	1st-class oil engineer	Seagoing	12/4/18	279
Archibald Richardson	"	"	12/4/18	302
Charles England Falkner	"	"	8/5/18	307
Joseph Ruben Ross	"	"	7/6/18	309
Edwin Valentine Sharp	"	"	3/9/18	322
Edwin Phillips	"	"	17/9/18	277
John William Oram	"	"	5/11/18	323
Bertram Hunter	"	"	12/11/18	287
Henry Burnett Jones	"	"	15/1/19	238
Hugh Fairchild Smith	"	"	19/2/19	331
Ernest Edwin Hillyard	"	"	31/3/19	334
James Innes	2nd-class oil engineer	"	12/4/18	301
Thomas Wikero Reo	"	"	27/4/18	303
Ernest Henry Gibbs	"	"	27/4/18	304
Charles Thomas Gibson	"	"	8/5/18	305
Joseph William Clarke	"	"	8/5/18	306
James Munro	"	"	7/6/18	308
Percy Dallison Wildbore	"	"	21/6/18	310
William Henry Johnston	"	"	21/6/18	311
William James Masten	"	"	1/7/18	312
Kenneth Hubert Brown	"	"	11/7/18	313
Herbert Waiwera Hitchon	"	"	11/7/18	314
Stanley Valentine Rutherford	"	"	11/7/18	315
Albert Downman	"	"	11/7/18	316
Ernest Victor Johnson	"	"	12/7/18	317
Henry Bryan Kenny	"	"	29/7/18	318
Joseph Bell	"	"	29/7/18	319
William Pope	"	"	9/8/18	320
Harold Joseph Mason	"	"	17/9/18	321
Alexander John Malcolm	"	"	8/11/18	324
William John Marshall	"	"	8/11/18	325
Oliver Stanley Gascoine	"	"	12/11/18	326
Edwin William Carr	"	"	12/11/18	327
Valentine Albert Ernest Rickoord	"	"	28/11/18	328
William Edward Gunn	"	"	13/12/18	329
William Walker	"	"	13/12/18	330
Clifton Thomas Nalder	"	"	13/3/19	332
William John Coxhead	"	"	12/3/19	333
Andrew Nelson	River oil engineer	Restricted limits	12/4/18	801
Arthur Tikao	"	"	12/4/18	802
Frederick James Parsons	"	"	29/4/18	803
William Montgomery	"	"	29/4/18	804
Leslie Tautri Blomfield	"	"	8/5/18	805
Pou Wilcox	"	"	8/5/18	806
Thomas Rogers Clow	"	"	8/5/18	807
George Ager	"	"	8/5/18	808
James Crosby Martin	"	"	8/5/18	809
Ernest Edmund Goodall	"	"	8/5/18	810
Derek Desmond Thomson	"	"	8/5/18	811
Heach Murdoch Donald MacKenzie	"	"	8/5/18	812
Harold Evans	"	"	8/5/18	813
George Wilson	"	"	7/6/18	814
Albert Downman	"	"	7/6/18	815
William Coulling	"	"	7/6/18	816
James Ernest Wilson	"	"	7/6/18	817
Harold Curry	"	"	7/6/18	818
Harold Joseph Harding	"	"	7/6/18	819
Harold Semmens Bawden	"	"	7/6/18	820
Robert John Nisbet	"	"	7/6/18	821
Eric Boreham	"	"	7/6/18	822
James Alfred Lees	"	"	7/6/18	823
William Gibbons Foote	"	"	7/6/18	824
Algernon William George Grayson	"	"	7/6/18	825
Walter Edward Davies	"	"	7/6/18	826
Thomas Munro	"	"	7/6/18	827
Douglas, Charles Humphrey	"	"	21/6/18	828
Richard Nathan	"	"	21/6/18	829
Thomas William Downes	"	"	21/6/18	830
Raymond Richard Taylor Harnett	"	"	21/6/18	831
Allan Donaldson	"	"	26/7/18	832
Joseph Pitcher	"	"	11/7/18	833
William James Nixon	"	"	11/7/18	834
Harold Cecil Widdison	"	"	11/7/18	835
Ernest Alexander Short	"	"	11/7/18	836

RETURN OF MASTERS, MATES, AND ENGINEERS TO WHOM CERTIFICATES OF COMPETENCY WERE
ISSUED DURING THE YEAR ENDED 31ST MARCH, 1919—*continued*.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
George Smith	River oil engineer ..	Restricted limits ..	11/7/18	837
Charles Gibson	"	"	11/7/18	838
Richard Thomas White	"	"	29/7/18	839
Roy Vivian McNabb	"	"	6/8/18	840
Como Beaver	"	"	9/8/18	841
Walter Woolcott Watson	"	"	17/9/18	842
Hubert Henry Bach	"	"	17/9/18	843
Stanley Hunter	"	"	17/9/18	844
Percy Roland Davidson	"	"	17/9/18	845
Leonard John Lloyd	"	"	17/9/18	846
Cecil Smith	"	"	17/9/18	847
Richard Joseph Lang	"	"	17/9/18	848
Makawe Rangi	"	"	17/9/18	849
Edwin Walker	"	"	17/9/18	850
William Hodgson	"	"	17/9/18	851
Ernest Henry Turner	"	"	17/9/18	852
Edward Alfred Randall	"	"	30/9/18	853
Henry Herbert Howden	"	"	14/10/18	854
Edward James Weir	"	"	14/10/18	855
William Edward Robert Kerr	"	"	5/11/18	856
Joseph Cadman	"	"	11/11/18	857
Herbert Ross Macdonald	"	"	12/11/18	858
James Joseph Hamilton Nisbet	"	"	12/11/18	859
Lewis Stewart Denham	"	"	2/11/18	860
Clarence Alexander Williams	"	"	12/11/18	861
Edward Bradley	"	"	12/11/18	862
Erners Werahiko	"	"	28/11/18	863
Archibald Hume Watt	"	"	28/11/18	864
Percy Stuart West Hill	"	"	28/11/18	865
Frank Grafton Vine	"	"	28/11/18	866
Laurence Lazarus	"	"	28/11/18	867
Robert Edward Bridge	"	"	28/11/18	868
Joseph William Conrad	"	"	13/12/18	869
Robert Massey	"	"	13/12/18	870
Charles Henry George Wilson	"	"	15/1/19	871
Edward Michael Leydon	"	"	15/1/19	972
William Daly	"	"	15/1/19	873
Harold George Subritzky	"	"	15/1/19	874
Frank Withington	"	"	15/1/19	875
Robert Andrew Adams	"	"	15/1/19	876
William Richard Franklin	"	"	31/1/19	877
Charles Anderson	"	"	31/1/19	878
Reginald Lindsay Ross Randall	"	"	12/2/19	879
William Smith	"	"	12/2/19	880
William Harrigan	"	"	12/2/19	881
William Donovan	"	"	19/2/19	882
James Ernest Mays	"	"	19/2/19	883
George Davis	"	"	12/3/19	884
Martin McCarthy	"	"	12/3/19	885
Lewis Morgan Hayward	"	"	12/3/19	886
Robert Charley Roy Jennings	"	"	12/3/19	887
Ralph Fletcher Watkins	"	"	12/3/19	888
Isaac Harris Brooks Lowe	"	"	12/3/19	890
John Charles Stancliffe	"	"	12/3/19	891
Arthur Edmonds	"	"	12/3/19	892
George Cuthbert Davison	"	"	12/3/19	889
Joseph Schultz	"	"	31/3/19	893
Thomas Duston	"	"	31/3/19	894
Richard Leslie Fowler	"	"	31/3/19	895
Archibald Charles Chambers	"	"	31/3/19	896
Percival James Magee	"	"	31/3/19	897
William Frederick Douglas	"	"	31/3/19	898
Allan Lorraine Reid	"	"	31/3/19	899

RETURN SHOWING THE NUMBER OF MASTERS', MATES', AND ENGINEERS' EXAMINATIONS IN NEW ZEALAND DURING THE YEAR ENDED THE 31ST MARCH, 1919, SHOWING 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	7	8	15	15	16	31	6	8	14	3	1	4	..	..	..	31	33	64
Home-trade masters and mates	9	1	10	9	5	14	5	2	7	..	..	..	..	..	..	23	8	31
River-steamer masters ..	4	1	5	..	..	..	1	..	1	..	..	..	3	..	3	8	1	9
Master, fishing-boat or cargo-vessel under 25 tons register	3	1	4	..	..	..	..	..	..	..	..	..	..	..	..	3	1	4
Compass syllabus ..	1	1	2	1	3	4	..	..	..	..	..	..	..	..	..	2	4	6
Seagoing engineers (steam)	16	2	18	25	13	38	12	1	13	19	4	23	13	4	17	85	24	109
River-steamer engineers ..	5	1	6	2	..	2	4	1	5	1	1	2	4	1	5	16	4	20
Marine engine-drivers ..	1	..	1	..	..	..	..	..	..	1	..	1	..	..	..	2	..	2
Seagoing engineers (mechanical power other than steam)	16	1	17	5	..	5	..	..	..	1	..	1	16	3	19	38	1	39
River engineers (mechanical power other than steam)	27	2	29	2	..	2	1	..	1	..	..	..	69	6	75	99	8	107
Totals ..	89	18	107	59	37	96	29	12	41	25	6	31	105	14	119	307	84	391

RETURN OF CERTIFICATES OF EXEMPTION FROM EXAMINATION AS THIRD-CLASS ENGINEERS ISSUED DURING THE YEAR ENDED 31ST MARCH, 1919.

Date of Issue.	Name.	Date of Issue.	Name.
April 25, 1918 ..	Reginald Charles McMaster ..	July 8, 1918 ..	Cyril Thomas Petrie.
" 26, " ..	Arthur Geoffrey Weld ..	Aug. 20, " ..	Lancelot Hall.
June 18, " ..	Reginald John Ford ..	" ..	" ..
July 8, " ..	Charles McNaughton Brown..	Mar. 25, 1919 ..	Leo Paul O'Connell.

RETURN OF LICENSES AS COLONIAL PILOTS ISSUED IN PURSUANCE OF SECTION 190 OF THE SHIPPING AND SEAMEN ACT, 1908, DURING THE YEAR ENDED 31ST MARCH, 1919.

No. of License.	Date of Issue.	Name of Licensee.	Port of Residence.	Date of Expiry of License.
43	Oct. 10, 1918 ..	Felix Black	Wellington ..	Oct. 8, 1919.
47	" 30, " ..	Richard Edward Smith	Auckland ..	" 30, ..
49	Dec. 19, " ..	William Andrew Smith	Wellington ..	Jan. 19, 1920.

RETURN OF LICENSED ADJUSTERS OF COMPASSES IN NEW ZEALAND.

Date of Issue.	Name of Licensee.	Address.
April 9, 1896 ..	Frederick Macbeth	Dunedin.
May 15, " ..	Robert Strang	"
" 5, " ..	George Urquhart Thomson	"
April 27, 1897 ..	Frederick William Cox	Nelson.
May 27, " ..	Thomas Fernandez	Auckland.
July 27, " ..	Robert Hatchwell	Lyttelton.
Sept. 1, " ..	Arthur G. Gifford	Wellington.
Aug. 13, 1898 ..	Herbert John Richardson	"
April 26, 1899 ..	Robert Heddleston Neville	"
June 26, 1900 ..	Charles Frederick Sundstrum	Dunedin.
July 27, " ..	John Adamson	Auckland.
Nov. 27, " ..	Thomas Basire	Port Chalmers.
Mar. 27, 1903 ..	George Samuel Hooper	Wellington.
Oct. 19, " ..	John McLennon McKenzie	"
Nov. 1, 1906 ..	Frederick Pryce Evans	Dunedin.
Feb. 6, 1907 ..	David Todd	"
" 22, 1909 ..	Norman Macdonald	Bluff.
May 28, " ..	Charles Cornelius Plunket	Auckland.
Oct. 23, " ..	Robert Crawford	Wellington.
June 19, 1911 ..	Frederic George Cooper	"
Nov. 16, " ..	Major William Solloway Lane	Totara North.
" 3, 1913 ..	Cesar Anthony Colonna	Christchurch.
" 27, 1914 ..	John Jonathan Elven	"
Feb. 10, 1915 ..	Richard Chamberlain Harbord	Bluff.
Sept. 27, 1918 ..	William Robert Allen	Port Ahuriri.

RETURN OF STEAMERS AND OIL-ENGINE VESSELS TO WHICH CERTIFICATES OF SURVEY WERE ISSUED
IN NEW ZEALAND DURING THE YEAR ENDED 31ST MARCH, 1919.

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Greasers.	
A ..	2	12	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Admiral ..	82	50	..	Compound ..	" ..	" ..	..	..	..	..	
* Advance ..	12	8	..	Non-condensing ..	" ..	" ..	..	..	..	..	
A.H.B. ..	5	15	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Ahiki ..	6	35	..	" ..	" ..	" ..	..	..	..	..	
Ahuriri ..	33	17	..	Compound ..	" ..	" ..	..	..	..	..	
Ailoma ..	4	15	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Aio ..	3	7	..	" ..	" ..	" ..	..	..	..	..	
Akaroa ..	29	28	93	Compound ..	" ..	Home trade ..	1	1	..	..	
Albatross (A'kland) ..	111	87	..	" ..	" ..	River limits ..	..	..	..	..	
Albatross (Ham'ltn) ..	4	8	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Albatross (Hoki'nga) ..	2	4	..	" ..	" ..	" ..	..	..	..	..	
Alert (Wanganui) ..	5	15	..	" ..	" ..	" ..	..	..	..	..	
Alexander (Nelson) ..	185	72	335	Compound ..	Twin-screw ..	Home trade ..	4	3	..	..	
Alexandra (R'rua) ..	4	15	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
* Alice (Hokianga) ..	2	6	..	" ..	" ..	" ..	..	..	..	..	
Almora ..	4	24	..	" ..	" ..	" ..	..	..	..	..	
Amy (Tauranga) ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Antiooco ..	1	2	..	" ..	" ..	" ..	..	..	..	..	
Anzac ..	4	6	..	" ..	" ..	" ..	..	..	..	..	
Aorere ..	49	16	66	Compound ..	" ..	" ..	..	..	..	..	
Aotea ..	157	33	..	" ..	" ..	" ..	..	..	..	..	
Apanui ..	135	28	212	Triple-expansion ..	" ..	Home trade ..	4	2	..	..	
Arahura ..	772	145	1,693	" ..	Twin-screw ..	" ..	7	6	3	3	
Aranui ..	4	10	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Arapawa ..	128	47	289	Triple-expansion ..	" ..	Home trade ..	4	3	..	..	
Arawa ..	1	4	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Arawa (Rotorua) ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Arita ..	2	4	..	" ..	" ..	" ..	..	..	..	..	
Ark ..	3	2	..	" ..	" ..	" ..	..	..	..	..	
Aroha ..	6	16	..	" ..	" ..	" ..	..	..	..	..	
Arrino ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Arumai ..	6	10	..	" ..	" ..	" ..	..	..	..	..	
* Atua ..	2	8	..	" ..	" ..	" ..	..	..	..	..	
Aupouri ..	220	55	391	Triple-expansion ..	Twin-screw ..	Home trade ..	5	3	..	..	
Aureola ..	1	5	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Aurere ..	3	8	..	" ..	" ..	" ..	..	..	..	..	
Aurora ..	4	20	..	" ..	" ..	" ..	..	..	..	..	
Automatic ..	3	10	..	" ..	" ..	" ..	..	..	..	..	
Averil ..	3	6	..	" ..	" ..	" ..	..	..	..	..	
Awahou ..	151	74	398	Compound ..	Twin-screw ..	Home trade ..	4	3	..	..	
* Ayr ..	5	14	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Baden Powell ..	72	30	201	Compound ..	" ..	Home trade ..	2	2	..	..	
Baroona ..	79	24	149	" ..	" ..	" ..	2	2	..	..	
* Bell Bird ..	2	4	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
* Belle ..	5	10	..	" ..	" ..	" ..	..	..	..	..	
Benares ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Billy ..	5	9	..	" ..	" ..	" ..	..	..	..	..	
Blenheim ..	85	50	204	Compound ..	" ..	Home trade ..	2	2	..	..	
Breeze ..	286	84	414	Triple-expansion ..	" ..	" ..	5	3	..	..	
Breta Tui ..	30	40	..	Oil-engine ..	" ..	" ..	2	..	..	..	
Brit ..	6	16	..	" ..	Twin-screw ..	River limits ..	..	..	..	..	
Britannia ..	108	40	..	Non-condensing ..	Paddle ..	" ..	..	..	..	..	
Britannia (Bluff) ..	10	24	..	Oil-engine ..	Screw ..	Home trade ..	1	..	..	..	
Bruce ..	1	5	..	" ..	" ..	River limits ..	..	..	..	..	
Bulli ..	29	24	..	Compound ..	" ..	" ..	..	..	..	..	
Buttercup ..	5	15	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Butterfly ..	5	30	..	" ..	" ..	" ..	..	..	..	..	
Callie ..	5	35	..	" ..	" ..	River limits ..	..	..	..	..	
Calm ..	523	550	706	Surface-cond'sing, triple-expansion ..	" ..	Home trade ..	5	3	..	..	
Canada ..	2	8	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Canopus ..	835	250	1,101	Triple-expansion ..	" ..	Home trade ..	6	3	2	3	
Canterbury ..	521	120	..	Compound ..	" ..	River limits ..	..	..	..	..	
Centaur ..	6	32	..	Oil-engine ..	Twin-screw ..	" ..	..	..	..	..	
Chelmsford ..	79	25	63	Compound ..	Screw ..	Home trade ..	2	1	..	..	
* Clan Dougal ..	4	5	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Clausman ..	379	99	547	Compound ..	" ..	Home trade ..	5	3	..	..	
Claymore ..	119	54	347	Triple-expansion ..	" ..	" ..	4	3	..	..	
Clematis ..	6	24	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Clutha ..	96	24	..	Compound ..	Stern-wheel paddle ..	" ..	..	..	..	..	
Clyde ..	130	40	..	" ..	Ditto ..	" ..	..	..	..	..	
Cobar ..	69	40	..	" ..	Screw ..	" ..	..	..	..	..	
Comet ..	6	5	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Condor ..	188	24	..	Compound ..	Screw each end ..	" ..	..	..	..	..	

* Surveyed twice.

RETURN OF STEAMERS AND OIL-ENGINE VESSELS TO WHICH CERTIFICATES OF SURVEY WERE
ISSUED, ETC.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Num- ber of follow- ing Classes of Crew Law re- quires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Greasers.	
*Conella ..	1	3	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Coquette ..	3	10	..	" ..	" ..	" ..	..	..	..	..	
Corinna ..	812	141	1,039	Compound ..	" ..	Home trade ..	6	3	2	3	
Coronation ..	59	50	..	Oil-engine ..	" ..	" ..	2	..	..	..	
Countess ..	57	28	180	Compound ..	" ..	" ..	2	2	..	..	
Cowan ..	30	24	140	" ..	" ..	" ..	1	2	..	..	
*Curlew ..	5	16	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Cygnat ..	66	43	177	Compound ..	" ..	Home trade ..	2	2	..	..	
Cygnat (Mercer) ..	1	8	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Cygnat (Mokau) ..	4	16	..	" ..	" ..	" ..	..	..	..	..	
Daisy ..	6	20	..	" ..	" ..	" ..	..	..	..	..	
Daphne ..	100	55	263	Compound ..	" ..	Home trade ..	2	2	..	..	
*Daphne (Awanui) ..	2	5	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Dauntless ..	3	16	..	" ..	" ..	" ..	..	..	..	..	
Dawn ..	14	36	..	" ..	Twin-screw ..	" ..	..	..	..	..	
Dawn (Mangonui) ..	3	8	..	" ..	Screw ..	" ..	..	..	..	..	
Dawn (Whangarei) ..	2	4	..	" ..	" ..	" ..	..	..	..	..	
Defender ..	109	36	105	Compound ..	" ..	Home trade ..	4	2	..	..	
Despatch ..	24	20	..	" ..	" ..	" ..	1	1	..	..	
*Dione ..	2	7	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Dolphin ..	8	8	..	" ..	" ..	" ..	..	..	..	..	
Dominion ..	5	24	..	" ..	" ..	" ..	..	..	..	..	
*Doon ..	1	5	..	" ..	" ..	" ..	..	..	..	..	
Doris (Piton) ..	2	4	..	" ..	" ..	" ..	..	..	..	..	
Doris (Russell) ..	3	12	..	" ..	" ..	" ..	..	..	..	..	
Doris (Napier) ..	4	20	..	" ..	" ..	" ..	..	..	..	..	
*Dovey ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Dredge 222 ..	502	140	814	Compound ..	Twin-screw ..	Home trade ..	5	3	2	3	
Duchess ..	137	81	..	Triple-expansion ..	Screw ..	River limits ..	..	..	..	..	
Duco ..	2	5	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Eagle (Auckland) ..	138	70	..	Compound ..	Paddle ..	" ..	..	..	..	..	
*Eagle (Dargaville) ..	1	6	..	Oil-engine ..	Screw ..	" ..	..	..	..	..	
*Earl ..	3	8	..	" ..	" ..	" ..	..	..	..	..	
Earnslaw ..	155	80	..	Triple-expansion ..	Twin-screw ..	" ..	..	..	..	..	
Echo (Auckland) ..	98	103	..	Oil-engine ..	" ..	Home trade ..	2	..	..	..	
Echo (Hokianga) ..	2	6	..	" ..	Screw ..	River limits ..	..	..	..	..	
*Eclipse ..	2	8	..	" ..	" ..	" ..	..	..	..	..	
Edith ..	5	..	..	Compound ..	" ..	" ..	..	..	..	..	
Eileen Belle ..	5	30	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Eileen Ward ..	472	123	..	Triple expansion ..	Twin-screw ..	" ..	..	..	..	..	
Ellida ..	4	12	..	Oil-engine ..	Screw ..	" ..	..	..	..	..	
Elsie (Auckland) ..	24	30	..	" ..	Twin-screw ..	" ..	..	..	..	..	
Elsie Evans ..	6	20	..	" ..	Screw ..	" ..	..	..	..	..	
Elsapie ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Elswick ..	4	12	..	" ..	" ..	" ..	..	..	..	..	
Emerald ..	4	12	..	" ..	" ..	" ..	..	..	..	..	
Emere ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Emily ..	5	25	..	" ..	" ..	" ..	..	..	..	..	
Empress ..	6	18	..	" ..	" ..	" ..	..	..	..	..	
Erin ..	..	3½	..	Non-condensing ..	" ..	" ..	..	..	..	..	
Erlin ..	4	4	..	Compound ..	" ..	" ..	..	..	..	..	
Erskine ..	90	35	..	" ..	" ..	" ..	..	..	..	..	
*Eureka ..	2	8	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Eva ..	5	20	..	" ..	" ..	" ..	..	..	..	..	
*Eveline ..	..	8	..	Non-condensing ..	" ..	" ..	..	..	..	..	
Excelsior ..	5	6	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Excelsior (Auckl'd) ..	6	24	..	" ..	Twin-screw ..	Home trade ..	1	..	..	..	
Express ..	36	25	95	Compound ..	Screw ..	" ..	2	1	..	..	
Fairburn ..	60	60	..	Oil-engine ..	Twin-screw ..	" ..	2	..	..	..	
Fairy ..	2	7	..	" ..	Screw ..	River limits ..	..	..	..	..	
Fanny ..	55	30	139	Compound ..	" ..	Home trade ..	2	2	..	..	
*Farina ..	5	16	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Ferro (Auckland) ..	6	30	..	" ..	" ..	" ..	..	..	..	..	
Ferro (Queenstown) ..	3	7	..	" ..	" ..	" ..	..	..	..	..	
Fiona ..	2	4	..	" ..	" ..	" ..	..	..	..	..	
Fire Float ..	..	13½	..	" ..	" ..	" ..	..	..	..	..	
Flirt ..	4	12	..	" ..	" ..	" ..	..	..	..	..	
Flora ..	2	3	..	" ..	" ..	" ..	..	..	..	..	
Foam ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
*Foam (Tauranga) ..	3	10	..	" ..	" ..	" ..	..	..	..	..	
*Freetrader ..	94	50	..	Non-condensing ..	Stern-wheel paddle ..	" ..	..	..	..	..	
Gael ..	55	20	111	Compound ..	Screw ..	Home trade ..	2	2	..	..	
Gannet ..	10	12	..	" ..	" ..	River limits ..	..	..	..	..	
Geisha ..	4	12	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Gisborne Pilot- launch ..	5	12	..	" ..	Twin-screw ..	" ..	..	..	..	..	

* Surveyed twice.

RETURN OF STEAMERS AND OIL-ENGINE VESSELS TO WHICH CERTIFICATES OF SURVEY WERE
ISSUED, ETC.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Crewmen.	
Gisborne S. F. M. Co.'s launch	2	10	..	Oil-engine	..	Screw	..	..	..	..	
Gisborne	47	12	..	"	..	"	..	..	..	..	
Gladstone	3	5	..	"	..	"	..	..	..	..	
Glenelg	156	75	..	Compound	..	"	..	..	..	..	
Glyn Bird	6	40	..	Oil-engine	..	"	..	..	..	..	
*Gosford	23	30	..	Compound	..	"	..	..	..	..	
Goshawk	122	28	..	"	..	"	..	..	..	..	
Greyhound	83	60	..	Oil-engine	..	"	..	..	..	..	
Haeremai	6	18	..	"	..	"	..	..	..	..	
*Hairini	6	25	..	"	..	"	..	..	..	..	
Hananui II	44	58	294	Triple-expansion	..	"	..	..	..	..	
Hapai	364	155	..	"	Twin-screw	River limits	..	..	..	..	
Harmony	2	6	..	Oil-engine	Screw	"	..	..	..	..	
*Harriet	3	8	..	"	"	"	..	..	..	..	
Hauti	82	32	120	Compound	"	"	..	..	..	..	
Hauti (Tolaga Bay)	12	20	..	Oil-engine	"	"	..	..	..	..	
Hawera	92	31	192	Compound	"	"	..	..	..	..	
Heathcote	94	35	..	"	"	"	..	..	..	..	
Heather	6	17	..	Oil-engine	"	"	..	..	..	..	
Hilda	5	20	..	"	"	"	..	..	..	..	
*Himitangi	149	45	277	Triple-expansion	"	Foreign trade	4	3	..	..	
Hina	47	20	117	Compound	"	Home trade	2	1	..	..	
Hinemoa	5	10	..	Oil-engine	"	River limits	..	..	..	..	
Hinewai (Tairua)	5	16	..	"	"	"	..	..	..	..	
Hipi	16	11	..	Triple-expansion	Twin-screw	"	..	..	..	..	
Hirere	20	16	..	Compound	"	"	..	..	..	..	
Hobsonville	23	15	..	Oil-engine	Screw	"	..	..	..	..	
Houto	84	45	..	"	"	Home trade	2	..	..	..	
Huanui	59	45	..	"	"	"	2	..	..	..	
Huia	2	4	..	"	"	River limits	..	..	..	..	
Huia (Auckland)	199	47	..	"	"	Foreign trade	4	..	..	..	
Huia (Dargaville)	2	4	..	"	"	River limits	..	..	..	..	
Huia (Wellington)	..	2	..	Compound	"	"	..	..	..	..	
Huia (Wellington)	69	25	121	"	"	Home trade	2	2	..	..	
*Hulk (launch)	2	54	..	Oil-engine	"	River limits	..	..	..	..	
Ida	2	7	..	"	"	"	..	..	..	..	
Ika	6	20	..	"	"	"	..	..	..	..	
Imp	3	4	..	"	"	"	..	..	..	..	
*Imperial	3	12	..	"	"	"	..	..	..	..	
Indarra	1	20	..	"	"	"	..	..	..	..	
Iranui	8	10	..	"	"	"	..	..	..	..	
*Irene	4	12	..	"	"	"	..	..	..	..	
Irini	4	15	..	"	"	"	..	..	..	..	
Iris	4	8	..	"	"	"	..	..	..	..	
Isa	3	5	..	"	"	"	..	..	..	..	
Isabel	5	5	..	"	"	"	..	..	..	..	
Isabella de Fraine	76	60	..	"	Twin-screw	Home trade	2	..	..	..	
Isobel	6	6	..	"	Screw	River limits	..	..	..	..	
*Ivy	8	30	..	"	"	"	..	..	..	..	
Ivy (Kawhia)	1	6	..	"	"	"	..	..	..	..	
Jane	3	15	..	"	"	"	..	..	..	..	
J.D.O.	88	28	..	Compound	"	"	..	..	..	..	
Janie Seddon	43	48	..	"	Twin-screw	"	..	..	..	..	
Jimmy	2	6	..	Oil-engine	Screw	"	..	..	..	..	
John	134	90	185	Compound	"	Home trade	4	2	..	..	
John Anderson	36	20	..	"	"	River limits	..	..	..	..	
John Townley	85	39	..	"	Twin-screw	"	..	..	..	..	
J. T. Stewart	5	47	..	Oil-engine	Screw	"	..	..	..	..	
Jumbo	4	32	..	"	"	"	..	..	..	..	
Kahakaha	2	16	..	"	"	"	..	..	..	..	
Kahu (Napier)	96	40	235	Compound	"	Home trade	2	2	..	..	
Kahu (Auckland)	25	40	..	Oil-engine	Twin-screw	"	1	..	..	..	
Kalaia	24	32	..	"	"	River limits	..	..	..	..	
Kaimaka	11	24	..	"	"	"	..	..	..	..	
Kaipatiki	23	9	..	Compound	Screw	"	..	..	..	..	
*Kaipara	..	4	..	"	"	"	..	..	..	..	
Kaitangata	1,219	200	1,025	Triple-expansion	"	Foreign trade	7	3	2	3	
Kaitoa	118	65	298	Compound	Twin-screw	Home trade	4	3	..	..	
*Kaituna	1,246	200	988	Triple-expansion	Screw	Foreign trade	7	3	2	3	
Kaiuma	1	4	..	Oil-engine	"	River limits	..	..	..	..	
Kamo	725	159	761	Triple-expansion	"	Foreign trade	6	3	2	3	
Kamona	904	117	796	"	"	Home trade	6	3	2	3	
Kanieri (Auckland)	115	20	162	Compound	"	"	4	2	..	..	
Kanieri (L. Kanieri)	2	3	..	Oil-engine	"	River limits	..	..	..	..	
Kapiti	114	35	209	Compound	"	Home trade	4	2	..	..	
Kapuni	96	30	190	"	"	"	2	2	..	..	

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RETURN OF STEAMERS AND OIL-ENGINE VESSELS TO WHICH CERTIFICATES OF SURVEY WERE
ISSUED, ETC.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Grossers.	
Karaka ..	10	22	..	Triple-expansion	Screw ..	River limits ..	..	..	..	..	
Karamu ..	452	102	745	"	" ..	Home trade ..	5	3	..	..	
Karma ..	3	28	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Karora ..	6	30	..	"	" ..	" ..	..	..	..	..	
Karoro ..	52	17	..	Compound ..	" ..	" ..	..	..	..	..	
*Karu ..	197	27	119	"	" ..	Home trade ..	4	2	..	..	
Kate ..	..	5	..	Non-condensing	" ..	River limits ..	..	..	..	..	
*Kauri ..	5	20	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Kauriroa ..	2	5	..	"	" ..	" ..	..	..	..	..	
Kawau ..	37	15	..	Compound ..	" ..	" ..	..	..	..	..	
Kawau ..	53	20	96	"	" ..	Home trade ..	2	1	..	..	
Kelvena ..	4	7	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Kennedy ..	131	38	174	Compound ..	Twin-screw	Home trade ..	4	2	..	..	
Kestrel ..	159	43	..	"	Screw each end	River limits ..	..	..	..	..	
Kia Ora ..	7	8	..	Oil-engine ..	Screw ..	" ..	..	..	..	..	
Kina ..	5	10	..	"	" ..	" ..	..	..	..	..	
Kini ..	702	130	702	Triple-expansion	" ..	Home trade ..	6	3	..	..	
Kirita ..	6	30	..	Oil-engine ..	Twin-screw	River limits ..	..	..	..	..	
*Kiritona ..	75	150	..	"	" ..	Home trade ..	2	..	..	..	
Kinohaku ..	6	8	..	"	Screw ..	River limits ..	..	..	..	..	
Koau ..	76	170	..	"	Twin-screw	Home trade ..	2	..	..	..	
Kohatu ..	2	8	..	"	Screw ..	River limits ..	..	..	..	..	
Kohi ..	20	60	..	"	Twin-screw	Home trade ..	1	..	..	..	
Koi ..	55	32	..	Compound ..	" ..	River limits ..	..	..	..	..	
Kokiri ..	4	10	..	Oil-engine ..	Screw ..	" ..	..	..	..	..	
Kokiri (Wellington)	719	135	741	Triple-expansion	" ..	Foreign trade	6	3	..	..	
Kokiri (Whangarei)	4	8	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Kopu ..	18	13	..	Non-condensing	Paddle ..	" ..	..	..	..	..	
*Koroi ..	3	7	..	Oil-engine ..	Screw ..	" ..	..	..	..	..	
Koromiko ..	1,541	313	1,450	Triple-expansion	" ..	Foreign trade	8	6	3	3	
Kotare ..	79	20	138	Compound ..	" ..	Home trade ..	2	2	..	..	
Kotiri ..	4	14	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Kotiro ..	3	20	..	"	" ..	" ..	..	..	..	..	
Kotiti ..	42	14	88	Compound ..	" ..	Home trade ..	2	1	..	..	
*Koutu ..	2	5	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Koutunui ..	98	26	126	Compound ..	Twin-screw	Home trade ..	2	2	..	..	
*Kowhai ..	404	128	503	Triple-expansion	Screw ..	" ..	5	3	..	..	
*Kurow ..	1,564	333	1,754	"	" ..	Foreign trade	8	6	3	3	
Lady Eva ..	3	120	..	Oil-engine ..	" ..	Home trade ..	1	..	..	..	
Lady Lee ..	1	4	..	"	" ..	River limits ..	..	..	..	..	
Lady Roberts ..	37	48	..	Compound ..	Twin-screw	" ..	..	..	..	..	
La Reine ..	6	20	..	Oil-engine ..	Screw ..	" ..	..	..	..	..	
Laurel ..	3	10	..	"	" ..	" ..	..	..	..	..	
Lena Gladys ..	5	27	..	"	Twin-screw	Home trade ..	1	..	..	..	
Lily (Riverton) ..	3	4	..	"	Screw ..	River limits ..	..	..	..	..	
Lion (Auckland) ..	4	8	..	Compound ..	" ..	" ..	..	..	..	..	
*Lion (Hokianga) ..	3	5	..	Oil-engine ..	" ..	" ..	..	..	..	..	
*Lizette ..	21	16	..	"	" ..	" ..	..	..	..	..	
Lomen ..	..	6	..	Compound ..	" ..	" ..	..	..	..	..	
Lorna ..	4	10	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Loyalty ..	24	35	78	Compound ..	" ..	Home trade ..	1	1	..	..	
Lyttelton ..	1	133	..	"	Twin-screw	River limits ..	..	..	..	..	
Mac ..	2	6	..	Oil engine ..	Screw ..	" ..	..	..	..	..	
Magic ..	58	60	..	"	Twin-screw	Home trade ..	2	..	..	..	
Mahanga ..	4	17	..	"	" ..	River limits ..	..	..	..	..	
*Maheno ..	3,318	600	6,188	Turbine ..	" ..	Foreign trade	12	18	9	3	
Mahino ..	6	5	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Mahoe ..	14	56	..	"	" ..	Home trade ..	1	..	..	..	
Mahua ..	353	28	..	Compound ..	Twin-screw	River limits ..	..	..	..	..	
*Mahurangi ..	95	80	183	"	Screw ..	Home trade ..	2	2	..	..	
Maidi ..	12	11	..	"	" ..	River limits ..	..	..	..	..	
Majestic ..	3	7	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Makere ..	3	4	..	"	" ..	" ..	..	..	..	..	
Mako ..	4	12	..	"	" ..	" ..	..	..	..	..	
Mako (Napier) ..	247	65	413	Triple-expansion	" ..	Home trade ..	5	3	..	..	
Makuini ..	4	18	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Makura ..	4,921	1514	10,500	Triple-expansion	" ..	Foreign trade	15	..	..	..	
Mana ..	77	25	135	Compound ..	" ..	Home trade ..	2	2	..	..	
Mana ..	51	90	..	"	Paddle ..	River limits ..	..	..	..	..	
Manai ..	630	104	1,224	Triple-expansion	Twin-screw	Home trade ..	7	3	2	3	
Manaroa (launch) ..	78	24	147	Compound ..	Screw ..	" ..	..	..	..	..	
Manuka ..	3	2 $\frac{1}{2}$	..	"	" ..	River limits ..	..	..	..	..	
Manukau ..	4	30	..	Oil-engine ..	" ..	" ..	..	..	..	..	
*Manukotuku ..	3	16	..	"	" ..	" ..	..	..	..	..	
*Manuwai ..	15	50	..	"	" ..	" ..	..	..	..	..	
Manuwai ..	94	30	..	Non-condensing	Stern-wheel	" ..	..	..	..	..	

* Surveyed twice.

RETURN OF STEAMERS AND OIL-ENGINE VESSELS TO WHICH CERTIFICATES OF SURVEY WERE
ISSUED, ETC.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law re- quires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Greasers.	
Maori (Auckland)	5	28	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Maori (Dunedin) ..	1,445	5,600	..	Turbine ..	Triple-screw	Home trade ..	8	15	9	3	
Maori (Taupo) ..	2	5	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Maori (Stewart Is.) ..	3	5	..	" ..	" ..	" ..	..	..	..	..	
Mapourika ..	718	130	1,248	Triple-expansion	" ..	Home trade ..	7	3	2	3	
Marama ..	3,952	1,500	4,252	" ..	Twin-screw	Foreign trade	13	12	6	3	
Maranui ..	4	5	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Mararoa ..	1,381	530	3,027	Triple-expansion	" ..	Home trade ..	8	9	3	3	
Mararoa (Rotorua)	2	6	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Mareno ..	4	5	..	" ..	" ..	" ..	..	..	..	..	
Mariana ..	1	5	..	" ..	" ..	" ..	..	..	..	..	
Maribel ..	6	16	..	" ..	" ..	" ..	..	..	..	..	
Maritano ..	6	14	..	" ..	" ..	" ..	..	..	..	..	
*Marokopa ..	6	32	..	" ..	Twin-screw	" ..	..	..	..	..	
Maroro ..	5	8	..	" ..	Screw ..	" ..	..	..	..	..	
Mary ..	5	7	..	" ..	" ..	" ..	..	..	..	..	
Mary Ellen ..	10	8	..	Compound ..	" ..	Home trade ..	1	1	..	..	
Mascotte ..	20	6	..	" ..	" ..	River limits ..	..	..	..	..	
Mascotte (Mercer)	..	5	..	" ..	" ..	" ..	..	..	..	..	
Matakokiri ..	3	9	..	Oil-engine ..	" ..	" ..	..	..	..	..	
*Matarere ..	..	2	..	Compound ..	" ..	" ..	..	..	..	..	
Matariki ..	5	16	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Matatua ..	4	16	..	" ..	" ..	" ..	..	..	..	..	
Matea ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Maudie II ..	2	20	..	" ..	" ..	" ..	..	..	..	..	
Maunganui ..	4,542	650	4,449	Triple-expansion	Twin-screw	Foreign trade	15	12	6	3	
Mavora ..	4	10	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Mawai ..	4	4	..	" ..	" ..	" ..	..	..	..	..	
May ..	1	4	..	" ..	" ..	" ..	..	..	..	..	
May Howard ..	35	45	..	" ..	" ..	Home trade ..	2	..	..	..	
M.C. ..	3	6	..	" ..	" ..	River limits ..	..	..	..	..	
Media ..	4	10	..	" ..	" ..	" ..	..	..	..	..	
*Melville ..	4	10	..	" ..	" ..	" ..	..	..	..	..	
Merita ..	3	8	..	" ..	" ..	" ..	..	..	..	..	
Merlin (Picton) ..	3	5	..	" ..	" ..	" ..	..	..	..	..	
Merlin (Foxton) ..	4	4	..	Compound ..	" ..	" ..	..	..	..	..	
Midlothian II ..	4	10	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Mikado ..	6	12	..	" ..	" ..	" ..	..	..	..	..	
Miharo ..	4	7	..	" ..	" ..	" ..	..	..	..	..	
Miro ..	3	5	..	" ..	" ..	" ..	..	..	..	..	
Moa ..	..	4	..	" ..	" ..	" ..	..	..	..	..	
Moana (Dunedin)	2,415	372	3,757	Triple-expansion	" ..	Foreign trade	10	9	6	3	
Moana (Picton) ..	4	8	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Moana (Tryphena)	2	5	..	" ..	" ..	" ..	..	..	..	..	
Moata ..	3	5	..	" ..	" ..	" ..	..	..	..	..	
Moerangi ..	5	16	..	" ..	" ..	" ..	..	..	..	..	
Mokoia ..	2,154	255	3,039	Triple-expansion	" ..	Foreign trade	10	9	6	3	
Mokoia (Rotorua)	3	14	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Mona ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Monica ..	3	12	..	" ..	" ..	" ..	..	..	..	..	
Monica II ..	29	20	..	Compound ..	" ..	" ..	..	..	..	..	
Monowai ..	2,137	290	2,615	Triple-expansion	" ..	Home trade ..	10	9	6	3	
Morning Light ..	92	100	..	Oil-engine ..	" ..	" ..	2	..	..	..	
Mororo ..	2	5	..	" ..	" ..	River limits ..	..	..	..	..	
Muriel (A.K. 1001)	22	18	116	Compound ..	" ..	Home trade ..	1	2	..	..	
Murihiku ..	369	70	522	Triple-expansion	Twin-screw	" ..	4	3	..	..	
Muriwai ..	6	55	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
*Nada ..	1	6	..	" ..	" ..	" ..	..	..	..	..	
Nancy ..	4	10	..	" ..	" ..	" ..	..	..	..	..	
Natone ..	50	24	..	Compound ..	" ..	" ..	..	..	..	..	
Naumai ..	5	9	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Naumai (Auckland)	29	12	..	Compound ..	" ..	" ..	..	..	..	..	
*Nautilus ..	3	7	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Navua ..	1,813	220	1,980	Triple-expansion	Twin-screw	Foreign trade	9	6	3	3	
Nellie ..	4	10	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Nellie Mason ..	14	15	..	" ..	Screw ..	" ..	..	..	..	..	
Neptune ..	4	14	..	" ..	" ..	" ..	..	..	..	..	
New Zealand ..	4	1½	..	Non-condensing	" ..	" ..	..	..	..	..	
Ngahere ..	556	118	745	Triple-expansion	" ..	Home trade ..	5	3	..	..	
Ngairi ..	2	5	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
*Ngakuta ..	944	248	1,236	Triple-expansion	" ..	Foreign trade	6	3	2	3	
Ngapuhi ..	299	160	721	" ..	Twin-screw	Home trade ..	5	3	..	..	
Ngarita ..	4	18	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Ngatea ..	6	14	..	Non-condensing	" ..	" ..	..	..	..	..	
Ngatiawa ..	220	55	413	Triple-expansion	Twin-screw	Home trade ..	5	3	..	..	
Ngatoro ..	584	118	753	" ..	Screw ..	" ..	5	3	..	..	
Ngairo ..	139	52	..	" ..	Screw each end	River limits ..	..	..	..	..	

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RETURN OF STEAMERS AND OIL-ENGINE VESSELS TO WHICH CERTIFICATES OF SURVEY WERE
ISSUED, ETC.—*continued.*

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							Able Seamen.	Firemen.	Trimmers.	Greasers.	
*Niagara ..	4	14	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Nick ..	6	25	..	" ..	" ..	" ..	..	..	..	..	
Nicola ..	4	10	..	" ..	" ..	" ..	..	..	..	..	
Nikau ..	98	55	274	Compound ..	Twin-screw	Home trade ..	2	3	..	..	
Nile ..	18	12	under 50	" ..	Screw ..	" ..	1	1	..	..	
Nita ..	6	10	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Nita ..	3	5	..	" ..	" ..	" ..	..	..	..	..	
Nora Niven ..	66	35	187	Triple-expansion	" ..	Home trade ..	2	2	..	..	
Norma ..	5	20	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Northumberland ..	3	10	..	" ..	" ..	" ..	..	..	..	..	
Norval ..	50	20	..	" ..	" ..	" ..	..	..	..	..	
Odin ..	3	40	..	" ..	" ..	" ..	..	..	..	..	
Oel ..	5	7	..	" ..	" ..	" ..	..	..	..	..	
Ohinemuri ..	73	30	..	Compound ..	" ..	" ..	..	..	..	..	
Ohura ..	34	25	..	Condensing	Twin-screw	" ..	..	..	..	..	
Oleo ..	5	20	..	Oil-engine ..	Screw ..	" ..	..	..	..	..	
*Oline ..	2	10	..	" ..	" ..	" ..	..	..	..	..	
Olive ..	6	32	..	" ..	" ..	" ..	..	..	..	..	
Olivene ..	4	18	..	" ..	" ..	" ..	..	..	..	..	
*Omakura ..	2	12	..	" ..	" ..	" ..	..	..	..	..	
*Omana ..	49	14	..	Compound ..	" ..	" ..	..	..	..	..	
Omawi ..	14	20	..	Oil-engine ..	Stern-wheel	" ..	..	..	..	..	
*Omokoroa ..	5	15	..	" ..	Screw ..	" ..	..	..	..	..	
Onawe ..	5	25	..	" ..	" ..	" ..	..	..	..	..	
Onewa ..	31	15	..	Compound ..	" ..	" ..	..	..	..	..	
Ongarue ..	9	45	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Opaia ..	5	23	..	" ..	" ..	" ..	..	..	..	..	
Oparau ..	5	5	..	" ..	" ..	" ..	..	..	..	..	
Opawa ..	64	18	84	Compound ..	" ..	Home trade ..	2	1	..	..	
Opihi ..	638	86	586	Triple-expansion	" ..	Foreign trade	6	3	..	..	
*Opoutia ..	..	5	..	Compound ..	" ..	River limits ..	..	..	..	..	
Oranga ..	4	16	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Orepuki ..	226	78	407	Compound ..	" ..	Home trade ..	4	3	..	..	
Orewa ..	37	17	..	" ..	" ..	River limits ..	..	..	..	..	
Orini ..	19	120	..	Oil-engine ..	Twin-screw	Home trade ..	1	..	..	..	
Oropi ..	12	16	..	" ..	Screw ..	River limits ..	..	..	..	..	
Osprey ..	138	70	..	Compound ..	Paddle ..	" ..	..	..	..	..	
Osprey (Raglan) ..	1	4	..	Oil-engine ..	Screw ..	" ..	..	..	..	..	
Otara ..	3	12	..	" ..	" ..	" ..	..	..	..	..	
Otunui ..	12	75	..	" ..	" ..	" ..	..	..	..	..	
Paeroa ..	45	25	78	Compound ..	" ..	Home trade ..	1	1	..	..	
Paloona ..	1,735	443	2,195	Triple-expansion	" ..	Foreign trade	9	9	3	3	
Pania ..	35	11	..	Compound ..	" ..	River limits ..	..	..	..	..	
Parenga ..	4	6	..	Oil-engine ..	" ..	" ..	..	..	..	..	
*Parera ..	6	4	..	Non-condensing	" ..	" ..	..	..	..	..	
Paritutu ..	233	90	648	Triple-expansion	Twin-screw	" ..	..	..	..	..	
Paroto ..	57	120	..	Oil-engine ..	Screw ..	Home trade ..	1	..	..	..	
Pateena ..	550	250	1,973	Compound ..	" ..	" ..	6	6	3	3	
Patiti ..	..	15	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
*Pearl (Aratapu) ..	9	7	..	Non-condensing	" ..	" ..	..	..	..	..	
Pearl (Queenstown)	2	6	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Pearl Kasper ..	16	22	..	" ..	" ..	Home trade ..	1	..	..	..	
Peerless ..	4	26	..	" ..	" ..	River limits ..	..	..	..	..	
Pelican ..	1	57	256	Triple-expansion	Twin-screw	Home trade ..	1	3	..	..	
*Pelorous ..	3	12	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Peregrine ..	162	52	..	Triple-expansion	Screw each end	" ..	..	..	..	..	
Pet ..	6	..	..	Oil-engine ..	Twin-screw	" ..	..	..	..	..	
Petrel ..	2	20	..	" ..	Screw ..	" ..	..	..	..	..	
Petrel (Auckland)	6	15	..	" ..	" ..	" ..	..	..	..	..	
Phantom ..	18	11	140	Compound ..	" ..	Home trade ..	1	2	..	..	
Phyllis (Te Kopuru)	5	2	..	" ..	" ..	River limits ..	..	..	..	..	
Phyllis (Hokitika)	1	3	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Phyllis (Russell) ..	4	15	..	" ..	" ..	" ..	..	..	..	..	
Pihinga ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Pikau ..	3	6	..	" ..	" ..	" ..	..	..	..	..	
Pilot (Auckland) ..	5	18	..	" ..	" ..	" ..	..	..	..	..	
Pilot (Dunedin) ..	5	12	..	" ..	" ..	" ..	..	..	..	..	
Pilot (Dunedin) ..	27	15	..	Triple-expansion	" ..	" ..	..	..	..	..	
Pioneer ..	1	4	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Pitoitoti ..	34	20	..	Compound ..	" ..	" ..	..	..	..	..	
Pleiades ..	3	12	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Plucky ..	29	40	259	Compound ..	" ..	Home trade ..	1	3	..	..	
Pohorua ..	749	128	717	Triple-expansion	" ..	" ..	6	3	..	..	
Portare ..	6	17	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Presto ..	..	3	..	Compound ..	" ..	" ..	..	..	..	..	
Princess ..	5	5	..	" ..	" ..	" ..	..	..	..	..	

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							Able Seamen.	Firemen.	Trim- mers.	Greasers.	
P.W.D. ..	2	10	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Pupuke ..	68	50	..	Compound ..	Screw each end ..	" ..	..	..	..	..	
Purau ..	33	30	..	" ..	Twin-screw ..	" ..	..	..	..	..	
Putiki ..	168	60	321	" ..	Screw ..	Home trade ..	4	3	..	..	
Queen ..	2	6	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Queen of the South ..	121	40	176	Compound ..	" ..	Home trade ..	4	2	..	..	
Rainbow ..	4	18	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Rakino ..	3	8	..	Compound ..	" ..	" ..	..	..	..	..	
Rakiura ..	13	10	..	Oil-engine ..	" ..	Home trade ..	1	..	..	..	
Ralaco (Kawhai) ..	2	10	..	" ..	" ..	River limits ..	..	..	..	..	
*Ralaco (Te Kopuru) ..	2	10	..	" ..	" ..	" ..	..	..	..	..	
Rarawa ..	460	140	1104	Triple-expansion ..	Twin-screw ..	Home trade ..	6	3	2	3	
Raumati ..	7	20	..	Compound ..	Screw ..	River limits ..	..	..	..	..	
Rawhiti (Auckland) ..	5	5	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Rawhiti (Parenga) ..	1	4	..	" ..	" ..	" ..	..	..	..	..	
Rawhiti (St'wt Is.) ..	3	5	..	" ..	" ..	" ..	..	..	..	..	
Regulus ..	232	150	694	Triple-expansion ..	Twin-screw ..	Home trade ..	4	3	..	..	
Reliance ..	4	12	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Rene ..	4	10	..	" ..	" ..	" ..	..	..	..	..	
Reo ..	6	32	..	" ..	" ..	" ..	..	..	..	..	
Rere ..	4	5	..	" ..	" ..	" ..	..	..	..	..	
Beremoana ..	14	50	..	" ..	" ..	" ..	..	..	..	..	
Result ..	19	10	..	" ..	" ..	" ..	..	..	..	..	
Rhodesia ..	4	7	..	" ..	" ..	" ..	..	..	..	..	
*Rialto ..	4	16	..	" ..	" ..	" ..	..	..	..	..	
Rimu (Auckland) ..	145	95	516	Triple-expansion ..	Twin-screw ..	Home trade ..	4	3	..	..	
Rimu (Invercargill) ..	28	18	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Rimu (Thames) ..	6	16	..	" ..	Screw ..	" ..	..	..	..	..	
*Rio ..	2	5	..	" ..	" ..	" ..	..	..	..	..	
Ripple (Napier) ..	8	5	..	" ..	" ..	" ..	..	..	..	..	
Ripple ..	187	80	270	Triple-expansion ..	" ..	Home trade ..	4	3	..	..	
*Rita ..	5	11	..	Compound ..	" ..	" ..	1	1	..	..	
Rita (Mercer) ..	4	10	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Riverton ..	5	8	..	" ..	" ..	" ..	..	..	..	..	
Roko ..	3	12	..	" ..	" ..	" ..	..	..	..	..	
Rona ..	4	12	..	" ..	" ..	" ..	..	..	..	..	
Rosa ..	4	10	..	" ..	" ..	" ..	..	..	..	..	
Rosamond ..	462	90	441	Compound ..	" ..	Home trade ..	5	3	..	..	
Rose (Kaiapoi) ..	4	15	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Rose (Whangarei) ..	4	10	..	" ..	" ..	" ..	..	..	..	..	
Rotoiti ..	5	30	..	" ..	" ..	" ..	..	..	..	..	
Rotokohu ..	11	8	..	Compound ..	" ..	" ..	..	..	..	..	
Rotongaro ..	4	24	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Rotorua No. 1 ..	1	2	..	" ..	" ..	" ..	..	..	..	..	
Ruahine ..	5	12	..	" ..	" ..	" ..	..	..	..	..	
Ruawai ..	177	52	..	Compound ..	" ..	" ..	..	..	..	..	
Ruby ..	4	10	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Ruru (Auckland) ..	14	10	..	Compound ..	" ..	" ..	..	..	..	..	
Ruru (Napier) ..	62	50	213	" ..	" ..	Home trade ..	2	2	..	..	
Sambo ..	5	40	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
*Samson ..	4	16	..	" ..	" ..	" ..	..	..	..	..	
Savaii ..	9	16	64	Condensing ..	" ..	Home trade ..	1	1	..	..	
Scout (Bluff) ..	7	10	..	Oil-engine ..	" ..	" ..	1	..	..	..	
*Scout (Kohukohu) ..	1	9	..	" ..	" ..	River limits ..	..	..	..	..	
Scripps ..	2	9	..	" ..	" ..	" ..	..	..	..	..	
Sea Bird ..	4	16	..	" ..	" ..	" ..	..	..	..	..	
Sea Breeze ..	4	10	..	" ..	" ..	" ..	..	..	..	..	
*Seamew ..	2	6	..	" ..	" ..	" ..	..	..	..	..	
Sea Queen ..	3	7	..	" ..	" ..	" ..	..	..	..	..	
*Secret ..	4	10	..	" ..	" ..	" ..	..	..	..	..	
Settler ..	6	18	..	" ..	" ..	" ..	..	..	..	..	
Shamrock ..	60	120	..	" ..	Twin-screw ..	" ..	..	..	..	..	
Shamrock Leaf ..	6	20	..	" ..	Screw ..	" ..	..	..	..	..	
*Sierra ..	5	16	..	" ..	" ..	" ..	..	..	..	..	
Silver Bell ..	2	7	..	" ..	" ..	" ..	..	..	..	..	
Silver Cloud ..	3	10	..	" ..	" ..	" ..	..	..	..	..	
Simplon ..	69	75	..	Compound ..	" ..	Home trade ..	2	..	..	..	
Sneaker ..	6	5	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Snowflake ..	2	4	..	" ..	" ..	" ..	..	..	..	..	
Sokol ..	7	10	..	" ..	" ..	" ..	..	..	..	..	
*Sonoma (Hokianga) ..	4	10	..	" ..	" ..	" ..	..	..	..	..	
*Sonoma (Kaipara) ..	..	13	..	Non-condensing ..	" ..	" ..	..	..	..	..	
Sonoma (Rotorua) ..	1	4	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Southern Cross ..	403	117	567	Triple-expansion ..	Twin-screw ..	Foreign trade ..	6	3	..	..	
Sparrowhawk ..	98	32	..	Compound ..	Screw each end ..	River limits ..	..	..	..	..	

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							Able Seamen.	Firemen.	Trimmers.	Greasers.	
*Special ..	5	16	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Speedy ..	3	5	..	" ..	" ..	" ..	..	..	..	..	
Standard ..	9	10	..	" ..	" ..	" ..	..	..	..	..	
Stanley ..	2	7	..	" ..	" ..	" ..	..	..	..	..	
Stella ..	122	90	238	Compound ..	" ..	Foreign trade ..	4	2	..	..	
Sterling ..	4	28	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Storm ..	186	70	276	Compound ..	" ..	Home trade ..	4	3	..	..	
Stranger ..	4	12	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Sumner ..	94	33	..	Compound ..	" ..	" ..	..	..	..	..	
Swallow ..	2	5	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Swift ..	1	5	..	" ..	" ..	" ..	..	..	..	..	
Sybil ..	6	30	..	" ..	" ..	" ..	..	..	..	..	
Sylph ..	5	8	..	" ..	" ..	" ..	..	..	..	..	
Sylvia ..	4	9	..	" ..	" ..	" ..	..	..	..	..	
Tahawai ..	9	14	..	" ..	" ..	" ..	..	..	..	..	
*Takeke ..	3	12	..	" ..	" ..	" ..	..	..	..	..	
Tahiti ..	3,841	1,452	4,659	Triple-expansion	Twin-screw	Foreign trade ..	11	12	6	3	
Tainui ..	59	24	146	Compound ..	Screw ..	Home trade ..	2	2	..	..	
Tai Nui ..	5	30	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Taipo ..	13	12	..	" ..	" ..	" ..	..	..	..	..	
Tairua ..	3	4	..	" ..	" ..	" ..	..	..	..	..	
Tanfield Lea ..	3	12	..	" ..	" ..	" ..	..	..	..	..	
*Tangaroa ..	109	70	..	Compound ..	Twin-screw	" ..	..	..	..	..	
Taniwha ..	191	40	..	" ..	" ..	" ..	..	..	..	..	
Taniwha (dredge) ..	16	16	..	Non-condensing	Screw ..	" ..	..	..	..	..	
*Tapuwae ..	4	15	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Tarawera ..	1,240	250	1,404	Compound ..	" ..	Foreign trade ..	8	6	3	3	
Tarewai ..	11	11	..	Condensing ..	" ..	River limits ..	..	..	..	..	
Tasman ..	87	45	191	Compound ..	Twin-screw	Home trade ..	2	2	..	..	
Tauri ..	6	16	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Tawera ..	44	40	..	" ..	" ..	" ..	..	..	..	..	
Tawera (Auckland) ..	11	11	..	Non-condensing	" ..	" ..	..	..	..	..	
Te Anau ..	957	250	1,162	Compound ..	" ..	Foreign trade ..	6	3	2	3	
Te Aroha ..	57	85	..	Oil-engine ..	Twin-screw	Home trade ..	2	..	..	..	
Te Awhina ..	87	99	420	Triple-expansion	" ..	" ..	2	3	..	..	
Te Kaha ..	4	10	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Te Pioneer ..	25	13	..	Compound ..	" ..	" ..	..	..	..	..	
Terawhiti ..	102	99	846	Triple-expansion	" ..	Home trade ..	4	3	2	3	
Teriruka ..	4	6	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Te Teko ..	56	120	..	" ..	Twin-screw	Home trade ..	2	..	..	..	
Te Tui ..	31	32	..	" ..	" ..	River limits ..	..	..	..	..	
Te Whaka (dredge) ..	141	45	..	Compound ..	Screw ..	" ..	..	..	..	..	
Te Wharu ..	3	7	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Te Wiremu ..	4	14	..	" ..	" ..	" ..	..	..	..	..	
Thelma ..	3	5	..	" ..	" ..	" ..	..	..	..	..	
The Minerva ..	20	14	..	Compound ..	Twin-screw	" ..	..	..	..	..	
Theresa Ward ..	9	95	476	Triple-expansion	Screw ..	Home trade ..	1	3	..	..	
Thistle ..	4	5	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Thistle (Wellingt'n) ..	77	90	..	" ..	Twin-screw	" ..	..	..	..	..	
Thor ..	6	12	..	" ..	Screw ..	" ..	..	..	..	..	
Tikirau ..	5	20	..	" ..	" ..	" ..	..	..	..	..	
*Tinopai ..	3	8	..	" ..	" ..	" ..	..	..	..	..	
Tiri ..	6	20	..	" ..	" ..	" ..	..	..	..	..	
Tiroa ..	93	31	130	Compound ..	" ..	" ..	..	..	..	..	
*Tofua ..	2,634	354	3,431	Triple-expansion	Twin-screw	Foreign trade ..	11	9	6	3	
Togo ..	..	14	..	Compound ..	" ..	River limits ..	..	..	..	..	
Toiler ..	15	13	..	" ..	Screw ..	Home trade ..	1	1	..	..	
Toitoti ..	5	18	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Tongariro ..	9	8	..	Compound ..	" ..	" ..	..	..	..	..	
Torea ..	24	60	..	Oil-engine ..	Twin-screw	" ..	..	..	..	..	
Tot ..	6	16	..	" ..	Screw ..	" ..	..	..	..	..	
*Tuataea (Dunedin) ..	58	28	228	Compound ..	" ..	Home trade ..	2	2	..	..	
Tuataea (Raglan) ..	4	8	..	Oil-engine ..	" ..	River limits ..	..	..	..	..	
Tuatu ..	30	60	..	" ..	Twin-screw	" ..	..	..	..	..	
Tui (Akaroa) ..	6	22	..	" ..	Screw ..	" ..	..	..	..	..	
Tui (Auckland) ..	20	7	..	Compound ..	" ..	" ..	..	..	..	..	
Tui (Rawene) ..	3	5	..	Oil-engine ..	" ..	" ..	..	..	..	..	
Tuirangi ..	72	22	..	Triple-expansion	" ..	" ..	..	..	..	..	
Tukua ..	6	28	..	Oil-engine ..	" ..	Home trade ..	1	..	..	..	
Turanga ..	19	25	..	" ..	" ..	River limits ..	..	..	..	..	
Tutanekai ..	2	8	..	" ..	" ..	" ..	..	..	..	..	
Uira ..	4	4	..	Non-condensing	" ..	" ..	..	..	..	..	
Ulimaroa ..	2,986	506	5,410	Triple-expansion	Twin-screw	Foreign trade ..	11	15	9	3	
Undine ..	5	10	..	Oil-engine ..	Screw ..	River limits ..	..	..	..	..	
Uta ..	23	50	..	" ..	" ..	" ..	..	..	..	..	
Vectus ..	22	16	..	" ..	" ..	" ..	..	..	..	..	
Ventura ..	3	7	..	" ..	" ..	" ..	..	..	..	..	
*Vesper (Te Kopuru) ..	3	16	..	" ..	" ..	" ..	..	..	..	..	

* Surveyed twice.

RETURN OF STEAMERS AND OIL-ENGINE VESSELS TO WHICH CERTIFICATES OF SURVEY WERE
ISSUED, ETC.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of follow- ing Classes of Crew Law re- quires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Greasers.	
Vesper (Auckland)	20	32	..	Oil-engine	..	Twin-screw	Home trade ..	1	..	..	..
Victory (Auckland)	17	30	..	"	..	"	River limits ..	..	..	..	..
Victory (Helensville)	4	14	..	"	..	Screw	"	..	..	..	..
Victory (Hokianga)	3	8	..	"	..	"	"	..	..	..	..
Viking ..	5	14	..	"	..	"	"	..	..	..	..
Viola ..	3	15	..	"	..	"	"	..	..	..	..
Vixen ..	3	12	..	"	..	"	"	..	..	..	..
Waiapu ..	57	35	..	"	..	"	"	..	..	..	..
Waihou ..	6	40	..	"	..	"	"	..	..	..	..
Waihou ..	4	3	..	"	..	"	"	..	..	..	..
Wai-iti ..	5	47	..	"	..	"	"	..	..	..	..
Waikana ..	67	200	..	Compound	..	Twin-screw	"	..	..	..	..
*Waikare ..	1	4	..	Oil-engine	..	Screw	"	..	..	..	..
Waikato ..	6	10	..	"	..	"	"	..	..	..	..
*Waikuku ..	2	5	..	"	..	"	"	..	..	..	..
Waima ..	6	20	..	"	..	"	"	..	..	..	..
Waimarie (A'kland)	159	48	..	Compound	..	Twin-screw	"	..	..	..	..
Waimarie (W'gton)	53	20	..	Non-condensing	..	Paddle	"	..	..	..	..
Wainui ..	2	5	..	Oil-engine	..	Screw	"	..	..	..	..
Wainui ..	5	10	..	"	..	"	"	..	..	..	..
Waioma ..	5	20	..	"	..	"	"	..	..	..	..
Waiomo (Raglan)	4	12	..	"	..	"	"	..	..	..	..
Waiomo (Russell)	4	10	..	"	..	"	"	..	..	..	..
Waione ..	48	80	..	Compound	..	Twin-screw	"	..	..	..	..
Wai-ora ..	3	15	..	Oil-engine	..	Screw	"	..	..	..	..
Waiora ..	20	75	..	"	..	"	"	..	..	..	..
Waiotahi ..	167	56	351	Compound	..	Twin-screw	Home trade ..	4	3	..	..
Waipa ..	3	11	..	Oil-engine	..	Screw	River limits ..	..	..	..	..
Waipori ..	1,229	180	912	Triple-expansion	..	"	Foreign trade	7	3	2	3
Waipu ..	76	50	236	Compound	..	Twin-screw	Home trade ..	2	2	..	..
*Waipuna ..	3	7	..	Oil-engine	..	Screw	River limits ..	..	..	..	..
Wairau ..	59	20	140	Compound	..	"	Home trade ..	2	2	..	..
Waireka ..	5	45	..	Oil-engine	..	"	River limits ..	..	..	..	..
Waireka (Dunedin)	72	49	..	Triple-expansion	..	Twin-screw	"	..	..	..	..
Wairere ..	41	25	..	Non-condensing	..	Paddle	"	..	..	..	..
Wairoa (Auckland)	49	40	130	Compound	..	Screw	Home trade ..	2	2	..	..
Wairoa (Nelson) ..	48	16	78	"	..	"	"	2	1	..	..
Wairua ..	†20	70	..	Oil-engine	..	"	River limits ..	..	..	..	..
*Waitangi (A'kl'nd)	74	66	296	Compound	..	Twin-screw	Home trade ..	2	3	..	..
Waitangi (Dunedin)	32	60	..	"	..	Screw	"	1	..	..	..
Waitemata ..	5	13	..	Oil-engine	..	"	River limits ..	..	..	..	..
Waitohi ..	18	10	..	Compound	..	"	"	..	..	..	..
Wakapai ..	†20	10	..	"	..	"	"	..	..	..	..
Wakatere (A'kl'nd)	176	140	..	"	..	Paddle	"	..	..	..	..
Wakatere (Raglan)	4	5	..	Oil-engine	..	Screw	"	..	..	..	..
Wakatu ..	95	30	134	Compound	..	"	Home trade ..	2	2	..	..
Wallace ..	60	50	..	Non-condensing	..	"	River limits ..	..	..	..	..
Wanaka ..	1,572	280	1,235	Triple-expansion	..	"	Foreign trade	8	3	2	3
Wanderer ..	23	..	..	Oil-engine	..	"	Home trade ..	1	..	..	..
Waterlily ..	29	20	..	"	..	"	"	1	..	..	..
Wave ..	22	38	..	"	..	Twin-screw	Foreign trade	1	..	..	..
Waverley ..	93	25	92	Compound	..	"	Home trade ..	2	1	..	..
Weka ..	53	20	80	"	..	Screw	"	2	1	..	..
Westella ..	3	14	..	Oil-engine	..	"	River limits ..	..	..	..	..
Westland ..	8	86	362	Compound	..	Paddle	Home trade ..	1	3	..	..
Wetere ..	41	22	..	"	..	Screw	River limits ..	..	..	..	..
Whakarongotai ..	2	10	..	Oil-engine	..	"	"	..	..	..	..
Whanui ..	3	5	..	"	..	"	"	..	..	..	..
Wharepapa ..	5	18	..	"	..	"	"	..	..	..	..
*Whati ..	..	6½	..	Compound	..	"	"	..	..	..	..
*W. H. B. ..	3	15	..	Oil-engine	..	"	"	..	..	..	..
Wild Rose ..	3	7	..	"	..	"	"	..	..	..	..
Will Watch ..	48	45	..	"	..	"	Home trade ..	2	..	..	..
Winnie May ..	3	8	..	"	..	"	River limits ..	..	..	..	..
*Wootton ..	90	33	132	Compound	..	"	Home trade ..	2	2	..	..
*Worker ..	2	12	..	Oil-engine	..	"	River limits ..	..	..	..	..
Young Bungaree ..	2	35	156	Compound	..	"	"	..	..	..	..
Zephyr II ..	3	10	..	Oil-engine	..	"	"	..	..	..	..
Zeta ..	3	7	..	"	..	"	"	..	..	..	..

* Surveyed twice. † Under 20 tons.

RETURN OF SAILING-VESSELS SURVEYED DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919,
WITH PARTICULARS OF TONNAGE, ETC.

Name of Vessel.	Tons Register.	Class of Certificate.	Minimum Number of Seamen required by Law to be carried.		
			Able Seamen.	Ordinary Seamen.	Appren- tices or Boys.
Agnes Martin	41	Home trade	2	..	..
Alert	98	"	2	1	..
Alma	23	"	1	..	..
*Antiope	1,380	Foreign trade	10	2	3
Aratapu	107	"	4	..	1
Awanui	85	"	2	1	..
Cathkit	139	"	4	..	1
Combine	24	Home trade	1	..	..
Dandy	82	"	2	1	..
Dartford	1,196	Foreign trade	10	2	3
Deveron	26	Home trade	1	..	..
Edna	22	"	1	..	..
Elsie Mary	99	"	2	1	..
Eame	20	"	1	..	..
Ethel Wells	19	"	1	..	..
Gladbrook	999	Foreign trade	9	2	2
Haere	99	Home trade	2	1	..
Herald	73	"	2	1	..
*Hero	25	"	1	..	..
Huia	20	"	1	..	..
Huon Belle	42	"	2	..	..
Ilma	308	Foreign trade	6	1	1
Irene	30	Home trade	1	..	..
Jane Gifford	20	"	1	..	..
Kiatia	20	"	1	..	..
Kitty Fraser	25	"	1	..	..
Lady of the Lake	19	"	1	..	..
*Laura	326	Foreign trade	6	1	1
Lena Gladys	24	Home trade	1	..	..
Lily	84	"	2	1	..
Maggie	20	"	1	..	..
Moa	99	"	2	1	..
Moa	66	"	2	1	..
Moonah	97	Foreign trade	2	1	..
Ngaru	66	Home trade	2	1	..
Northern Chief	263	Foreign trade	5	1	1
Nor'west	18	Home trade	1	..	..
Pahiki	20	"	1	..	..
Ranger	64	"	2	1	..
Rangi	86	"	2	1	..
Raupo	683	Intercolonial trade	8	1	2
Rewa	7	Home trade	1	..	..
Rira	95	Foreign trade	2	1	..
Rona	610	"	8	1	2
Rothsay Bay	699	"	8	1	2
Saucy Kate	25	Home trade	1	..	..
Seagull	25	"	1	..	..
Senorita	323	Foreign trade	6	1	1
Stanley	90	Home trade	2	1	..
Talisman	70	"	2	1	..
The Lee	19	"	1	..	..
The Portland	59	"	2	..	..
Vindex	23	"	1	..	..
Violet	20	"	1	..	..
Vixen	21	"	1	..	..
Waikonini	23	"	1	..	..
Wanganui	309	Foreign trade	6	1	1
Ysabel	148	"	4	..	1

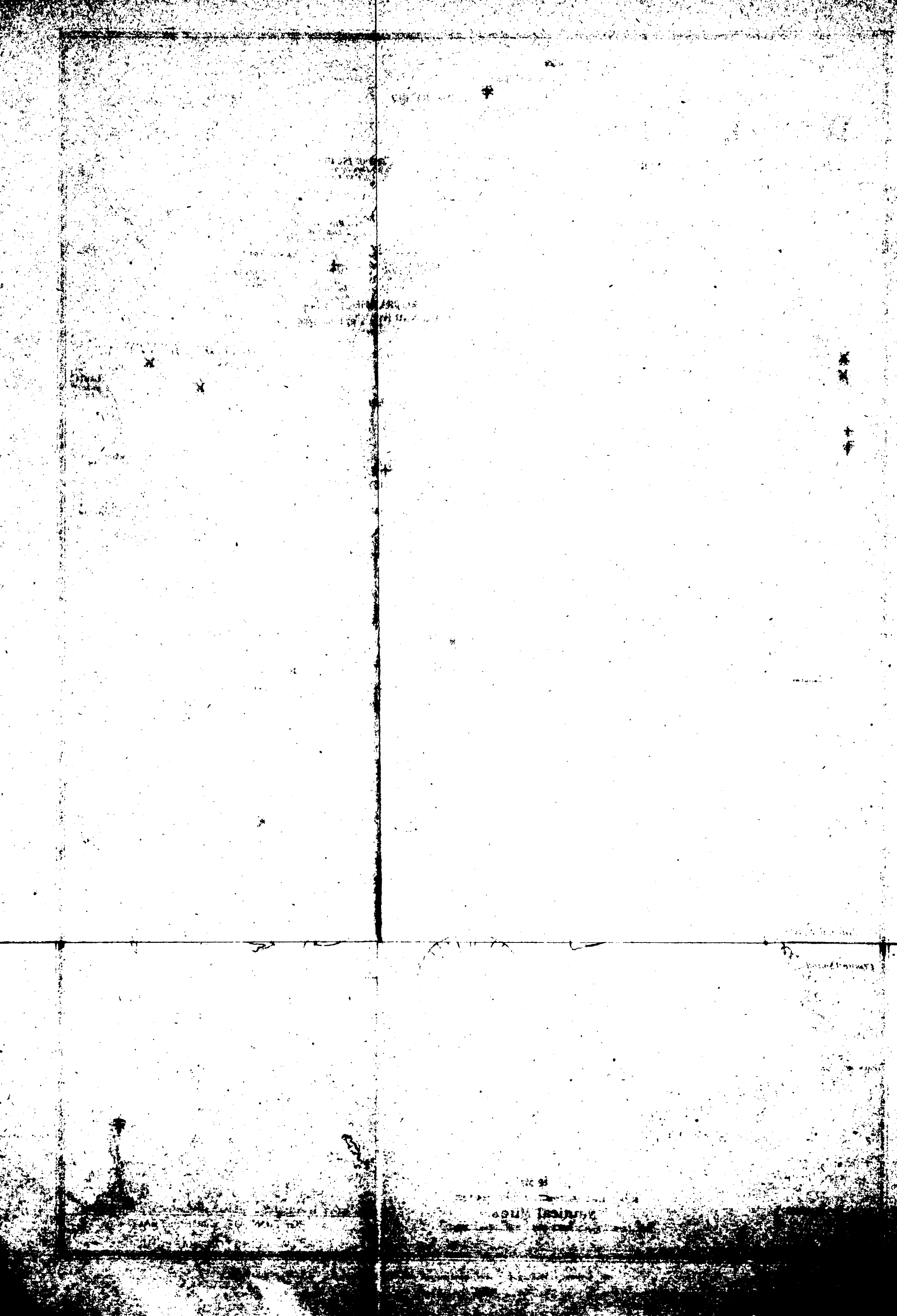
Surveyed twice.

LIST OF BOYS WHO HAVE SERVED ON THE TRAINING-SHIP "AMOKURA" DURING THE YEAR ENDED
31ST MARCH, 1919.

Name.	Date of Joining.	Date of Discharge.	Occupation taken up on Discharge.
Godfrey, Rex	15/8/16	13/5/18	Joined s.s. "Karamu" as O.S.
Priar, V. Y.	14/8/16	13/5/18	" s.s. "Navua" as O.S.
Longuet, V. A.	15/8/16	26/4/18	" s.s. "Kittawa" as O.S.
Cameron, G. G.	15/8/16	13/5/18	" s.s. "Waipori" as O.S.
Fauchelle, L. P.	15/8/16	26/4/18	" s.s. "Kittawa" as O.S.
Irvine, A. L. R.	15/8/16	13/6/18	" s.s. "Breeze" as O.S.
Park, T.	15/8/16	28/6/18	" s.s. "Poherua" as O.S.
Whitlow, E. A.	19/8/16	4/7/18	" s.s. "Karamu" as O.S.
Mathieson, J.	23/10/16	19/7/18	" s.s. "Navua" as O.S.
Sowter, E. W.	23/10/16	17/8/18	" s.s. "Karu" as O.S.
Barclay, W. A.	24/10/16	21/8/18	" s.s. "Wootton" as O.S.
Thomson, G.	24/10/16	4/7/18	" s.s. "Mapourika" as O.S.
Brown, C. H. L.	24/10/16	19/7/18	" s.s. "Queen of the South" as O.S.
Carter, E. A.	23/10/16	20/8/18	" s.s. "Poherua" as O.S.
Hore, J. I.	24/10/16	20/8/18	" s.s. "Mokoia" as O.S.
Parker, K. W.	27/10/16	20/8/18	" s.s. "Poherua" as O.S.
Robertson, F. V. B.	24/10/16	19/8/18	" s.s. "Baden Powell" as O.S.
Derrick, G. W.	10/6/17	14/1/19	" s.s. "Kamo" as O.S.
Amos, A. M.	11/6/17	20/1/19	" s.s. "Kaitoa" as O.S.
Barnett, C. W.	11/6/17	18/1/19	" s.s. "Poherua" as O.S.
Clements, J. E.	11/6/17	7/1/19	" s.s. "Corinna" as O.S.
Ducker, R. D.	11/6/17	18/1/19	" s.s. "Poherua" as O.S.
Mack, T. A.	11/6/17	10/9/18	" s.s. "Moana" as O.S.
McCallum, G. A.	11/6/17	27/1/19	" s.s. "Manuka" as O.S.
McLennan, H. W.	11/6/17	7/1/19	" s.s. "Breeze" as O.S.
Robb, C. T.	11/6/17	17/1/19	" s.s. "Kotiri" as O.S.
Thompson, D.	11/6/17	13/1/19	" s.s. "Baden Powell" as O.S.
Kaye, J. E.	20/6/17	20/1/19	" s.s. "Kaitangata" as O.S.
O'Callaghan, W.	4/7/17	16/12/18	" s.s. "Kahika" as O.S.
Benson, H. R.	1/8/17	27/3/19	" s.s. "Poherua" as O.S.
Gibson, F. W.	2/8/17	27/2/19	" s.s. "Kittawa" as O.S.
Ayers, R. H.	2/8/17	15/3/19	" s.s. "Mapourika" as O.S.
Meatyard, E. G. K.	2/8/17	28/2/19	" s.s. "Pateena" as O.S.
Fitzwilliam, E. G.	2/8/17	26/3/19	" s.s. "Invercargill" as O.S.
Todd, W. G. S.	2/8/17	15/3/19	" s.s. "Mapourika" as O.S.
Adams, W. E.	2/8/17	21/3/19	" s.s. "Waipori" as O.S.
Bartle, O. J.	2/8/17	..	Still on board.
Ward, S. B.	6/8/17	12/3/19	Joined s.s. "Kittawa" as O.S.
McGregor, D. W.	19/10/17	..	Still on board.
Hawkins, L. I.	23/10/17	..	"
Fillingham, L. R.	23/10/17	..	"
McKay, J. F.	23/10/17	..	"
Hickey, R. C.	23/10/17	..	"
Bull, E. R.	23/10/17	..	"
Bradley, W. R.	24/10/17	..	Discharged as unsuitable.
Ham, C. E.	30/10/17	..	Still on board.
Shanks, J. A.	1/11/17	..	"
Hall, A. F.	1/11/17	..	"
Duncan, H. C.	7/3/18	..	"
Hancox, J. E.	7/3/18	..	"
Hodson, A.	7/3/18	..	"
Cranch, H. J.	7/3/18	..	"
Renner, F. J.	7/3/18	..	"
Ulph, F. C.	7/3/18	..	"
Kidson, J. W.	8/3/18	..	"
Tombs, A.	10/3/18	..	"
Ogden, C. E.	11/3/18	..	"
Sherman, G. L.	11/3/18	..	"
Conroy, N. H.	26/7/18	..	"
Ackerley, C. R.	26/7/18	..	"
Rodgers, J. A.	26/7/18	..	"
Arnold, L. W.	26/7/18	..	"
Corrigan, J. E.	26/7/18	..	"
Beasley, H. J.	26/7/18	..	"
Laing, E. G.	26/7/18	..	"
Wright, L. O.	26/7/18	..	"
Morrow, J. E.	27/7/18	8/5/19	Discharged as unsuitable.
Andrew, E.	27/7/18	..	Still on board.
Eaton, T. E.	31/7/18	..	"
Clark, M.	5/8/18	..	"
Pearson, A.	19/9/18	..	"
Hughes, H. M.	26/9/18	..	"
Kemp, H. J. McI.	26/9/18	..	"
McKenzie, J. D.	26/9/18	..	"
Morris, T. O.	26/9/18	..	"
Lever, H.	8/10/18	..	"
Barclay, A.	29/1/19	..	"
Benseman, R. C.	29/1/19	..	"
Chenery, H. M.	29/1/19	..	"
Hamlin, St. G. S.	29/1/19	..	"
Herbert, A. V.	29/1/19	..	"
Holmes, H. M.	29/1/19	..	"
Hunter, J. C.	29/1/19	9/3/19	Purchased discharge.
Perano, C. L.	29/1/19	..	Still on board.
Poole, K. N.	29/1/19	..	"
Sole, O. P.	29/1/19	..	"
Triggs, G. E.	29/1/19	..	"
White, F. C.	29/1/19	..	"
Williams, R. W. H.	29/1/19	..	"
Wright, A. G.	31/3/19	..	"

RETURN OF ESTATES OF DECEASED SEAMEN RECEIVED AND ADMINISTERED IN PURSUANCE OF
THE PROVISIONS OF THE SHIPPING AND SEAMEN ACT, 1908, DURING THE YEAR ENDED
31ST MARCH, 1919.

Name of Seaman.	Balance to Credit of the Estate on 31st March, 1918.	Amount received.	Amount paid.	Balance to Credit of the Estate on 31st March, 1919.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
F. Warlin	2 12 10	1 7 6	..	4 0 4
J. McKendrick	0 5 0	0 7 4	..	0 12 4
George Sluice	0 7 6	..	0 7 6	..
Robert Parry	1 15 6	..	1 15 6	..
Samuel Wadsworth	2 15 4	..	2 15 4	..
John Gourley	2 10 11	1 5 10	..	3 16 9
J. J. Mays	4 19 6	..	4 19 6	..
James D. Hastie	13 16 3	3 5 0	17 1 3	..
Michael Kehoe	..	7 3 5	7 3 5	..
Edward Wright (or Reece)	..	18 6 0	..	18 6 0
William Greenbank	..	207 11 10	207 11 10	..
Santiago Martini	..	9 1 10	..	9 1 10
Charles Smith	..	15 1 7	9 0 0	6 1 7
Charles Fowler	..	17 2 1	11 3 4	5 18 9
Henry Wood	..	2 16 5	2 16 5	..
Robert Hogg	..	19 17 5	19 17 5	..
R. C. J. Burnett	..	1 3 8	1 3 8	..
Charles Geige	13 7 1	7 14 8	..	21 1 9
E. Gale	5 4 9	..	5 4 9	..
A. W. Hunter	..	4 18 4	4 18 4	..
Thomas Fagan	..	24 2 1	..	24 2 1
Peter Lang	..	3 1 3	3 1 3	..
W. Ladbury	..	7 13 8	..	7 13 8
H. M. Rindedal	..	8 17 9	..	8 17 9
Thomas Pope	..	7 2 0	..	7 2 0
Alfred Newton	..	16 17 11	16 17 11	..
Charles Staw	..	8 10 4	1 9 0	7 1 4
Edward Espala	2 14 10	1 9 0	..	4 3 10
John Fraser	..	3 9 4	3 9 4	..
K. Kalupa	..	25 19 2	..	25 19 2
T. Pierce	..	35 8 10	..	35 8 10
Joseph Ravenscroft	..	11 6 8	11 6 8	..
G. W. K. Woolf	..	10 18 9	10 18 9	..
Owen Quinn	..	17 1 4	17 1 4	..
T. J. Kettleston	..	417 10 6	..	417 10 6
H. Youlton	..	18 18 7	18 18 7	..
C. McLaughlan	..	11 9 4	11 9 4	..
T. Rutherford	..	26 0 4	26 0 4	..
Henry Quoi	..	5 15 6	..	5 15 6
James D. Wallace	..	3 15 5	3 15 5	..
John Duder	..	10 16 11	10 16 11	..
William Kuilands	..	9 9 8	9 9 8	..
John Quist	..	12 10 11	..	12 10 11
Donald Curry	..	5 16 2	..	5 16 2
Joseph Henry Claydon	..	15 12 10	15 12 10	..
B. O'Flaherty	..	1 17 8	..	1 17 8
J. McEvoy	..	1 15 10	1 9 0	0 6 10
W. Suskoner	..	6 3 7	..	6 3 7
Tautonga	..	4 8 0	..	4 8 0
George Mitchell	..	2 11 0	0 18 6	1 12 6
W. C. Ferguson	..	8 10 6	8 10 6	..
F. Mitchelson	..	4 14 11	..	4 14 11
A. Crosbie	..	9 19 0	9 19 0	..
Edward Cocks	..	11 1 2	..	11 1 2
Peter Petersen	..	3 19 0	..	3 19 0
Charles Victor	..	7 4 5	..	7 4 5
E. C. Wilson	..	7 1 8	7 1 8	..
Michael O'Connor	..	19 10 10	..	19 10 10
A. W. Duncan	..	8 10 0	8 10 0	..
J. Linddahl	..	8 17 0	7 9 1	1 7 11
D. Matheson	17 3 6	0 6 11	..	17 10 5
A. Larsen	..	9 6 0	1 18 0	7 8 0
R. Powell	10 3 11	6 4 9	..	16 8 8
Donald Curry	..	5 16 2	..	5 16 2
D. McRoberts	6 3 6	0 8 0	..	6 11 6
John Williams	..	5 17 6	..	5 17 6
Joseph F. McPherson	..	10 14 8	10 14 8	..
John Logan	..	5 11 10	..	5 11 10
William Flynn	..	11 13 6	..	11 13 6
William McGuire	..	8 16 8	..	8 16 8
James Penman	..	15 14 0	..	15 14 0
Donald Cook	..	8 4 8	..	8 4 8
L. M. Lamb	..	8 13 7	8 13 7	..
Joe Iro	..	4 6 0	..	4 6 0



RETURN OF ESTATES OF DECEASED SEAMEN RECEIVED AND ADMINISTERED IN PURSUANCE OF
THE PROVISIONS OF THE SHIPPING AND SEAMEN ACT, 1908, DURING THE YEAR ENDED
31ST MARCH, 1919—*continued.*

Name of Seaman.	Balance to Credit of the Estate on 31st March, 1918.	Amount received.	Amount paid.	Balance to Credit of the Estate on 31st March, 1919.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Patrick Healey	..	20 13 7	0 5 6	20 8 1
Noel Henry Lunn	..	15 11 5	15 11 5	..
K. A. Edwards	..	3 1 6	3 1 6	..
A. McIntyre	..	38 17 10	..	38 17 10
F. R. Sands	..	9 18 2	..	9 18 2
C. D. McKinlay	..	11 10 6	11 10 6	..
William Jackson	..	11 2 0	..	11 2 0
James Pickett	..	19 2 8	19 2 8	..
E. Brain	..	17 11 10	..	17 11 10
A. Lamloas	..	8 10 6	8 10 6	..
M. McLeod	..	7 4 0	..	7 4 0
F. R. Stead	..	13 16 3	..	13 16 3
Nio (Native Raratonga)	..	16 5 9	..	16 5 9
William McKenzie	..	14 11 4	..	14 11 4
Wiremu Ranata	..	20 4 6	..	20 4 6
Frank Bull	..	19 11 8	19 11 8	..
C. McIlaney	..	7 2 8	..	7 2 8
Bodoo x Ellie Bux (Lascar)	10 8 10	..	10 8 10	..
Black, F. J.	5 12 8	..	5 12 8	..
Johnston, James	8 16 4	..	8 16 4	..
	108 18 3	1,499 12 2	624 1 2	984 9 3

RETURN SHOWING AMOUNTS RECEIVED PRIOR TO 1ST APRIL, 1919, STANDING TO CREDIT OF ESTATES
OF DECEASED SEAMEN, AND FOR WHICH CLAIMS HAVE NOT BEEN PROVED.

	£ s. d.		£ s. d.
Anderson, Caleb, late greaser, "Tarawera" ..	10 14 8	Lockyer, Edward, late A.B., "Wanaka" ..	71 18 6
Benjamin, W., late A.B., "Waiotahi" ..	6 5 6	Make-atu, A., late cook, "Ngatiawa" ..	2 3 0
Collins, C., late steward "Waitomo" ..	2 7 1	Mason, A. ..	1 1 9
Devere, A., late boatswain "Flora" ..	15 16 5	Mason, E., late of "Karori" ..	1 11 6
Doran, G., late trimmer "Waihora" ..	18 8 7	Muller, J., late fireman, "Arahura" ..	26 15 0
Glancy, W., late A.B., "Titania" ..	2 9 2	McLauchlan, J., late fireman, "Flora" ..	3 14 8
Gourley, John, late fireman, "Kaiapoi" ..	2 10 11	O'Sullivan, P., late trimmer, "Navua" ..	2 18 3
Harvey, C., late steward, "Mapouriki" ..	4 14 8	Owen, R. H., late A.B., "Waihemo" ..	32 14 3
Hedges, E., late A.B., "Kairaki" ..	43 4 5	Puleiki (Niue native), late boy, "Awanui" ..	1 7 8
Hilditch, H. C., late fireman, "Ngahere" ..	6 3 5	Rawlins, A. W., late boy, "Storm" ..	5 12 5
Hollis, W., late A.B., "Kairaki" ..	1 5 4	Smith, A., late A.B., "Kairaki" ..	7 17 11
Hunter, J., late fireman, "Stormbird" ..	1 6 11	Wallace, Robert, late cook, "Tarawera" ..	7 8 1
Kennedy, W., late A.B., "Moa" ..	1 3 2	Ward, J., late fireman, "Penguin" ..	7 18 7
Knudson, E., late 2nd mate, "Kairaki" ..	15 19 2	Wassell, R., late A.B., "Elsie Mary" ..	0 7 6
Kyle, R., late fireman, "Stormbird" ..	1 6 1	Weightman, A., late cook, "Moana" ..	3 9 5
Larsen, Jacob, late A.B., "Houto" ..	5 2 8	West, John, late A.B., "Greyhound" ..	1 17 4
Lindsay, J., late A.B., "Wanderer" ..	1 0 8		

RETURN OF WRECKS AND CASUALTIES TO SHIPPING REPORTED TO THE MARINE DEPARTMENT FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919.

Date of Casualty.	Vessel's Name, Age, and Class.	Rig.	Register		Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Finding of Court of Inquiry.	Name of Master
			Home	Foreign	Crew	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1918.														
Mar. 18	Roma V, o.e.v., 9 years	Launch	4	..	..	..	..	Stranded; total loss	..	Auckland Harbour ..	N.E.	Gale ..	The launch parted from her moorings, and was driven ashore and knocked to pieces	J. F. P. Howden.
April 17	Rimu, s.s., 20 years	Schooner	169	13	25	General	..	Stranded; no damage	..	S. Channel, Manukau Harbour	..	..	Grounded on mud-bank, but was refloated a few days later	A. Parris.
"	Chelmsford, s.s., 32 years	Schooner	79	11	2	..	..	Accident to machinery; trifling	..	Whangapoua Harbour	S.W.	Light ..	Vessel struck a sand-bank and broke main injector	F. Beach.
"	Inverness, 16 years	Barque	1,817	26	..	Coal	..	Fire; total loss ..	..	Lat. 37° 52' S., long. 148° 59' W.	N.W.	Gale ..	The Court found that spontaneous combustion in the coal-cargo was the cause of the fire. The vessel was abandoned when it was no longer possible to stay the progress of the fire, and the crew landed on Rapa Island after being nine and ten days in open boats	John Hughes.
"	Gannet, 37 years	Ketch ..	25	3	..	Fruit	..	Stranded; total loss	..	Ngairo Bay, Tasman Bay, Nelson	N.E.	Gale ..	Vessel was anchored off shore loading cargo when the wind changed, and she was driven ashore in attempting to beat out of the bay	Wm. Reed.
May 5	Wanderer, aux., 15 years	Schooner	23	6	..	..	..	Stranded; damage, £400	..	Oreti Point, Bay of Plenty	W.S.W.	Moderate	The vessel went ashore on the reef owing to the master misjudging his distance off. Both propellers and one shaft were broken and other damage done	J. E. Biddick.
"	Aratapu, 40 years	Barquentine	107	7	..	Timber	..	Leaking; damage, £70	..	Lat. 38° 7' S., long. 168° E.	W.S.W.	Strong	Vessel encountered heavy weather, causing a leak in the rudder-trunk, whilst on voyage to Melbourne. Returned to Auckland for repairs	W. A. Smith.
"	Mararoa, s.s., 33 years	Schooner	1,381	74	..	General	..	Fire; no damage	..	Wellington Harbour ..	..	..	Fire was caused in hold by some sacks of lime which had got wet	W. D. Cameron.
"	Natone, s.s., 18 years	Tug ..	50	4	..	..	..	Collision; no damage	..	Wellington Harbour ..	..	..	When backing out from the wharf the Natone collided with the "Karaka," damaging the port bulwarks of the latter	H. W. Hargreaves, Jos. Corich.
"	Karaka, s.s., 7 years	Tug ..	10	4	..	..	..	Collision; slight damage	..	Off Whangarei	N.W.	Light ..	Tail-shaft became detached, allowing water into hold. Damage to cargo, £250	A. Berridge.
"	Fairburn, aux., 12 years	Schooner	60	5	..	Lime	..	Trifling accident to machinery	..	32 miles S.W. of Akaroa Lighthouse	N.W.	Moderate	The pins in the bottom end of the piston-rod broke, causing the piston to damage the cylinder cover	J. Hawick.
"	John, s.s., 19 years	Schooner	134	13	..	General	..	Accident to machinery	..					
"	Osprey, p.s., 31 years	Ferry-boat	138	4	15	..	..	Collision; trifling damage	..	1/4 mile from Northcote Wharf, Auckland Harbour	..	Calm ..	Owing to thick and foggy weather the vessels were not observed approaching each other until too late to avoid a slight collision	F. Devlin.
"	Albatross, s.s., 14 years	Ferry-boat	111	4	200	..	..	Collision; trifling damage	..					Thos. Lynch.
June 20	White - pine, 39 years	Barque	467	14	..	..	..	Buffetted against wharf; damage, £356	..	King's Wharf, Auckland land	N.W.	Gale ..	Owing to being continuously bumped against the wharf in the heavy gale the vessel was considerably damaged, rails and bulwarks being broken, and some plates started	Thos. Procter.
"	Isabella de Fraine, aux., 16 years	Ketch ..	76	2	..	..	..	Bumped against wharf; damage, £15	..	Central Wharf, Auckland land	N.W.	Gale ..	Bulwarks, &c., damaged through being continuously bumped against the wharf in the gale	S. Hakanson.
"	Endeavour, aux., 14 years	Schooner	54	3	..	Cement	..	Bumped against wharf; damage, £50	..	Central Wharf, Auckland land	N.W.	Gale ..	Bulwarks, &c., damaged through being continuously bumped against the wharf in the gale	J. Williamson.

June 26	Wimmera, s.s., 14 years	Schooner	1,872	75	76	General	Foundered through explosion of mine; total loss	26	18 miles N. of Cape Maria Van Diemen	S.W.	Strong ..	The Court found that the loss of the vessel was caused by the explosion of an enemy mine or mines with which she came in contact owing to the neglect of the master to take the precautions indicated in the Admiralty warnings	H. J. Kell.
" 28	Waihan, o.e.v., 5 years	Launch	6	..	..	Chaff and oats	Stranded; damaged, £300	..	Litiae Awanui, Bay of Plenty	W.	Gale ..	The launch broke from her moorings and went ashore	W. Allison.
July 2	Talune, s.s., 28 years	Schooner	1,370	59	15	General	Accident to machinery; damaged, £55	..	Off Hen and Chickens, Auckland	S.	Light ..	The eccentric-rod broke, and the vessel returned to Auckland for repairs	J. Manson.
" 12	Mako, s.s., 4 years	Schooner	247	21	20	General	Collision; no damage	..	Off Victoria Wharf, Devonport, Auckland	W.	Mode- rate	The Court found that the casualty was due to the negligence of the master and 1st officer of the s.s. "Mako" in failing to see the light of the "Seagull" in time to avert a collision. The lights on the "Seagull" were proper and sufficient, and when the collision was imminent she kept on her proper course, and credit is due to her master for promptly realizing the position and successfully beaching his vessel. The Court ordered the owners of the "Mako" to pay £20, the master £20, and the chief officer £10 towards the cost of the inquiry	R. Fletcher.
" 12	Seagull, 14 years	Schooner	25	4	..	Timber	Collision; considerable damage	..	Iron Pot, Napier Harbour	..	Calm	The "Weka," entering the harbour, ran into the "Tangaroa" lying at her berth. The Court found the casualty was caused through error of judgment on the part of the master of the "Weka" in entering the Iron Pot on a strong flood-tide, and he was ordered to pay half the cost of the inquiry	F. R. Jensen.
" 13	Weka, s.s., 35 years	Schooner	53	7	..	..	Collision; no damage	..	Bar, Wairoa River, Hawke's Bay	S.W.	Light ..	The vessel grounded on the bar through insufficiency of water	A. McNabb.
" 13	Tangaroa, s.s., 19 years	Schooner	110	9	..	..	Collision; damaged, £400	..	Between Cape Palliser and Kaikoura	S.W.	Gale ..	Vessel encountered very heavy S.W. gales and suffered considerable damage. She put into Kaikoura for shelter, and was towed from there to Lyttelton	W. E. Mamby.
" 17	Koan, aux., 1 year	Cutter ..	77	8	14	General	Stranded; slight damage	..	Lat. 38° 24' S., long. 167° 38' E.	S.E.	Moderate	Thrust-shaft cracked	F. W. Jackson.
" 21 to Aug. 8	May Howard, aux., 32 years	Schooner	35	6	..	General	Storm-tossed; loss of rudder, &c.	..	Off Moehau Reef, Chatham Islands	W.	Moderate gale	The Court found that the wreck was caused through the vessel striking an uncharted reef at Moehau, and was not contributed to by any wrongful act or default of the master, officers, or crew	Chas. Thompson.
July 25	Kakapo, s.s., 16 years	Schooner	949	25	..	Coal	Accident to machinery	..	Wellington Harbour ..	N.W.	Moderate	Owing to a naked light being used in the stokehold, fumes from the benzine cargo ignited, and the vessel was totally destroyed by the resulting fire	Thos. Green.
" 29	Himitangi, s.s., 19 years	Schooner	149	16	1	General	Stranded; total loss	..	Off end of No. 6 Wharf, Lyttelton	N.E.	Light	The tug "Lyttelton," whilst backing out from the wharf, struck the bow of the dredge, damaging her own bulwarks and rail, and some plates and belting of the dredge	J. W. Harris.
Aug. 2	Defender, s.s., 17 years	Schooner	109	11	..	Benzine	Fire; total loss ..	..	Off St. Stephens Island	..	..	Leak developed in combustion-chamber. Repaired at Onehunga	J. M. Scott.
" 16	Lyttelton, s.s., 11 years	Tug ..	1	9	..	..	Collision; slight damage	..	..	..	..	..	H. Williamson.
" 16	Te Whaka, s.s., 8 years	Dredge	141	7	..	..	Collision; slight damage	..	..	..	..	..	..
" 21	Kahika, s.s., 16 years	Schooner	516	21	..	Produce	Leaky boiler; tripping	..	..	..	..	..	..

RETURN OF WRECKS AND CASUALTIES TO SHIPPING REPORTED TO THE MARINE DEPARTMENT, ETC.—continued.

Date of Casualty.	Vessel's Name, Age, and Class.	Rig.	Register Tonnage.	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Finding of Court of Inquiry.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
Sept. 14	Oakland, 16 years (American)	Schooner	383	4	2	Gasolene	Fire; slight damage	..	Gladstone Pier, Lyttelton	N.W.	Light ..	Whilst discharging cargo of motor-spirit the leakage from some damaged cases took fire near the hatch working. The fire was extinguished before damage was done to any extent. Probably caused by spark from galley-funnel	E. Wendt.
Oct. 1	Huia, s.s., 40 years	Schooner	69	9	..	General	Leaking; trifling damage	..	..	..	..	On arrival at New Plymouth a hole was discovered on port side, apparently caused by bolt having fallen out, and subsequent corrosion	D. Hanning.
" 5	Greyhound, aux., o.e.v., 19 years	Schooner	83	7	..	General	Fire; considerable damage	..	2 miles S. of Kawanu Island	..	..	Fire occurred in engine-room, and afterwards spread to after-cabin. Caused through ignition of benzine fumes	R. McKinnon.
" 8	Ranger, 25 years	Schooner	64	4	..	..	Collision; damage, £50	..	Nelson Street Wharf, Auckland	..	Calm	In attempting to berth in a congested area at night-time the "Onerahi" fouled the "Ranger's" bowsprit, breaking it off, and also damaging her own rigging	J. E. J. Johansen.
" 8	Onerahi, 6 years	Ketch ..	25	4	..	..	Collision; damage, £5	..					J. M. McKinnon.
" 11	Cygnat, s.s., 32 years	Schooner	66	10	..	Produce	Collision; no damage	..	No. 4 Wharf, Lyttelton	N.E.	Moderate	When approaching the wharf the "Cygnat's" engine failed to go astern, and she ran into the stern of the "Wairau," damaging the latter's bulwarks	A. I. Murray.
" 11	Wairau, s.s., 15 years	Schooner	59	6	..	Scrap-iron	Collision; slight damage	..					Wm. McKinnon.
16	Port Alma, s.s., 17 years	Schooner	4,344	66	..	Frozen meat	Damaged hull; slight accident	..	New Plymouth	S.E.	Moderate gale	The vessel was rolling heavily, and the anchor bumped a hole in the forepeak	..
Nov. 15	Cooee, aux., 20 years	Cutter ..	6	2	..	Fish ..	Collision; damage, £20	..	Auckland Harbour	N.E.	Light	The master of the "Cooee" attempted to cross the bow of the "Kaitangata," but, finding he could not do so, altered his course, and fouled the port quarter of the steamer, breaking his bowsprit, and sustaining other damage	O. Seaberg.
" 15	Kaitangata, s.s., 11 years	Schooner	1,219	30	..	Coal ..	Collision; no damage	..	Gray's Bay, Hauraki Gulf	S.W. to N.W.	Strong	Cable parted in heavy weather, and vessel drifted ashore	J. C. McLean.
" 27	May, 26 years	Schooner	44	4	..	Shingle	Stranded; damage, £500	..					A. E. Ragg.
Dec. 8	Dorset, s.s., 15 years	Schooner	5,599	83	2	General	Fire; no damage	..	Off Cape Runaway, N.Z.	N.	Gale ..	Fire amongst cargo; cause unknown. No damage to ship, considerable to cargo	A. L. Hughes.
" 9	A. Friend, o.e.v., 20 years	Yawl ..	2	1	..	..	Collision; trifling damage	..	Off No. 2 Wharf, Lyttelton	S.	Moderate	The "Aroha" tried to cross the bow of the "A. Friend," but apparently there was not room, and a slight collision occurred	H. C. Stimpson.
" 9	Aroha, o.e.v., 10 years	Launch	4	1	..	General	Collision; no damage	..					J. S. Morris.
" 10	Dorset, s.s., 15 years	Schooner	5,599	83	2	General	Stranded; no damage	..	Hope Shoal, Welling-ton Harbour	N.	Moderate	Vessel stranded whilst proceeding up harbour in thick weather, and stranding was contributed to by the master using an obsolete chart	A. L. Hughes.
" 13	Kiritona, aux., o.e.v., 9 years	Schooner	75	9	..	General	Stranded; slight damage	..	Between E. Cape Island and mainland	S.	Strong	The vessel struck some object, probably the reef which runs out from the mainland, and damaged her starboard propeller and shaft.	C. Perriam.
" 17	Glyn Bird, aux., o.e.v., 7 years	Launch	6	1	..	Produce	Stranded; damage, £5	..	Narrow Neck Reef	..	Calm ..	The master had gone below, owing to illness, and left the vessel in charge of the man at the wheel who was apparently affected by the heat of the sun, and was found in a dazed condition after the stranding	J. O. Parry.

Dec. 18	Eileen Ward, s.s., 10 years	Dredge	472	15	..	..	Stranded; no damage	..	Entrance to River	Buller	S.W.	Strong	The dredge was caught by wind and set of current, and grounded near end of break-water	G. A. Simpson.
" 23	Rimu, s.s., 21 years	Schooner	169	22	..	Produce	Fire; damage, £40	..	Wharf, Onehunga	..	..	Calm	The fire was caused through the second steward going to sleep and leaving a small lamp burning in his cabin, which set fire to some clothes hanging above it	M. Pierotti.
" 24	Aryan (American), 25 years	Barque	1,939	22	..	Hemp, tallow, &c.	Fire; total loss ..	8	Lat. 45° S., long. 171° 10' W.	..	N.	Light	Fire was discovered in the flax cargo 'tween decks at 2 a.m. on 24th December, 1918. All efforts failed to extinguish it, and the vessel was abandoned at 11.30 a.m. on the 25th. The crew left in three boats for the Chatham Islands, and Nos. 2 and 3 boats arrived at Kaingaroa, Chathams, on 26th December at 8.30 p.m. No. 1 boat was lost sight of during the night of 25th December, and has not since been heard of. She was in charge of the first mate, and had seven others of the crew on board	H. Larsen.
" 27	Huia, s.s., 41 years	Schooner	69	9	..	..	Stranded; no damage	..	Farewell Spit	..	..	Calm	On 2nd January, 1919, the "Hinemoa" was despatched from Wellington for the Chathams to make a search for the missing boat. After thoroughly searching the outlying reefs and islands in the vicinity, without success, she returned to Wellington on 13th January, 1919.	C. S. Larsen.
1919. Jan. 6	Flora, s.s., 36 years	Schooner	818	34	..	General	Accident to machinery; trifling	..	Auckland Harbour	..	..	..	Vessel stranded in thick weather and heavy rain off S.E. end of Farewell Spit on ebb-tide. Floated off on rising tide	E. Vellenoweth.
" 24	Mahe, o.e.v., 4 years	Cutter ..	14	3	..	Wool ..	Capsized; damage, £1,200	2	Bar, Waitara River	..	S.W.	Cale	High-pressure-valve casing blew out, and vessel returned to Auckland for repairs	J. M. Roberts.
Feb. 1	Autea, s.s., 20 years	Cutter ..	157	14	60	General	Stranded; trifling accident; no damage	..	Kaipara River	..	..	..	The bar was signalled "dangerous," and the master of the vessel, when approaching, took a turn round to observe the conditions. When doing so the vessel was caught by two heavy seas in succession which caused her to broach to, and a third heavy sea capsized her, and the master and engineer were drowned. The Court exonerated the master from blame	G. H. Sellars.
" 16	Te Aroha, aux., o.e.v.	Schooner	56	7	12	General and horses	Damaged propeller and shaft, £20	..	Wairoa River, Hawke's Bay	Hawke's	E.	Light	The vessel ran on a mud-bank in the river owing to the strong current catching her on the bow	A. Taylor.
Mar. 19	Atua, s.s., 12 years	Schooner	1,895	78	..	Ballast..	Accident to machinery; trifling	..	Lat. 34° 45' S., long. 175° 5' E.	..	..	..	Struck some submerged object in the river, probably a log	J. Stringer.
" 20	Huia, aux.	Schooner	199	10	..	Explosives	Damaged rigging, £350	..	20 miles off Cape Schanck, Victoria	..	S.W.	Gale	Fracture of expansion bend, and break in main steampipe	T. H. E. Lane.
" 23	Kamona, s.s., 22 years	Schooner	709	25	..	Coal ..	Accident to machinery; slight damage	..	Westport ..	..	..	Calm	A sudden heavy squall caused the loss of bowsprit, jibboom, and lower topsail yard, and also sprung foretopmast	Jas. Rankin.
								..			..		When heaving alongside the wharf the pinion and gear wheel of the windlass was stripped of the cogs	

SUMMARY OF CASUALTIES TO SHIPPING REPORTED TO THE MARINE DEPARTMENT DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Nature of Casualty.	Casualties on or near the Coasts of the Dominion.						Casualties outside the Dominion.						Total Number of Casualties reported.		
	Steamers.			Sailing-vessels.			Steamers.			Sailing-vessels.			Total outside Dominion.		
	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.
Strandings—															
Total wrecks	2	153	..	1	25	..	3	178	..	..	..	..	3	178	..
Partial loss	2	29	..	1	44	..	3	73	..	..	..	..	3	73	..
Slight damage	2	81	..	1	77	..	3	158	..	..	..	..	3	158	..
No damage	5	6,466	..	..	..	..	5	6,466	..	..	..	..	5	6,466	..
Total strandings	11	6,729	..	3	146	..	14	6,875	..	..	..	..	14	6,875	..
Foundered—															
Total loss	1	1,872	26	..	..	..	1	1,872	26	..	..	..	1	1,872	26
Collisions—															
Partial loss	1	110	..	1	25	..	2	135	..	..	..	..	2	135	..
Slight damage	12	652	..	1	25	..	13	677	..	..	..	..	13	677	..
No damage	3	1,519	..	..	..	..	3	1,519	..	..	..	..	3	1,519	..
Total collisions..	16	2,281	..	2	50	..	13	2,331	..	..	..	..	13	2,331	..
Fires—															
Total loss	1	109	..	..	..	..	1	109	..	..	..	..	3	3,865	8
Partial loss	1	88	..	..	..	..	1	88	..	..	..	..	1	88	..
Slight damage	1	169	..	1	383	..	2	552	..	..	..	..	2	552	..
No damage	2	6,980	..	..	..	..	2	6,980	..	..	..	..	2	6,980	..
Total fires	5	7,341	..	1	383	..	6	7,724	..	..	..	..	8	11,480	8
Miscellaneous, including damage by heavy seas to hull and cargo, loss of masts, sails, &c., and breakdown of machinery	15	9,283	2	2	574	..	17	9,857	2	..	..	..	19	11,951	2
Total number of casualties reported..	48	27,506	28	8	1,153	..	56	23,659	28	..	..	..	60	34,509	36

RETURN OF ACCIDENTS TO SEAMEN AND OTHERS ON BOARD SHIP REPORTED TO THE MARINE DEPARTMENT DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Date of Accident.	Name of Vessel and Port of Registry.	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.
1918.					
Apl. 16	Alexander, Nelson...	Owen, S., fireman	Injured leg	New Plymouth	Fell down engine-room ladder.
" 19	Ripple, Napier ..	Hunter, J., boatswain	Sprained wrist	Gisborne	While working cargo.
" 17	Willochra, London	James, A., fireman	Injured back	Wellington	While lifting bunker-door.
" 4	Kovhai, Dunedin ..	Richard, J., 3rd engineer	Injury to groin	Westport	Slipped and fell while attending engines.
" 14	Kamo, Dunedin ..	Donoghue, J. O., fireman	Scalded right hand	At sea	Slipped while carrying kettle of tea.
" 14	Arakura, Dunedin	Birch, A., boy ..	Rupture ..	At sea	Through falling on deck.
" 23	Clansman, Auckland	Spear, W., A.B. ..	Injured shoulder	At sea	Through slipping on deck.
" 22	Glenelg, Auckland..	Fields, R. W., A.B.	Fractured rib	Auckland	Fell across beam while trimming coal.
" 17	Hero, Auckland ..	Clark, W., A.B. ..	Crushed foot	Auckland	While working cargo piece of shafting rolled on left foot, crushing four toes.
" 30	Kanieri, Auckland	Millar, E., A.B. ..	Injured hand	Auckland	Hand jammed while serging rope on winch.
" 12	Mako, Napier ..	Brett, D. G., A.B.	Blood-poisoning	Napier	Forearm struck with a stove while working cargo.
" 20	Flora, Hobart ..	Cleary, C., 3rd engineer	Strained inside	Auckland	While working at winch on deck.
" 27	Pohereua, Dunedin	Hewitt, F. P., chief engineer	Injured eye	Westport	Rust got into eye while working in boiler.
" 30	Mapourika, Auckland	Mathews, W., fireman	Injured leg	At sea	Fell down stokehold-ladder.
" 10	Neatiawa, Auckland	Young, G. O.S. ..	Strained muscles	Auckland	While working cargo.
May 6	Baden Powell, Auckland	Houston, C. J., fireman	Injured finger	Tarakohe	Finger caught while working engines.
" 1	Maori, London ..	Muir, M., O.S. ..	Injured foot	Wellington	Case of cargo fell on foot.
" 1	Tahue, Hobart ..	Tatnall, C., fireman	Scalded arm	Auckland	Tripped while carrying tin of soup.
" 6	Kawau, Auckland	Oldfield, R., cook	Festered hand	Omaha	Hand pierced with bone while cleaning fish.
" 8	Clansman, Auckland	Golding, W., O.S.	Injured hand	Auckland	Hand jammed between wire rope and winch.
" 21	Putiki, Wellington	Thompson, M. A., cook	Injured knee	Timaru	Slipped off gangway.
" 24	Kohiri, Dunedin ..	Whiting, T., fireman	Strained groin	At sea	Struck in groin with slice while working fires.
" 19	May Howard, Auckland	Moor, J., cook ..	Scalded leg	At sea	Pot of boiling water fell off galley stove.
" 25	Rarawa, Auckland	Gordon, D., Cook	Scalded foot	At sea	Boiling water capsize in galley.
" 27	Manaia, Auckland	Farley, S., pantryman	Injured toes	Auckland	Heavy board fell on toes.
" 30	Jackman, G., fireman	Kennedy, H. B., A.B.	Injured back	At sea	Slipped on well-deck ladder.
" 17	Raupo, Auckland ..	Nelson, P., A.B. ..	Hernia ..	Auckland	While clearing rope from chock.
" 26	Alert, Auckland ..	McGrath, J., steward	Fractured ribs	At sea	Through staysail downhaul carrying away.
" 3	Tahue, Hobart ..	Nelson, E. W., A.B.	Ulcer on leg	Auckland	Heavily strained while carrying stores.
" 30	Tarawera, Dunedin	Christian, B., A.B.	Injured knee	Napier	Knocked down by truck on wharf.
" 14	Mako, Napier ..	Holden, J., fireman	Injury to eye	At sea	Knee jammed with sling of cargo.
" 8	Athenic, Liverpool	Sellers, L., O.S. ..	Injured leg	Lyttelton	Spark entered the eye while firing.
June 6	Kamona, Dunedin	Weatherstone, D., chief cook	Injured leg	Lyttelton	Slipped on deck.
" 6	Maori, London ..	Crawford, D., assistant cook	Injured thumb	Lyttelton	Slipped while leaving galley.
" 6	Corinna, Launceston	Saulur, M. S., 3rd cook	Injured leg	Wellington	Cut while peeling potatoes.
" 6	Maori, London ..	Taylor, W., fireman	Injured leg	At sea	Fell down hold.
" 5	Kaitoa, Nelson ..	Freitas, Mrs. M., cook	Sprained ankle	At sea	Fell off bunker-ladder.
" 6	Putiki, Wellington	Riley, P., fireman	Injured leg	Timaru	Leg injured while leaving galley.
" 6	Maungani, London	Murray, J., A.B.	Injured shoulder	Wellington	Bunk-boards collapsed.
" 6	Kahika, Dunedin ..	Wallis, H., A.B. ..	Injured ankle	Wellington	Slipped on fore-and-aft beam.
" 6	Tainui, Auckland ..	Wishart, D., fireman	Injured rib	Wanganui	Fell while stowing beef in hold.
" 20	John, Wellington	Stevens, J., trimmer	Injured knee	At sea	Fell off bridge-deck.
" 6	Orontes, London ..	Martin, P., fireman	Injured head	Wellington	Falling hatch struck his head.
" 7	Whangape, Dunedin	Brown, W., fireman	Poisoned hand	At sea	Leg struck with shovel.
" 6	Maheno, London ..	Rodgers, T., fireman	Bruised foot	Port Chalmers	Caused through cut on thumb.
" 6	Maheno, London ..	Farnham, T., fireman	Injured toe	At sea	Fell over barrow in bunker.
" 15	Waimarie, Auckland	McDonald, W., A.B.	Injured leg	Auckland	Struck with piece of coal.
" 6	Dandy, Auckland ..	Martial, S., A.B. ..	Fractured ribs	At sea	Struck with bag of cement.
" 14	Humata, Sydney ..	Berzquist, G., fireman	Sprained ankle	At sea	Fell on chock while hauling down jib.
" 18	Mararoa, Dunedin	Le Warne, M., trimmer	Sprained ankle	Auckland	Twisted the ankle while working in engine-room.

RETURN OF ACCIDENTS TO SEAMEN AND OTHERS ON BOARD SHIP REPORTED TO THE MARINE DEPARTMENT, ETC.—continued.

Date of Accident	Name of Vessel and Port of Registry.	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.
1918.					
June 6	Tarawera, Dunedin	Dunne, R., fireman	Injured finger	At sea	Finger jammed with wire rope on ash-hoist.
" 15	Regulus, Nelson	Brailey, G. T., O.S.	Broken rib ..	Nelson	Knocked against bulwarks.
" 11	Mahurangi, Auckland	Berryman, T., O.S.	Rupture ..	Auckland	Caused whilst lifting bag of cement.
" 23	Ngaru, Auckland	Foster, A., A.B.	Injured shoulder	At sea	Through falling on deck.
July 1	Kahu, Napier	Lindstrom, K., boatswain	Fractured ribs	At sea	Struck with broken hook of surf-boat falls.
" 5	Koromiko, Dunedin	Sellers, L., trimmer	Injured shin	At sea	Slipped from stokehold-ladder.
" 4	Maori, London	Payne, C., trimmer	Injured shin	At sea	Fell over bag of ashes.
" 5	Pohorua, Dunedin	Hikan, T., A.B.	Sprained ankle	Lyttelton	Tripped over wire spring.
" 5	Mararoa, Dunedin	Huggins, W., fireman	Injured toe	At sea	Slice fell on toe while working fires.
" 14	Flora, Hobart	Loftus, J., fireman	Injured finger	At sea	Struck finger against furnace-door while using slice.
" 31	Chelmsford, Auckland	Pearson, T., A.B.	Injured knee	Auckland	Struck with case while working cargo.
" 6	Manaia, Auckland	Sanders, C., O.S.	Injured head	Auckland	Fell from pin-rail to deck.
" 20	Monowai, Dunedin	Smith, R. J., fireman	Scalded foot	Napier	Slipped in fore-castle and scalded with tea.
" 16	Moeraki, London	Allen, R., fireman	Injured leg	At sea	Leg hurt while working in stokehold
" 23	Kaipoi, Dunedin	Meehan, N., O.S.	Rupture ..	Auckland	Strained while lifting fore-and-after.
" 22	Manuka, London	Fraser, M., stewardess	Injured forearm	At sea	Thrown down through vessel lurching.
Aug. 1	Kiritona, Napier	Olsen, A.	Injured forearm	Napier	Arm pierced with wire.
" 7	Rarawa, Auckland	Brown, A., 1st engineer	Sprained ankle	New Plymouth	Slipped over batten on deck.
" 30	Gael, Auckland	Bryant, A., cadet	Scalded leg	At sea	Bucket of hot water capsized on right leg.
" 1	Ngapuhi, Auckland	Thomas, H., cadet	Injured head	At sea	Slipped, falling against rudder of a launch on deck.
" 6	Canopus, Dunedin	Manning, P., fireman	Burnt hand	At sea	Furnace-door swung on to the hand.
" 14	Pohorua, Dunedin	Duder, J., mate	Burnt arm and hand	Dunedin	While mooring ship.
" 12	Mapourika, Dunedin	Boardman, T., fireman	Injured ankle	At sea	Fire blew back from furnace.
" 8	Maori, London	Shepherd, M., steward	Injured head and back	At sea	Slipped while ship rolling heavily.
" 27	Mapourika, Dunedin	Furphy, P., fireman	Burnt arm and hand	At sea	Furnace fire blew back.
" 21	Wanaka, Dunedin	Dalziel, R., fireman	Injured knee	At sea	Fell from stokehold-ladder.
" 14	Awahou, Napier	Everson, C., A.B.	Bruised leg	Waipare	Unloading surf-boat bale of wool fell on leg.
" 14	Elsie Mary, Auckland	Anderson, F., A.B.	Sprained ankle	Auckland	Fell over hatch.
" 25	Kokiri, Dunedin	McSmart, —, mate	Strained inside	At sea	Fell while stepping from boat-deck to locker.
" 8	Kaitangata, Dunedin	Singer, J., cook	Fractured ribs	At sea	Wire pierced finger while tarring down.
" 28	Kotare, Dunedin	Downie, A., A.B.	Injured finger	Dunedin	Slipped down a ladder.
" 28	John, Wellington	Percy, G., cook	Injured knee	At sea	Fell on cabin-steps.
" 8	Waipu, Auckland	Byssatron, A. L., steward	Sprained knee	At sea	Fell on deck.
Sept. 11	Kittawa, Dunedin	Beattie, J., fireman	Injured nose	At sea	Boiling fat spilled on hand.
" 11	Mararoa, Dunedin	Blackie, J., 2nd cook	Burnt hand	At sea	Thumb jammed with bricks in hold.
" 2	Rimu, Auckland	Champion, T. K., O.S.	Injured thumb	Auckland	By splinter from handle of shovel.
" 7	Arahura, Dunedin	McLaughlin, H., fireman	Septic hand	At sea	While cleaning fish
" 18	Wootton, Lyttelton	Williams, J., cook	Poisoned finger	At sea	While trimming coal.
" 18	Whangape, Dunedin	Griffin, P., trimmer	Injured hip..	Guard's Bank	Lifting engine-room skylight.
" 30	Mararoa, Dunedin	Cook, A., fireman	Ricked back	Lyttelton	Fell over step to galley-door.
" 19	Rarawa, Auckland	Ballinger, R., sculleryman	Injured ribs	New Plymouth	Sling of cargo fell on foot.
" 29	Ranger, Auckland	Abbott, F., A.B.	Injured foot	Auckland	Tripped over rope on deck.
" 29	Canopus, Dunedin	Dillon, W., greaser	Sprained shoulder	Lyttelton	Slipped down in engine-room.
" 23	Mapourika, Dunedin	Whitlow, H., greaser	Injured knee	At sea	Ash-pit door fell on finger.
Oct. 9	Waihora, London	Harrop, G. H., fireman	Injured finger	At sea	Fell against locker in pantry.
" 15	Talune, Hobart	Apelissani, B., cadet	Injured head	Auckland	Struck with cargo-hook.
" 9	Mako, Napier	Nilson, N., A.B.	Injured head	Auckland	Mooring-line slipped from chock, throwing de-
" 21	Zingara, Auckland	Wallace, J. D., A.B.	Fractured skull (killed)	Tauranga	ceased against after deck-house.
" 23	Opihi, Lyttelton	Grange, T., fireman	Sprained ankle	Lyttelton	Injured whilst working in engine-room.
" 24	Kakapo, Dunedin	Reardon, J., fireman	Injured arm	At sea	Arm struck with handle of ash-hoist.
" 22	Ngakuta, London	Winter, E., assistant cook	Burnt arm ..	Greymouth	Galley fire blew back.

Date	Name	Place	Occupation	Part of Body Injured	Cause of Injury	Result
Oct. 16	Koromiko, Dunedin	..	Peterson, J.	Scalded leg	Boiler hot water fell off galley-store.	Wellington
" 25	Te Anau, Dunedin	..	Hale, C., A.B.	Injured knee	Through falling on deck.	Auckland
" 22	Karu, Wellington	..	Morrison, P., A.B.	Broken finger (amputated)	Whilst working cargo.	New Plymouth
Nov. 1	Waihora, London	..	Byrle, M., trimmer	Concussion and injured arm	Fell down No. 1 hold.	Lyttelton
" 5	Kokiri, Dunedin	..	Wilkins, A. F., A.B.	Injured arm	Caused by fall.	Wellington
" 18	Cygnat, Lyttelton	..	Abrahamson, A., A.B.	Lacerated finger	Finger jammed with door of horse-box.	Lyttelton
" 8	Waipu, Auckland	..	Cross, J., A.B.	Injured leg	Whilst working cargo.	Auckland
" 12	Te Anau, Dunedin	..	Lindsay, D., fireman	Burnt hand	Hand burnt while firing.	At sea
" 1	Monowai, Dunedin	..	Martin, P., fireman	Injured groin	Injured with slice while working fires.	At sea
" 12	WallSEND, Sydney	..	Bergstrom, J., 2nd mate	Fractured skull	Slipped, fell backwards, head struck iron step.	Grey-mouth
Dec. 1	Ngaakuta, Glasgow	..	Moar, A., A.B.	Sprained leg	Struck with mooring-line.	Wellington
" 12	Kennedy, Nelson	..	Cochrane, J., fireman	Injured shoulder	Coal-slice fell on him.	At sea
" 27	Koutunui, Napier	..	Bage, H., fireman	Strained back	Whilst working cargo.	Napier
" 2	Arahura, Dunedin	..	Dell, H., pantryman	Poisoned foot	Foot cut on iron drum.	At sea
" 23	Rimu, Auckland	..	William, H., steward	Burnt hands	Caused by bursting of steam-heater.	Auckland
" 12	Ripple, Napier	..	Allen, J., 2nd mate	Injured leg	Bale of wool rolled on leg while loading cargo.	Akito
" 24	Komata, Dunedin	..	McColl, J., A.B.	Injured hand	Hand jammed with cargo in hatchway.	Wellington
" 13	Kaitangata, Dunedin	..	Phelan, C., fireman	Injured rib	Through falling on deck.	Wellington
" 28	Mararoa, Dunedin	..	Wise, E., 2nd cook	Scalded hand and leg	Caused by boiling water spilling in galley.	Wellington
" 15	Huia, Wellington	..	Tynan, W., fireman	Crushed finger	Finger crushed in machinery.	At sea
" 22	Huia, Wellington	..	Wilson, W. W., engineer	Contused back	Fell from engine-room ladder.	At sea
1919.						
Jan. 21	Kini, Dunedin	..	Malden, S., greaser	Injured back	Hurt by shaft while greasing.	At sea
" 4	Ngatoro, Glasgow	..	Cuttle, T. P., assistant steward	Sprained ankle	Slipped and fell on deck.	At sea
" 24	Moeraki, London	..	Hardyman, J., fireman	Burnt arm	Flame flew back while cleaning fire.	Wellington
" 1	Maori, London	..	Hughes, J., fireman	Injured shin	Leg struck with a barrow while working in stokehold.	At sea
" 20	Mapourika, Dunedin	..	McMillan, H. J., steward	Scalded arm	Caused by hot soup falling from galley-lift.	Pictou
" 21	Kamo, Dunedin	..	Hunt, S., donkeyman	Injured back	Struck with sling of timber.	Wellington
" 17	Manganui, London	..	McQuade, —, fireman	Burnt arm	Fire blew back from furnace.	At sea
" 13	Tahiti, London	..	Jones, R., trimmer	Broken bone in hand	Whilst firing, slipped, and fell on stokehold-plates, breaking bone in hand.	At sea
" 18	Koi, Nelson	..	Robertson, W., A.B.	Crushed hand	Hand crushed between sling of timber and hatch-coamings.	Nelson
" 21	Monowai, Dunedin	..	Wigmore, G., trimmer	Lacerated finger	Hurt with tube-box door.	Auckland
" 28	Waipori, Dunedin	..	Sutton, J., fireman	Poisoned hand	Caused by splinter from shovel.	Auckland
" 26	Alexander, Nelson	..	Cortzen, J. H., O.S.	Injuries	Chain-sling broke, falling on Cortzen.	Nelson
" 4	Talune, Hobart	..	Allen, J. C., carpenter	Fractured skull	Fell down hatchway.	Auckland
" 27	Waiohaki, Auckland	..	Roberts, W., A.B.	Crushed foot	Truck upended while working cargo.	Coromandel
" 1	Calm, Lyttelton	..	Scott, T., fireman	Injured knee	Whilst working in stokehold.	At sea
" 25	Manuka, London	..	Herron, J., greaser	Rupture	Injured while shutting watertight door.	Sydney
" 10	Mapourika, Dunedin	..	Hindry, J., chief cook	Crushed finger	Finger jammed with galley-door.	Nelson
" 15	Kamona, Dunedin	..	Anderson, C., 2nd mate	Bruised ankle	Struck by mooring-wire.	Timaru
Feb. 6	Mapourika, Dunedin	..	McLachlan, W., fireman	Burnt arms	Flames from furnace blew back.	At sea
" 27	Herald, Auckland	..	Walker, G., A.B.	Injured finger	Severed top of forefinger with axe while chopping wood.	Auckland
" 15	Mania, Auckland	..	Collins, H., A.B.	Injured back	Back hurt while working cargo.	Auckland
" 16	Mania, Auckland	..	Evaus, A. E., greaser	Injured head	Head cut while working under condenser.	Auckland
" 18	Monowai, Dunedin	..	Saul, A., fireman	Injured shin	Shin struck with shovel while firing.	At sea
" 24	Monowai, Dunedin	..	Reeve, C., assistant steward	Rupture	Whilst lifting bag of linen.	Wellington
Mar. 14	Kittawa, Dunedin	..	Credon, J., fireman	Injured leg	Leg hurt while lifting a ventilator.	At sea
" 3	Maori, London	..	Shaw, W. A., trimmer	Lacerated hand	Whilst working in stokehold.	At sea
" 22	Monowai, Dunedin	..	Miller, W. E., fireman	Burnt heel	Through ashes blowing out of furnace.	At sea
" 12	Kokiri, Dunedin	..	Pearson, T., A.B.	Crushed foot	Foot jammed in winch.	Wellington
" 23	Maori, London	..	Skerratt, C., 4th engineer	Scalded feet	While attending back end of engine.	At sea

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN UNDER SECTION 6 OF THE SHIPPING AND SEAMEN AMENDMENT ACT, 1911, FOR THE YEAR ENDED 31ST MARCH, 1919.

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.
			£ s. d.
Anderson, C. J.	Kowhai	Stomach trouble	9 8 1
Ansell, T.	Tarawera	Bronchial catarrh	13 14 5
Alexander, J.	Manuka	Stricture	21 4 2
Anderson, A.	Kaipoi	Poisoned knee	9 9 4
Armour, W.	Manaia	Rheumatism	12 9 1
Aston, T. G.	Maori	Swelling, left groin	10 2 0
Anderson, F.	Elsie Mary	Sprained ankle	19 9 4
Anderson, C.	Mapourika	Bronchitis	26 1 4
Aronga, T.	Mararoa	Influenza	10 8 4
Alexander, J.	Maori	Lumbago	13 16 3
Apolisani, B.	Talune	Head cut	13 5 9
Abbott, W.	Waimea	Influenza	18 15 11
Alexander, G.	Mapourika	Influenza	12 15 10
Adams, T.	Maori	Influenza	11 7 0
Abbott, F.	Ranger	Cellulitis of left foot	24 7 0
Anderson, T.	Rothsay Bay	Influenza	45 6 10
Allen, J.	Talune	Influenza	11 18 0
Allen, J. H.	Hinemoa	Influenza	8 1 2
Allan, E. G.	Wakatu	Influenza	16 14 2
Abrahamson, A.	Cygnat	Lacerated finger	21 10 0
Adams, C.	Mako	Influenza (fatal)	22 10 0
Allan, R.	Mokoia	Influenza	4 18 11
Aitken, A. R.	Kanna	Influenza	15 19 9
Alexander, P.	Maori	Influenza	17 5 5
Avery, G.	Hauiti	Influenza	12 8 4
Alick, F.	Rira	Influenza	16 5 8
Aleka, —	Rira	Influenza	9 9 10
Armour, W.	Manaia	Influenza	15 6 10
Alwinger, J.	Wakaterere	Influenza	15 7 11
Anderson, P.	Ngapuhi	Influenza	20 11 0
Auripo, R.	Niagara	Influenza	7 10 6
Allen, F. G.	Ripple	Injured leg	28 7 1
Allen, T.	Kapiti	Injured leg	17 14 0
Alexander, S.	Maori	Debility and cardiac failure	11 10 4
Albert, H.	Opawa	Gastritis and dyspepsia	17 12 0
Amos, A. H.	Kaitoa	Septic toe	6 2 4
Adams, J. C.	Makura	Gastritis	3 7 3
Allan, J. C.	Talune	Fractured skull	20 14 0
Allen, R.	Moeraki	Injured leg	18 14 1
Appleton, J.	Waipu	Influenza	9 12 11
Broogh, A. P.	Patecna	Influenza	17 5 3
Borman, S.	Himitangi	Injured hand	21 11 8
Burgeman, C.	Kini	Crushed finger	18 7 6
Bowman, R.	Ngaru	Appendicitis	13 4 6
Bell, L. T.	Tasman	Piles and general debility	30 8 5
Britton, J.	Waimea	Fractured leg	50 18 7
Birch, A.	Arahura	Ruptured through fall	5 17 2
Batty, W.	Kanieri	Pains in head	18 8 1
Brett, D. G.	Mako	Blood-poisoning	23 17 0
Boardman, T.	Monowai	Stomach trouble	13 6 2
Brandon, P.	Monowai	Cardiac disease	9 7 2
Brown, W.	Maheno	Poisoned hand	9 8 5
Babbage, W.	Maori	Influenza	10 9 7
Bergquist, G.	Ihumata	Sprained ankle	15 8 3
Burgess, J. T.	Kaituna	Not reported	8 7 2
Brailey, G.	Regulus	Broken rib	18 6 4
Brown, A.	Rarawa	Sprained ankle	37 11 8
Bryant, A.	Gael	Right leg scalded	2 16 9
Berryman, T.	Mahurangi	Rupture	22 18 3
Beattie, J.	Kittawa	Injured nose	9 2 8
Blackie, J.	Mararoa	Right hand burnt	10 5 3
Boardman, T.	Mapourika	Arm and hand burnt	11 10 2
Boyes, C.	Maori	Septic throat	7 12 6
Burnett, S.	Claymore	Influenza	6 5 9
Burns, J. J.	Maori	Gastritis	11 1 10
Burns, J.	Maori	Lumbar muscles injured	11 0 10
Bennett, A.	Mararoa	Fever and ague	12 13 0
Ballinger, R.	Rarawa	Injured ribs	6 7 4
Bowman, R.	Waiotahi	Influenza	12 6 0
Bushon, B.	Rimu	Influenza	9 17 6
Boyle, M.	Waihora	Concussion and injured arm	4 8 0
Britton, J.	Waimea	Influenza	13 9 5
Brailey, W. J.	Mapourika	Pyrenia	12 0 6
Bowry, F.	Mapourika	Influenza	14 14 0
Burns, J.	Maori	Elongated uvula	13 17 0
Burns, R.	Ngakuta	Influenza	12 14 4
Boyes, C.	Mararoa	Influenza	8 8 0
Barnes, G.	Monowai	Influenza	11 7 4
Bartlett, F.	Arahura	Influenza	17 6 1
Butler, J.	Manaia	Influenza	9 5 3
Billington, R.	Clansman	Influenza	22 2 2
Burke, B.	Ngatiawa	Influenza	16 11 6
Benton, F.	Rarawa	Influenza	13 0 6
Barclay, W.	Wootton	Influenza	11 17 1

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN—*continued*.

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.		
			£	s.	d.
Bellwood, J. W. ..	Waihora ..	Influenza ..	10	11	1
Banks, G. W. ..	Kahika ..	Influenza ..	24	5	5
Bickerton, C. ..	Mako ..	Influenza ..	47	13	7
Boreham, J. A. ..	Kittawa ..	Influenza ..	17	14	2
Bryant, W. P. ..	Breeze ..	Influenza ..	13	1	0
Berryman, R. ..	Waipori ..	Influenza ..	25	8	9
Burns, J. ..	Karu ..	Influenza ..	31	9	3
Burns, J. J. ..	Maori ..	Influenza ..	24	8	10
Barnard, J. H. ..	Wairoa ..	Influenza ..	14	17	9
Barnett, J. ..	Baden Powell ..	Influenza ..	27	13	10
Blackie, J. ..	Mararoa ..	Influenza ..	20	17	5
Berryman, T. ..	Mahurangi ..	Influenza ..	13	7	0
Bowman, F. ..	Hauiti ..	Influenza ..	12	2	8
Bryant, A. ..	Gael ..	Influenza ..	8	12	6
Baker, — ..	Taniwha ..	Influenza ..	18	16	2
Bracegirdle, A. ..	Rimu ..	Influenza ..	20	11	0
Bridisen, S. ..	Irene ..	Influenza ..	19	16	0
Best, A. ..	Clansman ..	Influenza ..	9	9	0
Bysantron, A. L. ..	Waipu ..	Sprained knee ..	55	6	0
Bright, C. ..	Wakatero ..	Influenza ..	29	11	4
Bage, H. ..	Koutunui ..	Strained back ..	17	17	3
Bryham, J. W. ..	Elsie ..	Influenza ..	19	4	0
Browning, T. ..	Mako ..	Appendicitis ..	62	8	0
Blake, B. ..	Monowai ..	Abscess on nose ..	9	3	6
Bell, C. ..	Mapourika ..	Influenza (fatal) ..	27	11	9
Barry, J. ..	Monowai ..	Influenza (fatal) ..	17	0	4
Bristow, H. ..	Mararoa ..	Influenza ..	49	14	11
Britton, J. ..	Waimea ..	Pneumonia ..	15	12	3
Buchanan, S. E. ..	Kittawa ..	Influenza ..	11	8	8
Barrett, A. C. ..	Kakapo ..	Influenza (fatal) ..	16	4	4
Brien, J. ..	Arapawa ..	Influenza ..	54	15	6
Bull, F. ..	Niagara ..	Influenza (fatal) ..	36	8	0
Bergstrom, J. ..	Wallsend ..	Fractured skull ..	26	14	0
Bohm, R. W. ..	Ngakuta ..	Influenza ..	15	0	3
Brain, E. ..	Ngakuta ..	Influenza (fatal) ..	18	14	0
Clark, J. ..	Manuka ..	Strained back ..	10	3	3
Cowen, H. ..	Kakapo ..	Body scalded ..	10	13	7
Campbell, R. ..	Mararoa ..	Debility ..	41	4	3
Clark, W. ..	Hero ..	Crushed toes ..	17	1	10
Coekercell, J. H. ..	Niagara ..	Myalgia ..	3	7	0
Cleary, C. ..	Flora ..	Strained inside and debility ..	32	11	4
Cook, E. ..	Kakapo ..	Abscess on wrist ..	17	12	0
Crawford, D. ..	Corinna ..	Septic thumb ..	9	3	6
Coates, H. ..	Ngakuta ..	Sciatica ..	13	5	10
Campbell, C. W. ..	Maheno ..	Endocarditis ..	27	1	0
Carroll, H. ..	Baden Powell ..	Lumbago ..	10	10	7
Clune, T. ..	Manaiia ..	Abdominal pains ..	12	9	7
Christian, B. ..	Mako ..	Injured knee ..	8	10	0
Curham, J. ..	Wakatero ..	Tonsillitis ..	15	5	6
Cooper, W. ..	Kotiti ..	Laryngitis ..	12	4	10
Colville, C. ..	Mahia ..	Arthritis of knees and ankles ..	27	19	0
Clark, W. G. ..	Awahou ..	Swelling on knee ..	62	9	11
Champion, T. K. ..	Rimu ..	Injured thumb ..	7	6	1
Cooney, P. ..	Hawera ..	Influenza ..	28	3	6
Chalmers, J. ..	Mooraki ..	Shingles ..	10	9	2
Chard, A. H. ..	Invercargill ..	Rheumatism ..	20	0	8
Cook, A. ..	Mararoa ..	Ricked back ..	15	15	9
Cleary, A. ..	Mararoa ..	Influenza ..	11	17	5
Craig, C. ..	Maori ..	Severe cold ..	12	6	4
Cuff, A. ..	Monowai ..	Influenza ..	10	4	0
Catheart, E. H. ..	Manaiia ..	Gastritis ..	10	6	8
Chamberlain, J. ..	Wairoa ..	Influenza ..	15	14	1
Corlinson, F. ..	Rimu ..	Influenza ..	7	8	8
Cooper, W. ..	Manaiia ..	Influenza ..	7	10	8
Curham, J. ..	Wakatero ..	Influenza ..	16	4	0
Chatfield, C. A. ..	Monowai ..	Influenza ..	24	9	9
Carson, J. ..	Mararoa ..	Influenza ..	15	0	1
Crosbie, A. ..	Breeze ..	Influenza (fatal) ..	20	6	8
Cocks, E. ..	Wakatu ..	Influenza (fatal) ..	21	16	8
Clarke, C. ..	Arahura ..	Influenza ..	13	7	5
Coles, A. W. ..	Kanna ..	Influenza ..	18	18	1
Cook, A. ..	Regulus ..	Influenza ..	14	8	5
Cozens, C. R. ..	Karu ..	Influenza ..	12	19	3
Corrooin, — ..	Ngahere ..	Influenza ..	11	8	9
Cooper, W. E. ..	Mapourika ..	Influenza ..	11	12	4
Cannon, F. ..	Kakapo ..	Influenza ..	17	6	9
Colville, A. ..	Karamu ..	Influenza ..	11	13	7
Churchill, A. E. ..	Maori ..	Influenza ..	19	6	4
Colville, C. ..	Ngahere ..	Influenza ..	18	6	7
Carroll, H. ..	Kini ..	Influenza ..	15	0	6
Conley, P. ..	Kamona ..	Influenza ..	13	13	10
Carry, W. ..	Ngatiawa ..	Influenza ..	10	5	8
Campbell, W. ..	Whangape ..	Influenza ..	6	2	4
Campbell, A. ..	Monowai ..	Influenza ..	18	6	4
Calvert, R. ..	Waimarie ..	Influenza ..	15	19	4

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN—*continued.*

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.		
			£	s.	d.
Collic, A. G.	Taniwha	Influenza	20	12	7
Cossentine, W.	Arahura	Influenza	20	19	11
Cooper, J. C.	Rarawa	Influenza	31	17	6
Cunningham, A.	Mahurangi	Influenza	21	7	4
Carle, W. H.	Whangape	Influenza	26	13	1
Colman, M.	Whangape	Influenza	29	9	10
Carter, A. E.	Pohorua	Influenza	18	3	11
Clure, T.	Manaia	Influenza	34	10	10
Cross, H.	Corinna	Influenza	33	0	4
Cochrane, J.	Kennedy	Injury to shoulder	21	6	4
Cross, J.	Waipu	Injured leg	23	9	10
Connell, S.	Pohorua	Influenza	52	12	4
Campbell, J.	Mapourika	Influenza	22	8	11
Cook, D. T.	Ngatoro	Influenza (fatal)	24	7	6
Curry, F.	Kanna	Influenza	16	8	1
Cloake, A. J.	Kamo	Hernia	17	10	0
Churton, T.	Port Sydney	Influenza	12	15	6
Craig, J.	Monowai	Bronchitis	15	19	8
Claydon, J. H.	Whangape	Influenza (fatal)	28	0	10
Cortyen, J. H.	Alexander	Injured head	10	3	2
Creddon, J.	Kittawa	Injured leg	9	5	11
Case, J. R.	Port Lyttelton	Jaundice (fatal)	18	6	0
Cose, T.	Ardgay	Influenza	3	6	0
Collins, H.	Manaia	Injured back	15	7	0
Curtis, E.	Maori	General debility	33	11	11
Cuttle, T. P.	Ngatoro	Sprained ankle	6	7	5
Davies, C.	Pelican	Injured hand	20	3	7
Driscoll, J.	Kahika	Finger-end cut off	25	5	9
Donoghue, J. O.	Kamo	Scalded hand	11	12	11
Davies, J.	Wanaka	Diarrhoea	28	5	9
Doherty, L.	Mararoa	Rheumatism	12	2	4
Dunn, R.	Tarawera	Injured finger	36	3	8
Donvitch, T.	Waiotahi	Strained back	7	15	3
Duder, J.	Pohorua	Injured ankle	12	10	2
Downie, A.	Kotare	Injured finger	34	15	0
Dunn, J.	Corinna	Severe cold	11	5	6
Doherty, L.	Orepuki	Diabetes	10	15	8
Denniston, W.	Monowai	Influenza	16	14	10
Dooley, J.	Komata	Muscular rheumatism	18	5	9
Dale, A. T.	Waiotahi	Influenza	16	11	2
Dillon, W.	Canopus	Sprained shoulder	60	12	2
Donovan, R.	Mako	Influenza	5	17	8
Doughty, E. H.	Waipori	Influenza	18	10	1
Dickey, G.	Koromiko	Influenza	34	1	0
Dalling, G.	Komata	Influenza	19	15	10
De Luval, L.	Ngahere	Influenza	10	17	5
Doherty, E. A.	Kini	Influenza	10	14	3
Dunn, A. F.	Manaia	Influenza	19	12	8
Dale, E. J.	Manaia	Influenza	19	1	8
Dixon, J.	Mahia	Hernia	21	11	7
Dale, V.	Ngapuhi	Influenza	11	16	5
Dyer, H. H.	Pohorua	Influenza	19	4	0
Dawson, A.	Whangape	Influenza	27	2	0
Doherty, H.	Wootton	Influenza	18	7	6
De Suza, R. J.	Arapawa	Influenza	38	14	2
Dalziel, W. F.	Niagara	Influenza	6	12	0
Dell, H.	Arahura	Poisoned foot	20	8	7
Donohue, T.	Arahura	Injury to back	25	16	8
Duder, J.	Arahura	Influenza (fatal)	28	10	8
Dwyer, C. M.	Mahurangi	Internal strain	10	15	5
Dale, E. J.	Manaia	Neck-muscle strained	18	9	5
Davies, L. E.	Kauri	Mumps	21	4	0
Deacon, H.	Wiltshire	Piles	10	18	0
Dalziel, R.	Wanaka	Bruised knee	11	13	10
Duckworth, R. K.	Maori	Influenza	9	12	6
Eddy, W. H.	Kaitangata	Bronchitis	11	17	5
Egerton, J.	Maori	Influenza	10	9	7
English, J.	Mokoia	Pyorrhoea	12	12	3
Everson, C.	Awahou	Injured leg	10	11	3
Ellis, L.	Monowai	Scabies	5	9	10
Elworthy, J.	Maori	Influenza	12	5	2
Edgecombe, E.	Hauti	Influenza	12	17	6
Ellis, L.	Pohorua	Influenza	9	3	8
Eyre, W. T.	Maori	Influenza and inflammation of kidneys	15	4	11
Elworthy, P.	Maori	Gastritis and bronchitis	12	5	2
Eleayara, C.	Mararoa	Influenza	12	10	7
Evans, E.	Te Teko	Influenza	24	12	3
Edwards, C.	Wanaka	Influenza	9	5	4
Evans, H.	Manaia	Influenza	56	15	9
Edgeworth, R.	Kittawa	Eczema	26	6	3
Evans, A. E.	Manaia	Injured head	17	9	5
Flinkenberg, F.	Queen of the South	Strained back	8	2	10
Flood, W.	Waihora	Appendicitis	11	9	6
Fields, R. W.	Glenelg	Fractured rib	12	17	5
Fatnall, C.	Talune	Scalded arm	16	14	7

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN—*continued.*

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.
			£ s. d.
Fagan, T. ..	Koromiko ..	Pains in the back (fatal) ..	47 15 6
Farley, S. ..	Manaia ..	Injured foot ..	7 14 10
Fox, A. ..	Nikau ..	Kidney trouble ..	18 4 0
Freitas, Mrs. M. ..	Putiki ..	Injured leg ..	16 10 3
Furnham, F. ..	Flora ..	Injured toes ..	15 4 9
Furthy, P. ..	Mapourika ..	Scalded arm and hand ..	10 13 2
Fraser, M. (stewardess) ..	Manuka ..	Injured knee and cut over eye ..	29 13 6
Fookes, W. ..	Monowai ..	Influenza ..	7 0 6
Fox, J. A. ..	Rarawa ..	Influenza ..	6 17 3
Foster, A. ..	Ngaru ..	Injury to shoulder ..	50 0 4
Fraser, E. ..	Regulus ..	Influenza ..	8 6 2
Fox, A. ..	Regulus ..	Influenza ..	11 6 6
Finlayson, — ..	Waihora ..	Influenza ..	25 2 0
Freer, C. ..	Te Aroha ..	Influenza ..	10 0 8
Fraser, J. ..	Corinna ..	Influenza ..	11 13 4
Ferguson, W. C. ..	Kanna ..	Influenza (fatal) ..	8 9 9
Falson, A. ..	Kara ..	Influenza ..	22 16 6
Frame, F. E. ..	Koromiko ..	Influenza ..	11 14 3
Fitzgibbon, M. E. ..	Ripple ..	Influenza ..	21 11 9
Farm, N. ..	Maori ..	Influenza ..	17 3 7
Forrest, J. ..	Ngatoro ..	Influenza ..	20 19 7
Fleetwood, H. ..	Kaituna ..	Influenza ..	21 15 6
Frodie, R. ..	Moa ..	Influenza ..	13 10 4
Fitzpatrick, T. ..	Waipori ..	Gastritis ..	12 18 0
Flynn, W. ..	Kamo ..	Bursting of the aorta (fatal) ..	11 0 0
Portescue, F. ..	Mapourika ..	Stomach pains ..	19 2 2
Falson, A. ..	Prince Rupert ..	Gunshot wound (accidental) ..	31 6 0
Gable, G. ..	Mararoa ..	Catarrh ..	9 3 11
Golding, W. ..	Clansman ..	Injured hand ..	7 13 0
Gibson, A. P. ..	Pateena ..	Nervous prostration ..	21 10 10
Gordon, D. ..	Rarawa ..	Scalded foot ..	9 16 7
Guy, W. R. ..	Maori ..	Chest trouble and debility ..	8 7 7
Gendall, J. ..	Ngakuta ..	Pains in back and heavy cold ..	26 2 3
Gamester, G. ..	Mako ..	Strained leg and pleurisy ..	30 0 9
Griffin, P. ..	Whangape ..	Injured hip ..	12 1 9
Glenn, E. ..	Rosamond ..	Influenza ..	15 6 0
Grieve, C. ..	Mararoa ..	Scabies ..	13 4 2
Grennell, J. P. ..	Kokiri ..	Influenza ..	10 14 0
Guy, W. ..	Mararoa ..	Influenza ..	14 8 8
Gow, R. N. ..	Kakapo ..	Influenza ..	11 10 11
Gray, J. C. ..	Whangape ..	Influenza ..	13 7 1
Garner, A. ..	Tasman ..	Influenza ..	8 15 6
Gardner, J. I. ..	Waimarie ..	Influenza ..	5 1 4
Glover, J. ..	Mako ..	Influenza ..	16 19 0
Gilmour, J. ..	Te Anau ..	Influenza ..	15 8 8
Gandell, B. W. ..	Kamona ..	Influenza ..	19 15 3
Glin, F. ..	Rosamond ..	Influenza ..	15 6 0
Green, F. W. ..	Monowai ..	Influenza ..	19 18 4
Graham, A. ..	Alexander ..	Influenza ..	18 3 6
Gibson, J. ..	Maori ..	Influenza ..	8 19 7
Gay, R. ..	Kini ..	Influenza ..	7 11 8
Gibson, H. ..	Whangape ..	Influenza ..	12 9 10
Grover, R. ..	Orewa ..	Influenza ..	14 7 4
Golding, W. ..	Orewa ..	Influenza ..	10 5 8
Grotte, M. ..	Wanaka ..	Influenza ..	13 4 11
Gabridson, T. ..	Regulus ..	Influenza ..	19 13 6
Gael, W. ..	Arapawa ..	Influenza ..	18 11 6
Gainsford, G. ..	Waimarie ..	Influenza ..	8 18 2
Glover, J. H. ..	Mapourika ..	Bronchial catarrh ..	9 14 2
Gunn, K. ..	Monowai ..	Influenza ..	55 17 9
Gabrielson, O. ..	Ruru ..	Influenza ..	12 8 7
Gendall, J. ..	Ngakuta ..	Influenza ..	21 4 4
Grange, T. ..	Opihi ..	Sprained ankle ..	2 2 4
Grant, G. ..	Mararoa ..	Influenza ..	6 16 4
Grice, F. ..	Manaia ..	Influenza ..	19 4 0
Howard, J. ..	Mana ..	Injured leg and body ..	10 9 3
Humphries, J. ..	Komata ..	Smashed thumb ..	18 8 7
Horris, T. ..	Monowai ..	Injured back ..	12 1 6
Hogg, R. ..	Eileen Ward ..	Dropsy (fatal) ..	45 15 0
Hart, P. ..	Monowai ..	General debility ..	31 6 2
Hornbrook, E. ..	Tofua ..	Injured hand ..	56 0 4
Houston, C. J. ..	Baden Powell ..	Injured finger ..	12 16 2
Hunter, J. ..	Ripple ..	Sprained wrist ..	9 11 11
Hewitt, F. G. ..	Poherua ..	Injured eye ..	46 7 8
Haggar, H. H. ..	Maori ..	Malaise exhaustion ..	11 17 8
Hall, G. ..	Monowai ..	Bronchitis ..	15 5 8
Harrison, G. ..	Ngatiawa ..	Injured groin ..	8 12 2
Hansen, C. ..	Rangi (scow) ..	Right arm broken ..	15 7 9
Huma, J. ..	Cygnat ..	Rheumatism ..	17 10 10
Hikau, T. ..	Poherua ..	Sprained ankle ..	9 3 3
Huggins, W. ..	Mararoa ..	Injured toe ..	13 3 3
Haggland, J. ..	Hawera ..	Pleurisy ..	45 3 3
Harrop, G. H. ..	Waihora ..	Injured finger ..	3 10 0
Howell, G. ..	Kowhai ..	Rheumatism ..	21 6 0
Hunter, D. ..	Mapourika ..	Influenza ..	6 15 8
Humphrey, A. E. ..	Ngatiawa ..	Influenza ..	7 4 7

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN—*continued.*

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.		
			£	s.	d.
Hughes, J.	Maori	Influenza	12	10	10
Hornbrook, J.	Mapourika	Influenza	34	16	5
Huston, J.	Mana	Lumbago	9	16	5
Hardcastle, A. A.	Maori	Influenza	10	8	0
Horn, G.	Komata	Influenza	9	16	10
Holtberg, E.	Huia	Influenza	7	17	6
Hodgkins, W.	Talune	Inflammation of kidneys	20	11	5
Harrison, L.	Tasman	Influenza	16	14	7
Hayward, H. K.	Rarawa	Influenza	10	9	6
Hopkins, J. G.	Clansman	Influenza	12	4	0
Hale, G.	Te Anau	Injured knee	18	17	6
Hooton, W.	Tasman	Influenza	13	0	10
Hill, C. R.	Waihora	Influenza	7	6	8
Hazellhurst, H.	Orepuki	Influenza	20	9	6
Hunter, J.	Mararoa	Influenza	30	9	10
Harris, E. H.	Mako	Influenza	13	19	0
Henderson, J.	Mako	Influenza	17	18	4
Harding, W.	Echo	Influenza	16	11	4
Hansen, W.	Mako	Influenza	39	6	3
Hicken, J.	Mokoia	Influenza	12	7	6
Hewitt, S.	Waipori	Influenza	23	11	6
Harvard, J.	Koromiko	Influenza	18	13	9
Hurley, J.	Karu	Influenza, lung trouble, and muscular rheumatism	12	1	9
Hurley, J.	Karu	Influenza	20	4	4
Holmes, E.	Regulus	Influenza	20	0	1
Hatson, E.	Kakapo	Influenza	12	19	6
Hillman, E.	Ngatoro	Influenza	9	3	3
Herriek, L.	Kakapo	Influenza	19	7	11
Haydon, T.	Kittawa	Influenza	6	13	5
Harry, D.	Maori	Influenza	15	2	7
Holingsworth,	Maori	Influenza	19	10	0
Hill, W. J.	Karamu	Influenza	27	8	8
Harris, D.	Manaia	Influenza	11	17	3
Howe, F.	Manaia	Influenza	20	8	2
Halliday, F.	Rakanoa	Influenza	16	6	0
Holmberg, H.	Ngatiawa	Influenza	24	18	8
Hardy, C.	Arahura	Influenza	7	9	4
Holden, J.	Athenic	Injury to eye	44	2	9
Harkins, C.	Talune	Influenza	15	16	11
Hughson, T. H.	Corinna	Influenza	11	5	0
Hall, M. W.	Kaitoa	Influenza	23	1	9
Hofman, B.	Te Anau	Influenza	27	6	4
Howe, F.	Manaia	Injured back	17	6	4
Hardinge, M. F.	Manaia	Injured back	21	9	2
Healy, P.	Monowai	Influenza (fatal)	13	7	0
Hughes, J.	Maori	Injured shin	35	9	6
Hunt, S.	Kamo	Injured back	13	7	11
Huntingford, J.	Mapourika	Debility	15	1	10
Hayward, G. G.	Karu	Lumbago	12	16	9
Hughes, S.	Ngapuhi	Influenza	28	5	5
Hastings, E.	Rarawa	Influenza	46	4	7
Holmberg, A.	Ngatiawa	Influenza	24	8	10
Holley, R.	Kini	Appendicitis	20	14	8
Holdom, E.	Calm	Gastric catarrh	11	13	4
Herron, J.	Manuka	Rupture	37	12	2
Hindry, J.	Mapourika	Crushed finger	46	18	4
Holmes, W.	Maori	Debility	7	15	2
Harper, J.	Perth	Abscess of the appendix	51	11	11
Hall, J.	Ngakuta	Influenza	9	19	3
Hurley, J.	Karu	Influenza	20	4	4
Hare, J.	Mararoa	Influenza	9	13	5
Hayes, W.	Mararoa	Influenza	14	5	0
Irvine, C.	Waihora	Influenza	9	7	7
Iro, J.	Moana	Influenza (fatal)	11	0	0
Joyce, J.	Tainui	Injured eye	14	11	4
Jackson, H.	Ripple	Injured leg	66	8	3
Johanson, O.	Kahu	Strained stomach	15	1	1
James, A.	Willochra	Injured back	12	1	5
Jackson, G.	Kamo	Injured back	10	11	6
Jessup, W. H.	Invercargill	Pleurisy	15	10	10
Jackson, W. H.	Te Waka	Septic throat	29	2	0
Jenson, S.	Mararoa	Poisoned hand	6	7	11
Johnson, C.	Mararoa	Bronchial catarrh	10	4	5
Jobbins, A. E.	Monowai	Influenza	7	9	10
Jarvie, H.	Monowai	Influenza	5	8	0
Jenkins, W. H.	Greyhound	Influenza	37	0	6
Johnstone, E. W.	Manaia	Influenza	18	18	1
Jones, W. J.	Kittawa	Influenza	22	14	9
James, A.	Koromiko	Influenza	14	15	6
Jackson, H.	Ngakuta	Poisoned hand	16	7	6
Johnson, W.	Manaia	Influenza	18	12	1
Johanson, J.	Dandy (scow)	Influenza	18	7	0
Jenson, J.	Putiki	Influenza	41	16	0
Jack, G.	Orewa	Influenza	12	19	6
Johnson, A.	Port Alma	Influenza	24	7	6

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN—*continued.*

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.
Jones, R.	Tahiti	Bone broken in hand	12 3 7
Jonas, C.	Mako	Influenza	65 2 0
Jones, D.	Talune	Glandular trouble	19 15 6
Kennedy, A.	Kaitangata	Injured hip	13 9 5
Kilgour, F.	Ngatoro	Gastric catarrh and kidney trouble	13 6 7
Kidd, H.	Nikau	Lumbago	10 13 7
Kennedy, H. B.	Raupo (barque)	Hernia	12 14 6
Keyworth, J.	Maori	Bronchitis	13 0 9
King, C.	Kamo	Appendicitis	18 2 1
King, J.	Waihora	Influenza	18 6 7
Knapp, E. V.	Mako	Influenza	14 12 9
Kidson, J.	Kaitoa	Influenza	12 9 0
Kitching, N. R.	Waimea	Pneumonia	51 14 5
Kelly, J.	Whangape	Influenza	9 15 4
Kavannagh, P.	Rarawa	Influenza	10 1 4
Kamula, A.	Cathkit	Influenza	25 17 4
Kennedy, A.	Tarawera	Influenza	21 9 8
Kyle, J. T.	Te Anau	Influenza	59 11 2
Kettleson, T. Y.	Manaia	Influenza (fatal)	20 18 2
Knudson, G.	Wakatere	Influenza	15 18 6
Laughlan, J.	Rosamond	Broken and festered finger	15 8 6
Lopez, M.	Kini	Stricture	15 6 7
Le Warne, N.	Monowai	Appendicitis	33 0 10
Lydiat, O.	Winnuera	Nephritis	23 0 3
Langmaid, F.	Talune	Skin affection	9 10 0
Lindstrom, K.	Kahu	Fractured ribs	12 18 1
Le Warne, M.	Mararoa	Sprained ankle	9 10 0
Loftus, J.	Flora	Injured finger	21 19 4
Lawerance, T.	Maori	Pains in back	60 16 4
Lloyd, P.	Port Hacking	Nephritis (fatal)	19 18 0
Lowry, H.	Ngatiawa	Influenza	7 12 1
Layburn, R.	Maori	Bronchial catarrh	11 15 0
Le Warne, W.	Mararoa	Syphilis	9 15 8
Lamont, R. J.	Mapourika	Influenza	7 2 2
Luddon, W.	Canopus	Influenza and bronchitis	20 16 8
Loveridge, W.	Rakanoa	Influenza	14 0 4
Lennon, C.	Flora	Influenza	7 12 5
Laird, W.	Wakatere	Influenza	17 17 1
Latchmore, C.	Wakatere	Influenza	12 18 3
Lake, C.	Alert	Influenza	12 2 9
Le Bon, A.	Kawau	Influenza	9 13 1
Larsen, H.	Clansman	Influenza	16 14 5
Laming, J.	Kamona	Influenza	13 10 3
Lundon, R.	Waipori	Influenza	15 8 0
Linton, A.	Ngahere	Rheumatism	17 12 0
Leana, H.	Kanna	Influenza	20 11 0
Leepi, H.	Ngahere	Influenza	28 2 9
Lovejoy, W.	Mana	Influenza	22 19 5
Lane, E.	Taniwha	Influenza	8 14 3
Laing, E.	Wakatere	Influenza	7 0 7
Lincoln, F.	Kanieri	Influenza	12 0 4
Lamky, E. H.	Wanaka	Influenza	17 1 0
Lindsay, D.	Te Anau	Burnt hand	54 11 4
Lunn, N.	Mapourika	Influenza (fatal)	15 10 6
Leen, E.	Kittawa	Influenza	12 11 8
Logan, J.	Monowai	Influenza (fatal)	14 2 4
Larson, A.	Queen of the South	Influenza	2 18 4
Landavo, A.	Huia	Influenza (fatal)	13 18 4
Long, T. H.	Kaipoi	Influenza	14 13 7
Lamb, L.	Kittawa	Poison (self-administered), (fatal)	11 0 0
Lillico, J.	Kanna	Influenza	19 19 3
Luff, G.	Kittawa	Rheumatism	14 12 9
Lister, A.	Rimu	Influenza	97 9 5
Lang, J. D.	Arahura	Neurasthenia	13 9 5
Loftus, J.	Ngakuta	Influenza	20 2 6
Leecord, C. W. S. G.	Kokiri	Gastritis	9 12 0
Middleton, G.	Opawa	Stomach trouble	5 1 0
Meiklejohn, N.	Rarawa	Injured head and lip	6 19 0
Mills, G.	Orewa	Injured finger	10 7 8
Muir, M.	Maori	Injured foot	11 0 5
Meikle, J.	Manuka	Malarial fever	20 5 1
Miller, E.	Kanieri	Injured hand	10 18 4
Mathews, W.	Mapourika	Injured leg	24 17 8
Miller, G.	Hazel Repton	Influenza	2 10 8
Martin, P.	Whangape	Injured leg	20 10 0
Murray, J.	Kahika	Injured ankle	22 10 8
Martial, S.	Dandy	Fractured rib	12 19 8
Manning, P.	Canopus	Burnt hand	21 13 7
Mildenhall, R.	Maori	Feverish attack	11 10 2
Meehan, N.	Kaipoi	Rupture	26 3 5
Mildenhall, R.	Maori	Influenza	11 11 0
Meyers, W. A.	Maori	Influenza	13 19 8
Marmion, P.	Monowai	Influenza	15 14 2
Myles, W.	Mararoa	Influenza	15 4 10
Morrison, A.	Huia	Bronchitis	21 9 11
Martin, C.	Maori	Influenza	12 16 4

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN—*continued.*

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.
			£ s. d.
Mudie, R. J.	Ngatiawa	Influenza	14 2 3
Morton, J. C.	Rakanou	Influenza	19 17 11
Moller, L.	Apanui	Influenza	12 4 1
Meiklejohn, C.	Taniwha	Influenza	4 19 2
Mayne, O. D.	Wakatu	Influenza	13 7 11
Madden, J.	Maori	Influenza	18 3 1
Merritt, H.	Waihora	Influenza	14 9 11
Martin, J.	Mako	Influenza	6 19 6
Martin, L.	Mako	Influenza	10 19 4
Murphy, D.	Karamu	Influenza	19 3 5
Martin, W.	Corinna	Influenza	11 3 6
Morrison, P.	Karu	Broken finger	26 5 5
Meehan, G. J.	Mapourika	Influenza	16 18 4
Moar, W.	Ngatoro	Influenza	3 11 11
Mearns, H.	Queen of the South	Influenza	8 12 4
Murray, S. A.	Ngahere	Influenza	18 0 6
Meyers, W.	Maori	Influenza	13 9 8
Moncrieff, R.	Ngatoro	Influenza	8 12 9
Munn, S.	Monowai	Influenza	37 8 9
Massey, P.	Wakatu	Influenza	14 1 8
Moar, A.	Ngakuta	Sprained leg	12 9 2
Martin, S.	Ngatiawa	Influenza	13 10 0
Miller, A. R.	Gael	Influenza	17 10 3
Meiklejohn, A.	Ngatiawa	Influenza	10 12 8
Mason, J. W. B.	Wakatere	Influenza	8 0 0
Maguire	Maori	Cerebro-spinal meningitis (fatal)	20 13 2
Meehan, W.	Wanaka	Influenza	19 5 9
Mabb, F. G.	Talune	Influenza	31 19 10
Molly, P.	Rimu	Burnt hands	8 6 7
Marsden, W.	Manaia	Gastritis and lumbago	35 11 7
Monksworthy, S.	Combine	Relapsed influenza	21 0 0
Morrison, N.	Maori	Chest trouble	9 6 9
Messenger, R.	Kamo	Influenza	7 10 3
Maplesden, J.	Ngahere	Influenza	50 18 4
Maka, J.	Paloona	Influenza (fatal)	12 18 0
Murphy, L.	Mana	Gastritis	15 3 6
Mitchell, G.	Wakatere	Influenza (fatal)	13 7 6
Marks, W.	Kowhai	Appendicitis	24 0 6
Martin, P.	Monowai	Bruised groin	51 19 10
Malmache, E.	Ngatiawa	Severe cold	4 14 3
Mahoney, J.	Kaitangata	Muscular rheumatism	32 4 8
Moar, A.	Ngakuta	Influenza	11 7 2
Marks, W.	Kowhai	Influenza	13 7 0
Moore, J.	May Howard	Scalded leg	10 14 8
McNaught, J. M.	Pateena	Septic mouth	14 17 4
McDonald, W.	Waimarie	Bruised leg	13 9 7
McMillan, A.	Lizette	Ulcerated leg	17 8 0
McGrath, J.	Talune	Hernia	33 15 9
McLean, D.	Ruru	Strained back	14 16 4
McLeavy, J.	Ngahere	Anæmia	15 9 5
McSmart, G.	Kokiri	Injured leg and internal strain	18 10 4
McLaughlin, H.	Arahura	Septic hand	13 5 11
McGill, T.	Mararoa	Influenza	7 6 0
McLernon, W.	Kaituna	Influenza	15 19 1
McKay, W.	Kaituna	Influenza	14 13 9
McCarthy, J.	Monowai	Influenza	6 13 4
McIntyre, J.	Maori	Piles	17 17 9
McGrath, T. R.	Clansman	Influenza	11 2 9
McGrath, S.	Clansman	Influenza	13 9 3
McDougal, J.	Ngatiawa	Influenza	17 14 4
McLeod, W.	Clansman	Influenza	9 5 4
McArthur, W.	Waiotahi	Influenza	11 2 2
McLaughlin, A.	Waimarie	Influenza	11 5 0
McKenzie, F.	Maori	Influenza	13 3 10
McGill, T.	Mararoa	Influenza	9 12 4
McLean, D.	Waihora	Influenza	10 3 5
McGregor, J.	Waihora	Influenza	9 10 5
McLaughlin, J.	Wakatu	Influenza	27 4 10
McLean, G.	Orepuki	Influenza	17 16 9
McIntyre, W.	Te Aroha	Influenza (fatal)	18 13 2
McIntyre, J.	Corinna	Influenza	12 11 0
McLachlan, J.	Breeze	Influenza	15 6 4
McKillop, P.	Calm	Influenza	10 17 0
McArthur, R.	Kamona	Influenza	21 14 1
McClure, W.	Waipori	Influenza	24 14 11
McFarlane, J.	Koromiko	Influenza	22 13 10
McGuire, W.	Kennedy	Influenza	20 13 0
McLeish, D.	Monowai	Influenza	28 11 2
McGregor, A. A.	Komata	Influenza	17 6 3
McConville, F.	Kaitangata	Appendicitis	56 19 7
McLaren, D.	Ngatoro	Influenza	18 18 8
McKay, A.	Manaia	Influenza	10 10 2
McKenzie, J. K.	Rimu	Influenza	12 11 10
McAulie, J.	Clansman	Influenza	5 4 5
McKay, D.	Orewa	Influenza	13 11 9

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN—*continued.*

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.		
			£	s.	d.
McLennan, A.	Wanaka	Influenza	11	17	8
McPherson, D.	Rimu	Influenza	14	8	8
Macdonald, N.	Waimarie	Influenza	28	15	3
McGrath, T.	Clansman	Influenza	15	10	0
McKenna, T.	Flora	Influenza	37	11	0
McNab, J.	Ruru	Influenza	32	14	5
McDonald, A.	Te Awha	Influenza	9	16	11
McColl, —	Komata	Injured hand	11	5	0
McPherson, J.	Ngatoro	Influenza (fatal)	25	4	8
McKinley, C. D.	Mapourika	Influenza (fatal)	14	5	8
McMillan, H. J.	Mapourika	Scalded arm	17	1	2
McGregor, F.	Paparoa	Influenza	23	13	0
McLachlan, W.	Mapourika	Burnt arms	11	18	10
McIllaney, —	Monowai	Influenza (fatal)	18	16	8
McLeod, M.	Kittawa	Water-stoppage (fatal)	21	10	6
McQuade, J.	Maunganui	Burnt arm	11	3	8
McDonald, D.	Mako	Influenza	65	2	0
McKenzie, W.	Tarawera	Influenza and after-effects of severe burns (fatal)	28	6	6
Nelson, P.	Alert	Fractured ribs	24	4	2
Nelson, E. W.	Tarawera	Ulcerated leg	31	7	11
Nicholls, W.	Ruahine	Malarial fever	34	13	10
Nilson, N.	Mako	Injured head	7	16	8
Neils, P.	Maori	Influenza	11	14	6
Nelson, G.	Manaia	Influenza	13	0	2
Nilsen, N.	Mako	Influenza	37	10	0
Nelson, W. A.	Mararoa	Influenza	15	14	4
Neville, A. E.	Mako	Influenza	9	8	4
Nesbitt, R.	Kanna	Influenza	13	4	0
Nicholls, G.	Ngakuta	Influenza	20	5	3
Newton, H.	Whangape	Influenza (fatal)	11	18	0
Owens, S.	Alexander	Injured leg	22	8	6
Oldfield, R.	Kawau	Festered hand	11	1	3
Olsen, L.	Rarawa	Laryngitis	19	5	0
Orley, J.	Mnori	Influenza, gastritis, and bronchitis	10	17	10
Oakes, J.	Te Anau	Pneumonia	17	19	4
Oakley, R.	Mararoa	Influenza	10	15	5
Oliphant, R.	Mararoa	Influenza (fatal)	22	5	4
Oakley, S.	Hinemoa	Influenza	13	14	2
O'Connor, M.	Mako	Influenza	6	1	4
Olson, H.	Ngahere	Influenza	19	6	6
Ottoway, H.	Ngatoro	Influenza	18	11	4
O'Brien, R.	Clansman	Influenza	3	17	7
O'Neil, P.	Atua	Bronchitis	7	9	5
Olsen, A.	Kiritona	Injured arm	2	18	0
Pearce, W.	Aupouri	Burnt hand	14	4	2
Prior, A.	Monowai	Skin eruption	21	18	1
Parsons, W.	Kaituna	Jaundice	16	13	10
Payne, J.	Maori	Severe cold	14	1	9
Payne, C.	Maori	Injured shin	9	8	5
Page, C.	Canopus	Influenza	24	19	10
Pearson, T.	Chelmsford	Injured knee	15	1	7
Pearce, G.	Moeraki	Bronchitis	10	18	11
Pearce, W.	Ngapuhi	Festered finger	22	15	5
Payne, C.	Mararoa	Influenza	9	6	5
Percy, G.	John	Injured knee	14	7	9
Pope, T. F.	Ngahere	Burst cyst on brain (fatal)	11	17	0
Paterson, J.	Koromiko	Scalded legs	16	19	2
Paltridge, R.	Mararoa	Influenza	8	4	8
Paterson, A.	Herald	Influenza	9	4	6
Poole, S.	Mako	Influenza	5	9	0
Perkins, S.	Koau	Influenza	12	17	2
Plank, W.	Echo	Influenza (fatal)	21	18	9
Paterson, J.	Corinna	Influenza	11	15	0
Potter, W.	Maori	Influenza	18	5	5
Payne, J.	Maori	Varicose veins	15	14	9
Perry, T.	Maori	Influenza	15	1	4
Paterson, J. D.	Manuka	Influenza	17	3	6
Poa, G.	Wairoa	Influenza	16	8	7
Pearce, W. J.	Ngatiawa	Influenza	26	11	9
Phillips, J.	Rimu	Influenza	13	1	4
Pelham, D.	Paroto	Influenza	11	14	10
Palmer, H.	Niagara	Influenza	20	10	6
Pederson, J.	Alert	Influenza	12	19	11
Payne, W.	Waiotahi	Influenza	20	10	6
Payne, C.	Mararoa	Muscular rheumatism	24	12	11
Price, W.	Ripple	Influenza	17	10	0
Phelan, C.	Kaitangata	Injured rib	23	4	7
Pearcey, F.	Invercargill	Gastritis	64	19	8
Pickett, J.	Karamu	Influenza (fatal)	17	1	10
Patuhi, J.	Kaituna	Influenza	11	9	2
Parks, S.	Te Anau	Influenza	7	0	10
Quilligen, D.	Ngahere	Influenza	12	5	0
Quintal, G. L.	Wakatere	Influenza	14	3	5
Quinn, O.	Niagara	Influenza (fatal)	16	3	6

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN—*continued.*

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.		
			£	s.	d.
Quoi, H.	Hauti	Influenza (fatal)	16	12	6
Robertson, J.	Makura	Neuritis	17	7	0
Richards, J.	Kowhai	Injured groin	23	7	2
Rogers, T.	Maheno	Bruised foot	9	5	5
Riley, P.	Maunganui	Injured shoulder	22	0	0
Reid, J.	Poherua	Boils on legs	21	0	4
Rixhart, D.	John	Injured knee	22	4	0
Reardon, J.	Flora	Rheumatism	35	5	11
Rindedal, H. N.	Ilua	Diphtheria (fatal)	18	17	0
Rovegus, Luzi	Waitangi	Bronchitis	11	1	2
Reese, V. H.	Mararoa	Inflammation of kidneys	11	3	5
Rout, J.	Kanieri	Vertigo	9	14	7
Ritchie, R.	Flora	Bronchitis	15	13	9
Roff, W.	Waiotahi	Influenza	12	6	0
Reardon, J.	Kakapo	Injured arm	16	15	7
Robertson, G.	Kaiapoi	Influenza	4	0	8
Richardson, W.	Monowai	Influenza	9	1	4
Rodgers, E. A.	Rimu	Injured finger	8	1	4
Raynes, W.	Rarawa	Influenza	22	15	10
Roche, E.	Maori	Influenza	19	11	3
Robertson, D.	Waipori	Influenza	20	9	3
Reid, J. D.	Kaituna	Influenza	42	17	5
Ross, T.	Koromiko	Influenza	18	13	9
Robertson, W.	Waimea	Tonsillitis	7	18	3
Rantio, W. T.	Kakapo	Influenza	21	6	0
Ross, G.	Monowai	Influenza	18	17	0
Ramstad, C.	Komata	Influenza	11	3	0
Reynolds, T.	Maori	Influenza	23	2	6
Riley, J.	Komata	Influenza	21	11	2
Robertson, L.	Waverley	Influenza	18	2	6
Rennet, J.	Breta Tui	Influenza	13	14	1
Rutherford, J.	Te Anau	Influenza	12	8	7
Reynolds, H.	Waiotahi	Influenza	9	9	0
Rosenberg, W.	Tasman	Influenza	15	10	6
Roy, A.	Wanaka	Influenza	22	5	4
Ruthe, J. V.	Clansman	Influenza	20	15	0
Robertson, D.	Poherua	Influenza	31	17	2
Reynolds, H.	Waiotahi	Weak heart	18	14	0
Robinson, W. H.	Kamona	Poisoned hand	56	11	1
Robertson, W.	Koi	Crushed hand	21	17	6
Reeve, C.	Monowai	Rupture	11	8	2
Richardson, A.	Mararoa	Neuritis	12	5	4
Roberts, W.	Waiotahi	Crushed foot	12	4	1
Roberts, J.	Komata	Pneumonia	28	7	7
Richards, A.	Rakanoa	Influenza	10	18	3
Shepherd, J.	Kaitoa	Influenza	14	11	6
Shipley, C.	Pateena	Gastritis	6	9	3
Smith, E.	Paparoa	Gastritis	4	0	0
Slater, W.	Kahika	Crushed finger	16	2	10
Sweet, R. L.	Maori	Neuritis	21	4	0
Spear, W.	Clansman	Injured shoulder	12	10	0
Sullivan, J.	Kamo	Debility	11	11	0
Singleton, M.	Flora	Gastritis	21	1	4
Sellers, L.	Kamona	Contused leg	13	4	9
Stark, R.	Karamu	Appendicitis	25	13	10
Scanlon, M. S.	Maori	Injured leg	11	5	10
Stevens, J.	Orontes	Fractured skull	8	8	0
Silva, T.	Waimarie	Abdominal pains	6	3	0
Stone, W. R.	Rimu	Carbuncle on back	40	14	11
Sellers, L.	Koromiko	Injured shin	9	2	9
Smith, B.	Orepuki	Albuminuria	13	14	6
Slater, W.	Poherua	Bleeding piles	13	9	6
Sanders, C.	Manaia	Injured head	19	7	6
Smith, R. J.	Monowai	Scalded foot	10	15	10
Selby, F.	Maori	Pleurisy	11	6	0
Shepherd, M.	Maori	Injured head and back	15	11	7
Soper, A.	Tahiti	Rupture	37	2	6
Singer, J.	Kaitangata	Fractured ribs	24	10	2
Swanson, —	Fanny	Influenza	4	3	10
Scott, F. G.	Mararoa	Influenza	7	1	9
Sanders, C.	Manaia	Blood-poisoning	11	1	5
Stevenson, A.	Waiotahi	Injured back	8	1	8
Slavin, J.	Waihora	Muscular rheumatism	23	1	6
Steele, G.	Komata	Influenza	13	13	2
Spurgen, H.	Mararoa	Ulcerated throat	24	0	0
Spriggins, A.	Mapourika	Influenza	9	6	8
Sullivan, E.	Mapourika	Tonsillitis	7	18	4
Simmonds, J. W.	Clansman	Influenza	12	9	2
Smith, W.	Arahura	Influenza	17	6	1
Start, A.	Rarawa	Influenza	10	1	1
Stone, C.	Manaia	Influenza	12	19	2
St. Clair, J.	Waiotahi	Influenza	7	15	10
Sussex, S.	Rarawa	Influenza	12	8	11
Staladi, M. C.	Rarawa	Influenza	16	14	5
Sanders, T.	Mokoia	Influenza	12	13	5

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN—*continued.*

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.
			£ s. d.
Stubbs, F.	Mokoia	Influenza	24 6 7
Shaw, T. E.	Waipori	Influenza	26 15 3
Shadlock, A.	Waipori	Influenza	23 19 7
Stewart, J.	Kanna	Influenza	18 17 3
Sampson, C.	Monowai	Sciatica	7 19 4
Spargo, W.	Mararoa	Influenza	31 2 7
Shipley, Mrs. C.	Mapourika	Influenza	5 15 2
Steele, G.	Komata	Influenza	13 13 2
Smith, B.	Maori	Influenza	14 15 6
Shee, F.	Waverley	Influenza	9 6 3
Scott, W.	Talisman	Influenza	10 2 8
Souter, W.	Pohorua	Influenza	9 9 2
Scott, R.	Haniti	Influenza	12 8 4
Sandlandt, C.	Rarawa	Influenza	8 17 0
Saran, J.	Kanieri	Influenza	18 0 0
Scott, G.	Whangape	Influenza	28 10 6
Short, M.	Elsie	Influenza	26 3 0
Svenson, A.	Kauri	Influenza	8 15 5
Soper, A.	Tahiti	Influenza	37 2 6
Smythman, W.	Wanaka	Influenza	27 12 8
Stark, R.	Wootton	Influenza	20 18 1
Sanders, C.	Mania	Influenza	25 15 1
Silverwood, T.	Waitomo	Piles	19 19 10
Stead, F.	Maori	Influenza (fatal)	14 9 2
Smith, C.	Paparoa	Influenza	18 4 0
Sands, F. R.	Mapourika	Influenza (fatal)	21 7 0
Smith, G. A.	Kini	Pleurisy	15 1 0
Sutton, J.	Waipori	Poisoned hand	15 18 3
Sparks, H.	Rarawa	Injured shoulder	27 0 0
Scott, T.	Calm	Injured knee	22 2 8
Shaw, W.	Maori	Lacerated hand	14 7 4
Staladi, M.	Rarawa	Pleurisy	17 7 7
Suskener, W.	Whangape	Influenza (fatal)	9 16 0
Saul, A.	Monowai	Injured shin	13 13 1
Shannahan, J.	Ngakuta	Influenza	11 14 6
Sinclair, J.	Ngakuta	Influenza	18 4 7
Sharp, P.	Ngakuta	Influenza	12 1 6
Svendson, C.	Ruru	Influenza	16 9 7
Schmidt, H. C.	Kahu	Influenza	18 8 2
Thomas, G.	Corinna	Gastric fever	20 0 1
Thompson, M. A.	Putiki	Injured knee	8 5 11
Tukirangi, H.	Tahiti	Injured knee	7 18 4
Taylor, W.	Kaitoa	Sprained ankle	16 14 7
Turnbull, D.	Mararoa	Influenza	8 17 9
Touth, W.	Flora	Swollen glands	11 18 9
Twist, W.	Monowai	Influenza	8 13 4
Thorburn, E. C.	Maori	Influenza	6 15 2
Titshall, P.	Komata	Diphtheric throat	13 13 7
Tomlin, T.	Kakapo	Influenza	9 7 8
Tansey, J.	Komata	Influenza	14 17 8
Turkinton, S.	Arahura	Influenza	23 18 11
Toi, —	Awanui	Influenza	11 10 1
Teirney, H.	Rimu	Influenza	7 14 3
Tidbury, E.	Taniwha	Influenza	12 15 4
Tucker, H.	Arahura	Influenza	14 13 7
Tierney, J.	Rarawa	Influenza	11 14 9
Thumbshall, G.	Wootton	Influenza	19 1 8
Thomas, B.	Waihora	Influenza	17 13 11
Theeman, H.	Waipori	Influenza	12 16 4
Thompson, J.	Koau	Influenza	11 8 3
Thurston, A. C.	Kittawa	Influenza	13 0 10
Taylor, W. R.	Kamona	Influenza	6 18 10
Tomlin, T.	Kakapo	Influenza	9 7 8
Tomlin, J.	Queen of the South	Influenza	10 2 4
Turner, E.	Kokiri	Influenza	21 10 0
Tucker, C. W.	Te Anau	Influenza	10 3 7
Thompson, G.	Clansman	Influenza	16 12 1
Turtle, J.	Wakatu	Influenza	21 13 2
Taylor, H.	Gael	Influenza	10 1 4
Tully, R.	Ngapuhi	Influenza	27 14 6
Turner, H.	Kamona	Influenza	42 5 6
Teirney, T.	Rarawa	Congested liver	19 12 4
Tynan, W.	Hula	Crushed finger	10 11 4
Tully, R.	Daphne	Influenza	38 15 1
Thomas, J.	Maori	Tonsillitis	10 18 10
Thomson, G.	Kowhai	Influenza	13 8 1
Titore, M.	Kowhai	Influenza	14 19 2
Thomas, H.	Ngapuhi	Head cut	5 3 3
Utterson, M.	Niagara	Inflammatory internal trouble	3 0 0
Usher, W.	Waihora	Influenza	18 4 10
Vazey, G. J.	Ngatiawa	Strained back	19 4 4
Vasey, J.	Rarawa	Boils on arms	22 12 1
Vile, H. W.	Tarawera	Influenza	17 6 8
Victor, C.	Kiritona	Influenza (fatal)	21 4 6
Vaughan, J.	Port Alma	Influenza	14 0 0

RETURN SHOWING AMOUNTS PAID TO SICK AND DISABLED SEAMEN—*continued.*

Name of Seaman.	Name of Vessel.	Nature of Injury or Illness.	Amount paid in Wages, Maintenance, &c.		
			£	s.	d.
Vassarotti, A.	Makura	Severe cold	2	0	0
Wilson, J.	Kaitoa	Injured shoulder and side	17	18	2
Wiseman, G.	Wakare	Injured wrist	36	18	9
Warner, C.	Waitangi	Gastritis	22	15	6
Whiting, T.	Kokiri	Strained groin	18	7	6
Way, E.	Rarawa	Abscess on back	8	15	11
Weatherstone, D.	Maori	Septic wound in leg	26	4	4
Wallis, H.	Tainui	Injured rib	19	18	3
Whiting, W.	Ngatiawa	Boils	55	11	4
Weir, J.	Kenrody	Internal hæmorrhage	33	9	10
Welsh, A.	Moeraki	Lumbago	10	13	8
Weeks, W.	Kaitoa	Heavy chill	23	4	7
Wilson, J.	Tofua	Swollen groin	14	7	10
Warrender, G. G.	Jeserie	Appendicitis	41	13	6
Waugh, W. G.	Mahurangi	Severe cold	16	12	10
Williams, J.	Wootton	Poisoned finger	32	16	11
White, A.	Mapourika	Influenza	9	11	0
Wallace, J. D.	Zingara	Fractured skull (fatal)	24	8	0
Whalen, C.	Orepuki	Abscess on ear	16	8	2
Ward, H.	Maori	Influenza	8	4	0
Wilkinson, H.	Karamu	Inflamed hernia	15	16	3
Wishart, D.	John	Swollen knee	23	10	0
Wells, S.	Monowai	Influenza	15	4	2
Winter, E.	Ngakuta	Burnt arm	7	17	8
Williams, P.	Mararoa	Influenza	13	14	6
Whitman, A.	Rarawa	Influenza	5	18	1
White, T.	Tasman	Influenza	11	4	1
Whelan, D.	Whangape	Influenza	8	17	0
Wood, N. J.	Mahurangi	Influenza	17	3	6
Williams, E. F.	Regulus	Influenza	7	16	6
Wilson, W.	Te Teko	Influenza	17	0	3
Whiteside, H.	Orepuki	Influenza	18	17	0
Walker, J.	Mararoa	Influenza	14	5	1
Warren, F. J. G.	Waipori	Influenza	27	8	0
Waitiri, H.	Hinemoa	Influenza	23	3	7
Wilson, J.	Kamona	Influenza	12	5	8
Welsh, S.	Mokoia	Influenza	23	16	6
Wishart, D.	John	Swollen knee	24	15	8
Willa, P.	Moana	Influenza	3	15	0
Williams, P.	Moeraki	Influenza	22	12	3
Weatherstone, D.	Mararoa	Influenza	8	15	6
Wilkins, A. F.	Kokiri	Injured arm	21	10	0
Williamson, P.	Ngatoro	Influenza	7	15	3
Walker, E.	Ruru	Influenza	10	17	9
Wilson, E.	Maori	Influenza	20	12	9
Wolf, W.	Waverley	Influenza (fatal)	18	17	1
Whitlow, H.	Mapourika	Injured knee	61	7	7
Worton, J.	Hauti	Influenza	12	5	0
Woodford, F.	Whangape	Influenza	16	6	10
Walters, G.	Ngapuhi	Influenza	23	14	10
White, W.	Taniwha	Influenza	23	3	10
White, W.	Talune	Influenza	16	19	0
Whiting, W.	Rarawa	Influenza	13	3	5
Wallace, S.	Manuka	Influenza	26	5	1
Watt, A. D.	Corinna	Influenza	9	19	6
Wilson, C. J.	Manaia	Influenza	37	19	4
Williams, H.	Rimu	Appendicitis	62	8	0
Wilson, C.	Combine	Influenza	52	12	4
Wilson, C.	Combine	Inflamed testicle	20	5	0
Worth, A.	Ngapuhi	Bronchitis	17	1	8
Wady, W.	Port Alma	Influenza	7	8	0
Wise, E.	Mararoa	Scalded hand and leg	11	3	4
Walker, J.	Wanaka	Urine trouble	13	13	3
Williams, T. R.	Kahika	Lumbago	10	8	11
Wilson, W. W.	Huia	Contused back	34	5	5
Waters, C.	Tahiti	Meningitis	18	1	1
Wellsley, R.	Breeze	Sclatica	11	2	2
Wigmore, G.	Monowai	Lacerated finger	14	15	2
Wells, J.	Taniwha	Influenza	64	6	0
Williams, J.	Kamo	Gastritis	8	1	3
Walker, T.	Herald	Severed finger	9	17	1
Wishart, A. M.	Kini	Influenza	23	19	7
Willis, P.	Kini	Influenza	20	10	6
White, T.	Manuka	Nettle rash	11	13	7
Wills, F. C.	Awahou	Influenza	31	1	5
Walker, J.	Mararoa	Orethritis	10	8	7
Young, G.	Ngatiawa	Strained muscles	11	16	7
Young, D. K.	Arahura	Influenza	16	6	4
Young, W.	Kamona	Influenza	12	0	11
Yates, C.	Rimu	Influenza	17	3	11
Youlton, H.	Niagara	Influenza (fatal)	12	12	6
Yepperson, L.	Rothsay Bay	Influenza	44	2	5
Total			16,617	8	9

RETURN OF CONVICTIONS OF SEAMEN, ETC., FOR OFFENCES AGAINST THE PROVISIONS OF THE SHIPPING AND SEAMEN ACT, UNDER PROCEEDINGS TAKEN BY MASTERS AND OTHERS, REPORTED TO THE MARINE DEPARTMENT DURING THE YEAR ENDED 31ST MARCH, 1919.

Name of Person.	Position held.	Ship.	Particulars of Offence, &c.	Date of Conviction.	Penalty imposed.
Kenny, M.	Fireman	Opawa	Desertion	13/4/18	Fourteen days' imprisonment, and to be placed on ship before sailing.
Gray, T. G.	Boy	Port Stephens	"	16/4/18	Fined £1 or seven days' imprisonment.
London, L.	Fireman	Opawa	"	24/4/18	Convicted, and to be placed on ship before sailing.
Olsen, L.	A.B.	William T. Lewis	Absent without leave	9/5/18	Forty-eight hours' imprisonment, and to be placed on ship before sailing.
Gill, C.	"	"	"	9/5/18	Ditto.
Sorensen, C.	Fireman	Whakatane	"	23/5/18	Fourteen days' imprisonment.
Wass, G. W.	A.B.	Port Phillip	"	30/5/18	Convicted, and to pay costs (£3 8s.).
Babinall, L.	"	Westralia	Desertion	27/5/18	One month's imprisonment.
Boys, E. O.	"	"	Drunk, disorderly, and bad language	28/5/17	Three months' imprisonment.
Dahlem, O.	"	"	Drunk, exposure, theft of brandy	28/5/17	Three months' imprisonment, and to pay 10s. (cost of brandy).
Dallas, E.	"	"	Drunk and exposure of person	28/5/17	Three months' imprisonment.
Hellgren, E.	Fireman	Hellinic (Swedish)	Absent without leave	19/6/18	Seven days' imprisonment, and to join ship before sailing.
Sundell, A. L.	"	"	"	19/6/18	"
Applegren, E. F.	"	"	"	19/6/18	"
Bergstrom, H.	"	"	Absence, and assaulting 2nd Engineer	19/6/18	Three months' imprisonment, and to join ship before sailing.
Norcott, W.	A.B.	Glancus	Wilful disobedience	12/7/18	Fined £2 and 7s. costs.
Duffy, J. F.	Trimmer	Moeraki	Stowaway from Sydney to Wellington	31/8/18	Convicted, to come up for sentence if wanted, and pay fare from Sydney (£4 10s.).
Millar, J.	Deck boy	Port Stephens	Desertion	8/6/18	Convicted, and to come up for sentence if wanted.
Ekeland, I.	A.B.	Koutunui	Absence without leave	12/9/18	Convicted, to come up for sentence if wanted, on condition they return to ship forthwith.
Doherty, H.	"	"	"	12/9/18	"
Lewis, H.	"	"	"	12/9/18	"
Trezise, W.	"	"	"	12/9/18	"
Moves, E.	"	Australmount	"	23/9/18	Convicted, to come up for sentence if wanted, on condition he returns to ship forthwith.
Reisenger, J.	"	"	"	4/7/18	Fined two days' pay.
Falson, A.	"	American schooner Columbia	"	17/7/18	Ordered to pay £12 10s. expenses, and to be placed on board before sailing.
Dixon, W. A.	"	Amy Turner	Desertion	17/9/18	Convicted, and ordered to pay costs.
Carson, M.	"	Kahika	Absent without leave	17/9/18	"
Ewart, J.	Fireman	Paparoa	"	24/10/18	Seven days' imprisonment, and ordered on board prior to ship sailing.
Semer, T.	"	"	"	24/10/18	Ditto.
Browning, S.	"	Remuera	"	30/10/18	Convicted, and ordered to be placed on board prior to ship sailing.
Reynolds, J.	"	"	"	30/10/18	"
McLean, T.	"	"	"	30/10/18	"
Sullivan, G.	"	"	"	30/10/18	"
Sullivan, J.	"	"	Attempted theft of cargo	22/10/18	Committed to Supreme Court for trial.
Filton, R.	A.B.	Remuera	Theft of cargo on high seas	25/10/18	Eight weeks' imprisonment.
McIntyre, P.	Fireman	Port Alma	Wilful disobedience	18/11/18	Fined £2 and costs (7s.), and to forfeit two days' pay.
Hodson, E.	"	Karanu	Broaching cargo (amended to theft)	6/12/18	Fourteen days' imprisonment.
Black, W.	"	Remuera	Absent without leave	6/12/18	"
	"	"	"	5/11/18	Fourteen days' imprisonment, and to be placed on board prior to ship sailing.

RETURN OF CONVICTIONS OF SEAMEN, ETC., FOR OFFENCES AGAINST THE PROVISIONS OF THE SHIPPING AND SEAMAN ACT, UNDER PROCEEDINGS TAKEN BY MASTERS AND OTHERS, REPORTED TO THE MARINE DEPARTMENT DURING THE YEAR ENDED 31ST MARCH, 1919—continued.

Name of Person.	Position held.	Ship.	Particulars of Offence, &c.	Date of Conviction.	Penalty imposed.
Miley, P.	Fireman	Remuera	Absent without leave	5/11/18	Fourteen days' imprisonment, and to be placed on board prior to ship sailing.
Ballard, J.	"	"	"	5/11/18	Ditto.
McLean, T.	"	"	"	5/11/18	"
Edmeades, J.	"	Devon	"	11/1/19	Fined £1 10s. and costs (7s.), or three days' hard labour.
Suominen, S.	Cook	Swedish ship	"	27/1/19	Fined 5s. and costs.
Athanathros, E.	Greaser	Transocean	"	4/2/19	Order to pay cost of substitute (£10 10s.) and Court costs (7s.), or fourteen days' hard labour.
Turves, D. E.	Baker	Rimutaka	"	7/2/19	To pay 7s. costs, and give shipping company order for £10 from wages for Board of Trade.
Rudiger, L.	A.B.	Arawa	Desertion	21/2/19	Fined £1 and (7s.) costs, or seven days' imprisonment.
Harris, J.	Greaser	Tonawanda	Wilful disobedience	25/3/19	Fined 10s. for drunkenness, convicted and discharged for a bsence.
Christensen, E.	A.B.	Remuera	Drunk, and absent without leave	8/3/19	Fined £2 and (7s.) costs, or fourteen days' hard labour.
Birkett, W. A.	"	Port Hacking	Absent without leave	8/3/19	"
Donohue, J.	Fireman	Mahia	Desertion	10/3/19	Ordered to pay £8 8s. expenses incurred, and to be placed on board ship.
Cairney, J.	"	Port Lincoln	"	15/3/19	Seven days' imprisonment.
Wright, J.	"	Devon	"	7/1/19	Fourteen days' imprisonment, and to be returned to ship.
Le Par, E.	A.B.	Duquesne	"	21/1/19	To pay Court costs and be returned to ship.
Devan, L.	"	"	"	21/1/19	"
Jarvis, R. J.	Trimmer	Ruahine	"	7/2/19	One month's imprisonment and to be returned to ship.
Knight, R. E.	Fireman	Mararoa	"	26/2/19	Fined two days' pay and costs.
Wilson, W. J.	"	"	"	26/2/19	"
Roberts, J.	"	Mamari	Absent without leave	7/3/19	Ordered to be placed on board ship at Port Chalmers.
Key, E.	"	Ooma	"	14/3/19	Fourteen days' imprisonment.
Tyler, B.	A.B.	Orator	"	31/3/19	Ordered to pay costs.
McLeod, K.	"	Mararoa	Stowaway	31/3/19	Fined £5 or one month's imprisonment.

RETURN OF ACCIDENTS TO WATERSIDE WORKERS REPORTED TO THE MARINE DEPARTMENT DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Date.	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 if Inquest held.
1918.				
April 4	J. Robb	Cut hand	Nelson wharf	Hand caught in hook.
" 4	W. Snooks	Injured foot	Auckland	Box of butter fell on foot.
" 4	G. Dalton	Injured fingers	Dunedin	Whilst putting on hatches.
" 17	S. Gifford	Injured back	Auckland	Fell while loading cart.
" 17	W. Lawrence	Injured leg	Auckland	Bale of wool fell on leg.
" 16	J. Jones	Injured back	Wellington	Fell down hold.
" 15	W. Thomas	Strained	Dunedin	Whilst stacking sacks of peas.
" 15	A. Johns	Sprained knee	Port Chalmers	Whilst working coals.
" 29	E. Allen	Sprained back	Port Chalmers	Whilst lifting a case.
" 23	J. S. Blight	Strained back	Grey mouth	Lifting heavy timber.
May 2	S. Clark	Injured back and hip	Auckland	Fell between ship and wharf.
" 11	A. Bigger	Injured thumb and wrist	Wanganui	Whilst rolling a drum of carbide.
" 21	D. Maxwell	Broken leg	Dunedin	Struck with bag of sugar, falling into lower hold.
" 1	R. Ayling	Injured thigh	Lyttelton	Knocked off truck of wool.
" 29	W. English	Severely shaken	Lyttelton	Knocked out of railway-truck with sling of cargo.
" 28	C. Jeffs	Scalp wound	Auckland	Through striking ship's rolling-chock.
" 31	J. F. Murray	Injuries to head	Auckland	Fell between wharf and ship from gangway.
" 13	P. Sandham	Fractured knee-cap	Auckland	Through cases falling from sling.
" 29	A. Moody	Fingers crushed	Dunedin	Jammed with heavy case.
" 6	J. Schofield	Fractured bone in right hand	Grey mouth	Whilst lifting case.
" 24	J. Leitch	Lacerated fingers	Grey mouth	Whilst shipping athwartship-beam.
" 30	W. Vile	Lacerated fingers	Grey mouth	Caught with timber against hatch-coamings.
" 30	W. Jackson	Fractured rib	Grey mouth	Caused through falling on timber.
" 7	G. Bentley	Injured heel	Timaru	Hurt with sling of cargo in railway-truck.
" 14	C. Holmes	Bruised leg	Dunedin	Through hatch falling on leg.
" 17	J. Ashton	Torn finger	Dunedin	Finger caught in wire-seizing on basket.
" 18	H. Booth	Injured knee	Dunedin	Hurt with a case in ship's hold.
" 18	D. Griffiths	Muscle of arm sprained	Dunedin	Whilst handling bale of paper.
" 8	W. Fenan	Rupture of ulcer (fatal)	Auckland	Caused by strain.
" 7	A. L. Jones	Severely bruised	Wellington	Gangway broke while passing from wharf to ship.
" 7	D. McCann	Severely bruised	Wellington	Gangway broke while passing from wharf to ship.
" 7	W. Freeman	Severely bruised	Wellington	Gangway broke while passing from wharf to ship.
" 7	J. C. Smith	Severely bruised	Wellington	Gangway broke while passing from wharf to ship.
" 7	P. Lockett	Severely bruised	Wellington	Gangway broke while passing from wharf to ship.
" 7	J. De Blois	Severely bruised	Wellington	Gangway broke while passing from wharf to ship.
" 7	J. Gaudrey	Severely bruised	Wellington	Gangway broke while passing from wharf to ship.
" 7	C. Wilkinson	Severely bruised	Wellington	Gangway broke while passing from wharf to ship.
" 14	B. Jackson	Injured hand	Auckland	Fingers jammed in dray-wheel.
" 6	T. White	Injured eye	Dunedin	Caused through slipping of fellow-worker's cargo-hook.
" 17	A. D. Carter	Bruised spine	Timaru	Fell backwards owing to hook slipping.
" 12	T. Pearce	Broken knee-cap	Wellington	Struck with coal-basket.
" 9	W. Fraser	Strained back	Wellington	Whilst handling bale of flax.
" 19	J. Flavel	Uncertain : under X-rays	Auckland	Fell down hold s.s. "Tofua."
" 19	A. C. Purnell	Neck and shoulders hurt	Auckland	Fell down hold s.s. "Kaitangata."
" 24	R. A. Wilson	Bruised thigh	Wellington	Dump of wool fell off lorry.
" 25	V. Owtler	Head, shoulders, and hand injured	Wellington	Struck with lump of coal while descending ventilator.

RETURN OF ACCIDENTS TO WATERSIDE WORKERS REPORTED TO THE MARINE DEPARTMENT, ETC.—continued.

Date.	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 if Inquest held.
1918.				
July 13	H. Campbell..	Bruised ankle	Bluff	Foot jammed with cargo in railway-truck.
" 27	J. Hughes ..	Injured knee	Lyttelton	Right knee struck with cargo-hook.
" 24	J. S. Agnew ..	Strained back	Greymouth	Caused through timber falling from sling.
Aug. 1	J. W. Ingham	Injured head and shoulders	Auckland	Case of cargo fell from sling.
" 16	F. Woods ..	Bruised hand	Dunedin ..	While discharging cargo.
" 16	J. Allen ..	Lacerated hand	Dunedin ..	Cargo-hook slipped while handling wool.
" 14	J. Williams ..	Injured forehead	Auckland	Struck with piece of coal.
" 15	T. Sydenham	Injured fingers	Auckland	Fingers caught in cogs of hand-crane.
" 1	S. Bamford ..	Ricked back	Lyttelton	Injured while capsizing basket of coal.
" 5	H. Bradley ..	Severe shaking	Lyttelton	Struck with basket of coal.
" 20	A. S. Ferris ..	Injured finger	Lyttelton	Finger jammed whilst slinging a boiler.
" 15	E. Warren ..	Fractured hip-bone	Wellington	Knocked from tram-plank to wharf with coal-basket.
" 12	R. Taylor ..	Cut thumb	Wanganui	Through drum of carbide skidding.
" 1	J. L. Jones ..	Burnt leg ..	Greymouth	Through coming in contact with deck steam-pipe.
Sept. 6	J. H. Critchley	Strained back	Greymouth	Lifting heavy case in truck.
" 2	M. Urquhart..	Injured back	Dunedin ..	Truck of case-oil capsized on him.
" 9	C. Smith ..	Badly bruised	Wellington	Fell whilst handling large case.
" 14	R. W. Edwards	Scalp wound	Wellington	Hook slipped off bale of cardboard.
" 16	B. Bolt ..	Broken leg (left)	Auckland	Heavy bale capsized on leg.
" 23	E. Rotherham	Dislocated shoulder	Wellington	Fell and struck shoulder on wharf stringer.
" 3	T. Holding ..	Bruised ribs	Wellington	Fell off crates of cheese on to hatch-coamings.
" 13	G. Cousins ..	Lacerated hand	Lyttelton	Hook slipped while handling grain-bags.
" 24	F. S. Hinds ..	Injured testicles	Lyttelton	Slipped from a working crane.
" 29	A. Bloom ..	Injured collar-bone	Lyttelton	Fell off railway-wagon.
" 24	R. O'Shanghnessy	Nose and scalp wounds	Wellington	Knocked off plank into a truck by basket of coal.
" 30	J. Duncan ..	Lacerated finger	Lyttelton	Whilst landing sling of cement.
" 20	C. W. Small ..	Lacerated finger	Lyttelton	Quarter of beef fell and jammed hand against wagon.
" 7	S. E. Burton ..	Injured leg	Lyttelton	Leg struck with case.
" 25	J. McDonald	Bruised head	Greymouth	Through coal falling off truck.
" 28	W. Arnold ..	Strained back	Greymouth	Caused while stowing timber.
Oct. 8	F. Rose ..	Lacerated fingers	Greymouth	Fingers caught while hooking on coal-truck.
" 11	F. Hally ..	Fatal injuries	Auckland	Whilst removing hatches on shelter-deck s.s. "Mahia," fell 40 ft. to bottom of hold.
" 11	W. Haynes ..	Injured head and shoulders	Wellington	Bag of chaff fell from sling.
" 9	G. Thomas ..	Slight injuries	Wellington	Fell into harbour whilst stepping ashore.
" 16	J. Carmichael	Thigh and knee injured	Wellington	Fell from plank into hulk's hold.
" 24	A. E. Guest ..	Injured hand	Wellington	Hand jammed through truck tilting.
" 25	P. McAuliff ..	Crushed toes	Wellington	Pig of lead fell on foot.
" 22	J. Boyle ..	Body bruised	Wellington	Case fell from stack in shed.
" 30	H. Pearson ..	Injured toe ..	Wellington	Drum of oil fell from basket.
Nov. 29	J. Brooks ..	Crushed toe	Dunedin ..	Crate of cheese fell from railway-wagon.
" 9	N. Boyd ..	Fractured rib	Lyttelton	Caused by falling off railway-truck.
" 26	J. Chalmers ..	Injured leg	Auckland	Leg jammed with swinging crane.
Dec. 20	J. Blaid ..	Injured leg	Wellington	Slipped while carrying coal.
" 19	W. Chapman ..	Injured leg	Lyttelton	Through detached boat falling on him.
" 11	D. Callaghan..	Injured side and ribs	Greymouth	Through falling against hatch-coaming.

RETURN SHOWING THE NOTICES TO MARINERS RELATING TO MATTERS WITHIN THE DOMINION
ISSUED BY THE MARINE DEPARTMENT DURING THE YEAR ENDED 31ST MARCH, 1919.

Port or Place.	Subject of Notice.
Auckland Harbour	Orakei Wharf light.
"	Dredging.
Bay of Islands	Brothers Rock—Erection of beacon.
Cape Farewell	Buoys laid.
Chalky Inlet	Sunken rock at entrance.
Cook Strait	Current floats.
Coromandel Harbour	Wharf light.
Gisborne	Inner Harbour—Erection of groyne and light.
"	Inner Harbour—Erection of groyne and light.
"	Inner Harbour—Erection of groyne and light.
Greymouth	Harbour light.
Hauraki Gulf	Maori Rock to be buoyed.
"	Flat Rock, Light on.
Hokianga	Bar changes.
"	Bar changes.
"	Bar changes.
Kawhia	Soundings on bar.
New Plymouth	Breakwater—Depositing boulders.
New Zealand Coast	<i>Errata</i> in "New Zealand Nautical Almanac for 1918."
"	Issue of "New Zealand Nautical Almanac for 1919."
"	<i>Errata</i> in "New Zealand Nautical Almanac for 1919."
Oamaru Harbour	Dredging.
"	Dredging—Temporary buoy.
Poverty Bay	Anchorage beacons on Nick's Head.
Waikato River	Erosion of cliff at North Head.
Waitara	Change in colour of light.
Wanganui	Alteration in lights.
Westport	Dredging.
Whangarei	Lights on Kioreroa Railway Bridge.

RETURN SHOWING THE ORDERS IN COUNCIL WHICH HAVE BEEN ISSUED DURING THE YEAR ENDED
31ST MARCH, 1919.

Date of Order.	Purpose of Order.
1918.	
April 2	Amends regulations <i>re</i> trout and perch fishing in Hawke's Bay Acclimatization District.
" 8	Approves plans M.D. 4853 of wharf which H. C. Christian proposes to erect at Te Rawa, Pelorus Sound.
" 8	Licenses H. C. Christian to use and occupy a part of the foreshore and land below low-water mark at Te Rawa, Pelorus Sound, as a site for a wharf, and prescribes dues for the use of the said wharf.
" 8	Revokes Order in Council of 2nd August, 1909, licensing H. H. Dacre to use and occupy a part of the foreshore and land below low-water mark at Mangonui, as a site for a boatslip.
" 8	Extends season for fishing for salmon and trout in salmon rivers.
" 16	Revokes Order in Council licensing A. F. Holdsworth to use and occupy a part of the foreshore at St. Heliers Bay, Auckland, as a site for a boatshed.
May 13	Makes regulations prohibiting the use of torches, acetylene lamps, or other artificial lights for eel-fishing.
" 13	Approves plan M.D. 4918 of wharf and mole which D. Hishion proposes to erect in Strongman's Bay, Coromandel.
" 13	Licenses D. Hishion to use and occupy a part of the foreshore and land below low-water mark at Strongman's Bay, Coromandel Peninsula, as a site for a wharf and mole.
" 13	Revokes Order in Council licensing James Macandrew to use and occupy a part of the foreshore of Papanui Inlet as a site for a boatshed.
" 23	Approves plans M.D. 4903 of timber-booms which the Kauri Timber Company proposes to construct in Waiwawa River, Mercury Bay.
" 23	Licenses Kauri Timber Company to use and occupy a part of the foreshore and land below low-water mark of Waiwawa River, Mercury Bay, as a site for timber-booms.
" 23	Revokes Order in Council licensing H. T. Field to use and occupy a part of the foreshore and land below low-water mark of Northern Wairoa River, at Kaipara, as a site for a wharf.
" 28	Vests control of part of the foreshore at Titahi Bay in the Makara County Council.
" 28	Licenses McCallum and Co. to use and occupy a part of the foreshore and land below low-water mark of North Arm, Paterson's Inlet, Stewart Island, as a site for a wharf.
June 4	Consents to the Timaru Harbour Board leasing a piece of land to P. Feron and Sons for a period of ten years.
" 4	Licenses Sidney Cooper to use and occupy a part of the foreshore of Hokianga Harbour at Rawene, as a site for a store, until the 10th August, 1928.
" 4	Revokes Order in Council licensing Invercargill Shipping Company to use and occupy a part of the foreshore and land below low-water mark of Murray River, Stewart Island, as a site for a wharf.
" 4	Approves plan M.D. 4916 of mooring piles which the Kauri Timber Company proposes to erect on the foreshore of Kauaeranga River.
" 6	Revokes Order in Council licensing Currie and Mackintosh to use and occupy a part of the foreshore and land below low-water mark at Waikawa as a site for a wharf.
" 24	Approves plan M.D. 4941 of a wharf which Westhaven Limited propose to erect at Westhaven Harbour.
" 24	Licenses Westhaven Limited to use and occupy a part of the foreshore and land below low-water mark of Westhaven Harbour, as a site for a wharf.

RETURN SHOWING THE ORDERS IN COUNCIL ISSUED, ETC.—*continued.*

Date of Order.	Purpose of Order.
1918.	
July 11	Amends scale of dues for use of wharf at Waitangi, Chatham Islands.
Aug. 1	Prescribes dues for the use of Lichtenstein, Arnoldson, and Co.'s wharf at Putiki Bay, Waiheke Island.
" 27	Approves of Opunake Harbour Board leasing to the Opunake Improvement Society (Incorporated) Sections 1, 2, 3, 4, and 5, of Block XLVII, of Opunake Town District, for a period of twenty-one years, at an annual rental of 1s.
Sept. 10	Amends regulations for trout and perch fishing in the Southern Acclimatization District.
" 24	Fixes dues and makes regulations for the use of wharf in Collingwood Harbour.
Oct. 1	Makes additional regulations in regard to the taking of whitebait in the rivers, estuaries, and streams in the Counties of Ashburton, Geraldine, Levels, and Waimate.
" 8	Authorizes the Board of Trade to inquire into and report upon certain matters relative to the fishing industry, and to delegate its powers and functions.
" 8	Approves plans M.D. 4957 of a wharf which Alexander Dugal Clement and Richard Theophilus Wrathall propose to erect at Merita Bay, North Auckland.
" 8	Licenses Alexander Dugal Clement and Richard Theophilus Wrathall to use and occupy a part of the foreshore and land below low-water mark of Merita Bay, North Auckland, as a site for a wharf, for a period of fourteen years.
" 15	Approves plan M.D. 4969 of a bridge which the Cook County Council proposes to construct over the Taruheru Stream at Makaraka Cemetery, and authorizes construction of the bridge.
" 22	Approves plan marked M.D. 4966 of a landing-stage which Patrick Orchard proposes to erect at Whale Island, Bay of Plenty.
" 22	Licenses Patrick Orchard to use and occupy a part of the foreshore and land below low-water mark of Whale Island, Bay of Plenty, as a site for a landing-stage, for a period of fourteen years.
" 22	Approves plans marked M.D. 4974 and 4975 of a cut which the Rangitikei County Council proposes to make in the Rangitikei River, and authorizes the County Council to carry out the work.
" 22	Approves plans marked M.D. 4985 of addition to bathing-sheds that the Wellington City Council proposes to carry out at Evans Bay, Kilbirnie, Wellington.
" 22	Approves plans marked M.D. 4984 of a wharf which Messrs. King Bros. propose to erect at Kotuti, Opuā, Bay of Islands.
" 22	Licenses Messrs. King Bros. to use and occupy a part of the foreshore and land below low-water mark at Kotuti, Opuā, Bay of Islands, as a site for a wharf.
" 22	Amends regulations for trout and perch fishing in the Southern Acclimatization District.
" 29	Alters the limits of the area within which netting is prohibited in the upper part of Otago Harbour.
" 29	Licenses M. A. Bryers to use and occupy a part of the foreshore and land below low-water mark at Omapere, Hokianga, as a site for a wharf, and prescribes dues for the use of the wharf.
" 29	Amends regulations for trout-fishing in the Auckland Acclimatization District.
Nov. 4	Makes regulations for the protection of life and property on ships regarding boats to be swung out when passing through mined areas in Cook Strait and at North Cape.
Dec. 2	Approves plan marked M.D. 4999 of reclamation which the Sumner Borough Council proposes to make in McCormack's Bay, Heathcote Estuary.
" 2	Authorizes the Sumner Borough Council to make a reclamation in McCormack's Bay, Heathcote Estuary.
" 9	Amends regulations as to dates of examination of land engineers.
" 9	Makes regulations as to the shipment and landing of petroleum.
" 9	Approves of Greymouth Harbour Board granting subsidy to T. H. Boustridge to carry out certain work of prospecting for coal.
" 9	Fixes light dues for the port of Whakatane.
" 17	Approves plan M.D. 5002 showing works proposed to be adopted for temporary maintenance of Wairoa River entrance.
" 17	Approves plan M.D. 4995 of alterations in construction of extensions of breakwaters which the Patea Harbour Board proposes to carry out.
" 17	Amends rules as to life-saving appliances.
" 19	Authorizes and empowers the Board of Trade to inquire into and report as to the taking of undersized fish in trawl-nets.
1919.	
Jan. 22	Appoints Professor W. B. Benham to be a member of the Portobello Marine Fish Hatchery Board in place of Robert Chisholm, deceased.
" 22	Revokes Order in Council licensing A. E. Harding to use and occupy a part of the foreshore and land below low-water mark of Kaipara Harbour as a site for a wharf.
" 22	Makes regulation fixing date up to which salmon can be taken in all rivers.
" 22	Licenses John Ralph Bartle to use and occupy a part of the land between low and high water marks in Whangaroa Harbour, and to reclaim such land.
" 22	Revokes Order in Council licensing Hokianga Meat-supply Company (Limited) to occupy foreshore at Rangiahua, Hokianga Harbour, as a site for a store.
" 22	Fixes light dues for the port of Whakatane.
" 22	Approves plan M.D. 5007 of a wharf which the Opotiki County Council proposes to erect at Kutarere, Bay of Plenty.
" 22	Licenses Opotiki County Council to use and occupy a part of the foreshore and land below low-water mark at Kutarere, Bay of Plenty, as a site for a wharf.
" 22	Approves plan M.D. 4993 of a wharf which the Otamatea Lime Company (Limited) proposes to construct on Pahi River, Kaipara Harbour.
" 22	Licenses Otamatea Lime Company (Limited) to use and occupy a part of the foreshore and land below low-water mark of Pahi River, Kaipara Harbour, as a site for a wharf.
" 28	Amends regulations for trout, perch, and tench fishing in the Southern Acclimatization District.
" 28	Amends regulations governing life-saving appliances to be carried by vessels used for pleasure purposes only.
" 29	Approves plan M.D. 4994 of a concrete wall in Akaroa Harbour for Akaroa and Wainui Road Board.
Feb. 5	Amends regulations as to shipment and landing of petroleum.
" 26	Revokes Order in Council licensing Mr. Thomas Lodge to use and occupy a part of the foreshore and land below low-water mark at Russell as a site for wharf and sheds.
" 26	Approves plan M.D. 5021 of a wharf which R. G. Skilton proposes to construct on the foreshore of Onekaka River, Golden Bay.
" 26	Licenses R. G. Skilton to use and occupy a part of the foreshore of Onekaka River, Golden Bay, as a site for a wharf.

RETURN SHOWING THE ORDERS IN COUNCIL ISSUED, ETC.—*continued*.

Date of Order.	Purpose of Order.
1919.	
Mar. 4	Licenses D. Finlayson and S. S. Campbell to use and occupy a part of the foreshore and land below low-water mark at Piritaha, Kaipara, as a site for a wharf.
„ 11	Licenses Percy N. Kingswell to occupy land below low-water mark in the Hauraki Gulf, and to erect hoppers thereon for the purpose of taking shingle and sand.
„ 11	Licenses the Auckland Shingle Dredging Company (Limited) to use and occupy land below low-water mark in the Hauraki Gulf, and to erect hoppers thereon for the purpose of taking shingle and sand.
„ 11	Fixes the date up to which salmon and trout can be taken in all rivers.
„ 11	Amends regulations for the shipment of petroleum, and declares that such amending regulations are in substitution for amending regulations made by Order in Council of the 4th February, 1919.
„ 11	Approves plans marked M.D. 4988 of a coal and oil wharf which the Auckland Harbour Board proposes to erect on the eastern side of the tide deflector, Freeman's Bay.
„ 25	Appoints Henry Daymond to be a trustee for the management of the wharf at Waitangi, Chatham Islands.
„ 25	Revokes Order in Council licensing Alexander McKellar to occupy foreshore at Half Moon Bay, Stewart Island, as a site for a shed.
„ 25	Revokes Order in Council of 5th August, 1907, vesting management of boat-slip at Moeraki in trustees.
„ 25	Vests management of boat-slip at Port Moeraki in trustees for a period of fourteen years.
„ 25	Approves plans M.D. 5025 and 5026 of a jetty and boat-shed which Frank Bythell proposes to construct in Queen Charlotte Sound.
„ 25	Licenses Frank Bythell to use and occupy a part of the foreshore and land below low-water mark in Queen Charlotte Sound as a site for a jetty and boat-shed.
„ 29	Approves plan of proposed road improvements in Akaroa Harbour, and authorizes Akaroa Borough Council to carry out the improvements.

RETURN SHOWING THE NUMBER OF LAND BOILERS AND MACHINERY INSPECTED DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Boilers.

Class.	Not exceeding 5 Horse-power.	Exceeding 5 but not exceeding 10 Horse power.	Exceeding 10 Horse-power.	Total.
Stationary	2,050	1,299	2,023	5,372
Portable	157	1,026	450	1,633
Totals	2,207	2,325	2,473	7,005

Class.	Machinery.	Number.
Hydraulic lifts	...	304
Gas-lifts	...	7
Oil-lifts	...	10
Electric lifts	...	638
Steam-lifts	...	16
Gas, hydraulic, and electric-motor hoists	...	683
Water-engines, water and electric motors, and water-wheels	...	4,697
Peltons	...	248
Turbines	...	125
Gas-engines	...	1,398
Oil-engines	...	7,423
Steam machinery	...	60
Total	...	15,609

RETURN SHOWING THE NUMBER OF SERVICE AND COMPETENCY CERTIFICATES ISSUED TO STATIONARY, WINDING, LOCOMOTIVE AND TRACTION, AND TRACTION-ENGINE DRIVERS, AND TO ELECTRIC-TRAM DRIVERS DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Class.	Number.
Steam stationary—	
Service—First class	8
Competency—	
Extra first-class engineer	3
First class	45
Second class	182
Steam winding, competency	8
Locomotive and traction, competency	141
Locomotive, competency	1
Traction, competency	60
Electric tram, competency	117
Total	565

RETURN OF ENGINEERS TO WHOM EXTRA FIRST-CLASS CERTIFICATES OF COMPETENCY HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919.

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
Barry, John	1918. May 22	101	Warner, Austin Frederick	1918. May 22	102
Harper, Colin McLay	Sept. 10	103			

RETURN OF FIRST-CLASS STATIONARY-ENGINE DRIVERS TO WHOM CERTIFICATES OF SERVICE HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919.

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
Anderson, John Alfred	1919. Mar. 4	1766	Lloyd, Thomas	1918. Nov. 26	1764
Dwen, John William	1918. Nov. 26	1765	Ritchie, Albert Ernest	Sept. 10	1763
Inglis, Albert Edward	1919. Mar. 4	1767	Roberts, Thomas	" 10	1762
Insley, Arthur Ernest	" 4	1770	Wadsworth, Thomas	1919. Mar. 4	1768

RETURN OF FIRST-CLASS STATIONARY-ENGINE DRIVERS TO WHOM CERTIFICATES OF COMPETENCY HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919.

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
Baggarley, Harold Arthur	1918. Nov. 26	1893	Jensen, Soren	1918. Sept. 10	1872
Breeze, Thomas William	1919. Mar. 4	1901	Lindsay, Alfred	"	1868
Brooks, Hector Francis	1918. Sept. 10	1869	Lockington, George Gregory	"	1884
Burrell, Frederick James	1919. Mar. 4	1902	Mayne, Thomas Charles	1919. Mar. 4	1905
Burrows, William John	1918. Sept. 10	1877	Morrow, Robert	1918. Sept. 10	1867
Cameron, Henry Atholroy	Nov. 26	1888	Norrish, Alfred John	"	1870
Child, William James	Sept. 10	1871	Parr, William	"	1883
Cochrane, James	May 22	1863	Posfield, Harold Norman	Nov. 26	1892
Colligan, George	1919. Mar. 4	1900	Patterson, Angus	"	1891
Cornwell, Frederick Charles	"	1904	Pink, Allan	Sept. 10	1876
Cotter, William	1918. Sept. 10	1875	Pople, Edward Oliver	Nov. 26	1894
Cunningham, Alexander	1919. Mar. 4	1897	Rasmussen, Wilfred Neill	May 22	1865
Downs, William	"	1898	Rawlinson, John Gordon	Nov. 26	1896
Eaddy, Charles William	1918. Nov. 26	1889	Robertson, Robert	Sept. 10	1878
Eden, Charles Kenneth Page	"	1890	Sant, Walter	Nov. 26	1886
Finch, Samuel Hector	May 22	1861	Sidaway, Joseph Harry	May 22	1864
Gordon, James	Sept. 10	1880	Sime, John Edward	Nov. 26	1895
Holloway, Frederick Henry	Nov. 26	1885	Tinker, Harry	Sept. 10	1879
Hume, William Rae	1919. Mar. 4	1899	Tooke, Norman Harry	1918. Sept. 10	1873
Ibbetson, John William	1918. Nov. 26	1887	Traves, Walter Henry	"	1874
			Watkins, John Ernest	May 22	1866
			Wearn, Richard John	Sept. 10	1881
			White, Thomas Edwin	1919. Mar. 4	1903
			Wilson, Walter	1918. Sept. 10	1882
			Wright, Herbert	May 22	1862

RETURN OF SECOND-CLASS STATIONARY-ENGINE DRIVERS TO WHOM CERTIFICATES OF COMPETENCY HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919.

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
Anderson, David	1918. May 22	4717	Brookland, Henry	1918. Sept. 10	4814
Anderson, John Andrew	Sept. 10	4815	Brown, Charles Pollock	"	4819
Armitage, Arthur	May 22	4723	Brown, Thomas	Nov. 26	4822
Austin, William	"	4849	Bruce, Donald	May 22	4752
Bauchop, Robert	Sept. 10	4772	Calvey, Michael	1919. Mar. 4	4893
Bellamy, Henry John	"	4806	Campbell, Joseph Huston	1918. Sept. 10	4779
Birchfield, Albert Thomas	Nov. 26	4836	Carter, Alfred George	"	4780
Blair, Alexander David	May 22	4735	Cartwright, James Alfred	Nov. 26	4826
Blyde, Frederick Charles	Sept. 10	4785	Clegg, Oswald	"	4862
Bradley, Thomas William	May 22	4757			
Branton, Thomas Peter	"	4729			

RETURN OF SECOND-CLASS STATIONARY-ENGINE DRIVERS TO WHOM CERTIFICATES OF COMPETENCY
HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919—*continued.*

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
	1918.			1918.	
Collins, William	May 22	4758	Knowles, John Henry	Sept. 10	4774
Croad, Harold Hevenson	"	4762	Kronk, Albert Ernest	Nov. 26	4825
Cross, Edward	Nov. 26	4830		1919.	
	1919.		Lancaster, Frank	Mar. 4	4877
Crossan, Charles Baden Powell	Mar. 4	4889		1918.	
	1918.		Lawrence, Clarence John	Sept. 10	4782
Crowley, George Michael	Nov. 26	4863	Lee, William John	"	4797
Cubis, Leonard Leslie	May 22	4730	Leith, Raymond Francis	"	4813
	1919.		Lenihan, John	May 22	4726
Dawson, Louis Charlton	Mar. 4	4902	Linklater, Archibald John	Sept. 10	4771
	1918.			1919.	
Devine, Thomas Aubrey	May 22	4731	Little, James	Mar. 4	4892
Dickey, David	Nov. 26	4835		1918.	
Dixon, Thomas Henry	May 22	4759	Lucena, Harold Lancaster	Nov. 26	4821
Dobbie, Archibald	Nov. 26	4850	Lunn, Vernon Henry	May 22	4719
Donaldson, George Christian	"	4853	Lynch, John	Sept. 10	4781
Dunn, Thomas	May 22	4741	McAllister, Neil	May 22	4718
Eberhardt, Leonard Leslie	"	4727	McCormick, Edward	Sept. 10	4766
Eckhold, William	"	4720		1919.	
Edwards, Herbert Walter	Sept. 10	4775	McDonald, Charles	Mar. 4	4891
Egarr, Francis Leonard	May 22	4743		1918.	
Evans, Owen James	Nov. 26	4831	McFarlane, Andrew	May 22	4738
Ferguson, James	Sept. 10	4791	McGrath, Stephen John	Nov. 26	4845
Fleming, Herbert	Nov. 26	4839	Mackenzie, James Gretton	Sept. 10	4790
Ford, Thomas Lyons	"	4840		1919.	
	1919.		Mackenzie, Kenneth Michael	Mar. 4	4890
Foss, Rupert William	Mar. 4	4871	McNabb, William Robert Alexander	"	4888
	1918.			1918.	
Foster, George	May 22	4744	MacPherson, William Henry	Sept. 10	4792
Fredric, Albert Henry Edward	Sept. 10	4824		1919.	
	1919.		Mahon, Cornelius	Mar. 4	4882
Fries, Charles James	Mar. 4	4866		1918.	
	1918.		Mangan, William	May 22	4747
Frost, Edward	Nov. 26	4841	Marsh, Samuel Henry	"	4740
	1919.		Martin, John James	Nov. 26	4865
Furby, Harold Richard	Mar. 4	4873		1919.	
	1918.		Mason, John Ihairara	Mar. 4	4867
Galliers, Percy John	Sept. 10	4778	Mason, Joseph	"	4883
Goodhew, Walter John	Nov. 26	4857	Mayson, William Henry	"	4880
Granger, Charles Alfred	Sept. 10	4789		1918.	
Grant, Alan Robertson	"	4807	Memberry, Victor Phillips	Sept. 10	4767
	1919.		Michie, Archibald Douglas	"	4798
Gray, George	Mar. 4	4886	Mills, William George Thomas	"	4816
Green, Samuel Joseph	"	4884	Minchin, Charles Edward	"	4776
	1918.		Mitchell, James	May 22	4756
Groves, Robert	Sept. 10	4773	Moore, Albert Edward	"	4728
Guttery, Arthur Henry	May 22	4753	Moreland, James Albert	Sept. 10	4777
Gyde, James Dudley	Nov. 26	4847	Morgan, William George Richard	"	4768
	1919.		Morley, Gordon Harrison	Nov. 26	4838
Halifax, Wilfred	Mar. 4	4876	Morrison, James	Sept. 10	4802
	1918.		Mylett, William Henry	"	4796
Halliday, George	May 22	4808		1919.	
	1919.		Nathan, Richard	Mar. 4	4885
Hamilton, William James	Mar. 4	4897		1918.	
	1918.		Nott, James	May 22	4748
Hannon, Edward Joseph	Sept. 10	4793	Oakes, Richard Joseph Leedham	"	4749
Haydon, Francis	Nov. 26	4858	Oates, Daniel Douglas	Sept. 10	4811
Hegh, Yalmar Natalius	"	4834	O'Malley, Edmund John	May 22	4754
Henderson, Archibald	"	4842	Ombler, William Henry	Nov. 26	4881
Herbert, Richard Edward	"	4828	Paley, John	"	4823
Higgins, George Leslie	Sept. 10	4795	Palmer, Arthur	"	4854
Hill, Rowland	May 22	4760		1919.	
	1919.		Paterson, Edward Bruce	Mar. 4	4901
Hitchon, Herbert William	Mar. 4	4894		1918.	
	1918.		Pert, Harry Alexander	Nov. 26	4837
Howley, William	Nov. 26	4829	Pomfret, James Frederick	May 22	4742
Hughes, Arthur William	May 22	4721	Pugh, Charles	Sept. 10	4799
Hunter, Maurice	"	4716	Renton, Theophilus	May 22	4746
Hurst, Herbert Irvine, jun.	Sept. 10	4794	Rerekura Wahaapu	Nov. 26	4848
Illingworth, Arthur	"	4801	Richards, George	May 22	4736
Isherwood, James Batty	May 22	4733		1919.	
	1919.		Rinaldi, Samuel	Mar. 4	4878
Johnston, James	Mar. 4	4883		1918.	
	1918.		Rini, John	Sept. 10	4805
Johnston, Robert, jun.	May 22	4725	Robinson, Samuel George	Nov. 26	4851
Jones, Edward Llewellyn	Nov. 26	4843		1919.	
Jones, Frank William	May 22	4737	Robson, Thomas	Mar. 4	4896
Jupp, John Bertrand	Nov. 26	4832		1918.	
King, Thomas	"	4846	Roots, Norman	May 22	4761
Knauf, Frederick Godfrey	May 22	4745	Rout, Ernest Roy	Nov. 26	4861

RETURN OF SECOND-CLASS STATIONARY-ENGINE DRIVERS TO WHOM CERTIFICATE OF COMPETENCY
HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919—*continued.*

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
Sadd, Philip Nelson	1919. Mar. 4	4872	Thompson, Charles Eugene Iram ..	1918. Nov. 26	4844
St. George, Alfred Montgomery ..	1918. May 22	4732	Thompson, Thomas Herbert ..	1919. Mar. 4	4869
Sayed, George Mohammed Isace ..	Sept. 10	4786	Tout, Albert Richard	1918. Sept. 10	4800
Scott, Ernest Hans Graham	"	4769	Walker, Frederick John	May 22	4724
Seddon, John	Nov. 26	4859	Walker, John Peter	Nov. 26	4855
Sergent, William Herbert	Sept. 10	4820	Wall, Edward Joseph	1919. Mar. 4	4899
Shepherd, William	May 22	4715	Walsh, James Henry	1918. Sept. 10	4783
Shogren, Norman Leonard	Sept. 10	4787	Ward, Alfred Gideon	"	4812
Sim, George Alexander	1919. Mar. 4	4900	Watson, Arthur Jack	"	4765
Smith, Bertram William	1918. Nov. 26	4852	Watson, Kenneth Gordon	May 22	4751
Smith, Richard Newman	Mar. 4	4875	West, Thomas Pokene	"	4722
Smith, Ronald Sinclair	"	4874	Whitelock, James Allan	Sept. 10	4810
Snedden, William Miller	1918. Nov. 26	4860	Wiechern, Heinrich Otto Aolph ..	May 22	4739
Sparks, Arthur George	1919. Mar. 4	4864	Williams, Albert William	"	4734
Strang, Thomas Percy	1918. May 22	4755	Williams, Evan	1919. Mar. 4	4868
Street, Richard	Sept. 10	4818	Williams, Frederick	1918. Sept. 10	4803
Sullivan, Stephen Aiden	May 22	4750	Williams, William	"	4804
Switalla, Anthony William	Nov. 26	4827	Willis, George James	Nov. 26	4856
Taylor, Joel Collingwood	May 22	4763	Wilson, Bernard	Sept. 10	4784
Teesdale, Charles Frederick	Sept. 10	4770	Woods, George William	"	4817
Templeton, Andrew John	"	4809	Young, Richard	Nov. 26	4833

RETURN OF LOCOMOTIVE- AND TRACTION-ENGINE DRIVERS TO WHOM CERTIFICATES OF COMPETENCY
HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919.

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
Anderton, Robert Thomas	1918. Nov. 26	3532	Edwards, Archibald George	1918. Sept. 10	3457
Banton, Vincent William	1919. Mar. 4	3547	Edwards, Herbert Walter	Nov. 26	3502
Bartley, Cyril Andrew	1918. Nov. 26	3509	Enright, Edward Patrick	1919. Mar. 4	3558
Bates, Richard Charles Henry	Sept. 10	3493	Evans, John	1918. Sept. 10	3478
Bell, John Arthur	Nov. 26	3446	Evans, William Saer	1919. Mar. 4	3540
Benfell, Thomas Clement	Sept. 10	3492	Fagan, Isaac	1918. Nov. 26	3528
Bennett, Lewis Harold	1919. Mar. 4	3537	Ferguson, William Johnston	"	3524
Bishop, Henry Clayton	1918. Sept. 10	3488	Foster, Alfred George	1919. Mar. 4	3563
Bland, Byrne Stanley	"	3490	Fox, Thomas	"	3557
Boden, Benjamin	1919. Mar. 4	3545	Freeman, George	"	3542
Broad, Thomas	"	3543	Gardiner, Henry John	1918. Nov. 26	3508
Brown, Cecil James	1918. May 22	3451	Garven, Johnnie	Sept. 10	3486
Bull, George	"	3432	Glendinning, George	May 22	3431
Burgess, Alfred Clement	Nov. 26	3536	Good, Retlaw	1919. Mar. 4	3564
Burleigh, Richard	1919. Mar. 4	3546	Gordon, James Carnegie	1918. Sept. 10	3459
Campbell, Colin Alfred	1918. Sept. 10	3469	Gray, Archibald Joseph Claude ..	May 22	3435
Chadwick, Harry Leo	May 22	3452	Guttery, Arthur Henry	Sept. 10	3487
Chamberlain, John Robert Albert ..	Nov. 26	3519	Hardy, Alexander	Nov. 26	3512
Colc, Alfred Gilbert	Sept. 10	3489	Harmon, Alexander John	May 22	3442
Collins, Herbert Percy	Nov. 26	3523	Heath, Charles Mortimer	"	3454
Craven, John Hood	May 22	3439	Hill, Albert	Sept. 10	3497
Crawley, John Alexander McMaster ..	Sept. 10	3499	Hill, Edmund Charles	"	3484
Davern, John Timothy	1919. Mar. 4	3551	Hill, James	May 22	3440
Dawson, Stanley Herbert	1918. May 22	3434	Hill, Joseph	Nov. 26	3513
Dearing, Henry	Nov. 26	3520	Hillier, William	Sept. 10	3482
Dews, George	Sept. 10	3466	Hirst, William John	"	3475
Dibley, George	1919. Mar. 4	3548	Hitchcox, Claude Wilford	"	3491
Dorreen, Francis Gordon	1918. Nov. 26	3516	Hobbs, Alfred John Whatley	"	3470
Dower, Harold Ralph	May 22	3447	Hosie, David	Nov. 26	3539
Dowling, Michael Leslie	1919. Mar. 4	3556	Hughes, Ernest Henry	"	3525
Durrant, Robert Parker Cornwall ..	1918. May 22	3455	Hunter, William Alfred Adolphus ..	May 22	3429
			Ingram, Alexander	1919. Mar. 4	3549
			Johnston, John Alexander	1918. Sept. 10	3458
			Johnston, Maxwell Stewart	May 22	3445
			Joyce, James	Nov. 26	3533

RETURN OF LOCOMOTIVE- AND TRACTION-ENGINE DRIVERS TO WHOM CERTIFICATES OF COMPETENCY
HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919—*continued*.

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
	1918.			1918.	
Keating, Edward Joseph	Sept. 10	3494	Phillips, Robert	Nov. 26	3531
Keating, Patrick	Nov. 26	3521	Plummer, Stephen Thomas	Sept. 10	3479
Keen, Charles Edward	"	3506	Potts, Joseph	May 22	3443
Kennedy, Nicholas Robert	May 22	3426	Pratt, Thomas Wilfred	Nov. 26	3511
Kofoed, Robert John	Sept. 10	3472	Primrose, Alfred Desmond	"	3526
Little, Charles	"	3460	Richardson, James Wylie	May 22	3444
Livingstone, Kenneth	"	3471	Roberts, Edward Athol Alexander	"	3438
Loudon, Harry Stanley	"	3495	Robertson, Archibald	Sept. 10	3480
McAllister, Archibald	"	3485	Robertson, Frederick Richard Charles Bernard	May 22	3422
McArley, William	Nov. 26	3535	Ross, Herbert Henry	"	3437
McGuigan, William Thomas	"	3529	Rossiter, Edwin Arthur	Nov. 26	3510
McKernan, John	"	3514	Rouse, Frederick James	"	3517
McPhail, Charles Edward	May 22	3421	Sargent, John	Sept. 10	3468
McRae, John William Alexander	Sept. 10	3473	Scott, Walter Thomas	"	3456
	1919.		Seale, George Edward Douglas	"	3464
Mander, Jacob	Mar. 4	3562		1919.	
	1918.		Seyb, John	Mar. 4	3560
Martelli, Horatio de Courcey	Nov. 26	3503	Sheedey, James Rodrie	"	3554
	1919.		Sinclair, Ronald	"	3544
Mathers, Adam Anmerell	Mar. 4	3552		1918.	
	1918.		Skiffington, Thomas	Nov. 26	3505
Metcalfe, Joshua Robert	Nov. 26	3522	Smith, Percy Arthur	May 22	3433
Metzentlin, John Edward	"	3515	Somerville, John Maitland	Nov. 26	3507
Michie, Archibald Douglas	"	3527	Stewart, William Henry	May 22	3448
Millar, Frederick	Sept. 10	3465	Taylor, James Randolph	Sept. 10	3481
Monds, Robert William Archibald	Nov. 26	3524	Taylor, William Frederick	"	3462
Moore, Ansley Adair	Sept. 10	3476	Thomas, David	"	3496
Moosman, Adolph	May 22	3449	Thomson, John William	May 22	3441
Moynihan, Thomas	Nov. 26	3501	Tutt, Albert Douglas	Sept. 10	3467
Munro, George	May 22	3453	Upchurch, Edward James	May 22	3424
Murray, Andrew Mercer	Sept. 10	3474		1919.	
Needs, Robert Alexander	Nov. 26	3530	Walsh, Cornelius	Mar. 4	3538
Nelson, Charles Robert Thompson	May 22	3425		1918.	
Nelson, William Pugh	Sept. 10	3461	Watson, Kenneth Gordon	Sept. 10	3483
Newson, Frederick Leonard	May 22	3436	Whall, Frederick	May 22	3430
	1919.		Wheldon, Albert Joseph	Sept. 10	3463
Orr, Roy Eric	Mar. 4	3561	Wilsner, Arthur Ernest	May 22	3450
Pateman, Joseph Harold	"	3550	Wilson, William Robert	"	3428
Payne, Arthur	"	3551	Wood, George Francis	Nov. 26	3504
	1918.			1919.	
Fearson, Kenneth Samuel	May 22	3423	Young, William	Mar. 4	3541
Pennell, Joseph James	Nov. 26	3518			
	1919.				
Pettigrew, George	Mar. 4	3555			

RETURN OF LOCOMOTIVE-ENGINE DRIVERS TO WHOM CERTIFICATES OF COMPETENCY HAVE BEEN
GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919.

Name of Person.	Date of Issue.	No.
Eyes, Harry Dean	1918. November 26	8

RETURN OF TRACTION-ENGINE DRIVERS TO WHOM CERTIFICATES OF COMPETENCY HAVE BEEN
GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919.

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
	1919.			1919.	
Ahern, James Patrick	Mar. 4	211	Counihan, Eugene	Mar. 4	217
	1918.		Craig, Albert	"	223
Allan, Frederick Victor	May 22	168		1918.	
	1919.		Davis, Edward	May 22	174
Bailey, Roy	Mar. 4	214	Davison, Hugh Alexander	Sept. 10	178
	1918.		Donaghy, John Patrick	"	188
Bennett, Thomas	Nov. 26	197	Drysdale, William	Nov. 26	194
	1919.			1919.	
Boness, Thomas Alfred	Mar. 4	221	Frew, Edgar Harold	Mar. 4	215
	1918.			1918.	
Challis, Alfred James	May 22	165	Gibbons, Horace Allison	Nov. 26	195
Clive, James	"	166	Glasgow, William Jules	Sept. 10	184
	1919.		Greer, Cuthbert William David	May 22	176
Colligan, Samuel	Mar. 4	212	Griebel, Reuben Charles	Sept. 10	186

RETURN OF TRACTION-ENGINE DRIVERS TO WHOM CERTIFICATES OF COMPETENCY HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919—*continued.*

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
	1918.			1919.	
Habberjam, Thomas	Nov. 26	201	Perriam, Henry Robert	Mar. 4	222
Hansen, Charles	Sept. 10	190		1918.	
Harraway, Alfred	Nov. 26	206	Petrie, Thomas William	Sept. 10	179
	1919.		Priest, Thomas	"	185
Harvey, Thomas Dick	Mar. 4	213	Richardson, Wilfred Osborne	May 22	167
	1918.		Riddell, John	"	177
Hayman, William Harold	Nov. 26	199	Robinson, James	"	173
Hazlett, James Garvie	May 22	175	Rose, Ernest William	Nov. 26	210
Healy, John Francis	Nov. 26	207	Ruddenklau, Charles Thomas	Sept. 10	180
Holmes, William Wallace	Sept. 10	187	Ryan, Martin Alexander	"	191
Jane, Sidney Harold Walter	Nov. 26	208	Scott, Allan Henry	Nov. 26	204
Kennedy, Gilbert	May 22	164	Smith, Charles	"	196
Knight, David Hugh	"	172		1919.	
Lyne, Digby	"	170	Smith, George Wallace	Mar. 4	218
Martin, Charles John	Sept. 10	192		1918.	
Matheson, Alexander James	Nov. 26	205	Stewart, William	Sept. 10	182
Miller, George William Arthur	"	202	Stickings, James Michael	"	193
	1919.		Sullivan, Charles	"	183
Miller, James Henry	Mar. 4	220		1919.	
	1918.		Tregerthen, John Driver	Mar. 4	214
Naish, Richard Burton Moore	Nov. 26	198		1918.	
Nichol, Robert John	May 22	171	Vallance, Ernest	Sept. 10	189
Nobletty, John	Nov. 26	209	Vincent, Albert Edward	"	181
O'Grady, Michael	"	203		1919.	
Oxnam, Ernest David	May 22	169	Wilson, William	Mar. 4	219
			Winter, William	"	224

RETURN OF WINDING (STEAM) ENGINE DRIVERS TO WHOM CERTIFICATES OF COMPETENCY HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919.

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
	1918.			1918.	
Archibald, William Brownrigg	Nov. 26	561	Green, John	Sept. 10	560
Burns, Egerton Joseph	May 22	556	Payne, George James	Nov. 26	563
Dean, James Vincent	"	557	Simonsen, Carlott Emil	Sept. 10	559
Ellis, Thomas Mason	"	558	Wood, Harry	Nov. 26	562

RETURN OF ELECTRIC-TRAM DRIVERS TO WHOM CERTIFICATES OF COMPETENCY HAVE BEEN GRANTED FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919.

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
	1918.			1918.	
Allbon, Thomas	Sept. 10	824	Failes, Thomas William	Nov. 26	826
Allen, Ewart Gladstone	May 24	762	Fast, Alfred Charles	Aug. 29	783
Andrew, George	Aug. 29	800	Feasey, Richard Gazey	May 24	774
Bailey, Isaac	May 24	775		1919.	
Balzer, Walter Gordon	Nov. 26	834	Gallagher, George Samuel	Mar. 12	868
Barker, Leo Horace Beilby	Aug. 29	813	Garrick, James	"	863
Barnett, Arthur	"	790	Garrick, Oscar	"	864
	1919.			1918.	
Batty, Percy	Mar. 12	865	Gearry, Thomas	Aug. 29	808
Boot, George Arthur	"	866	George, Vernon	Sept. 10	820
	1918.		Gledhill, Ernest Allan	Aug. 29	791
Callingham, James Herbert	May 24	767	Gosse, Charles Herbert	May 24	768
Cameron, Kenneth Douglas	Sept. 10	822	Gow-Campbell, Arthur Leonard	"	777
Campbell, Thomas Gray	Nov. 26	835	Green, Henry	"	773
	1919.			1919.	
Chester, Ainsley Brewer	Mar. 12	857	Green, Thomas	Mar. 12	852
	1918.			1918.	
Clothier, Frederick Charles	May 24	765	Grut, Seymour d'Auvergne	May 24	772
	1919.		Hamilton, John Robert	Aug. 29	801
Dale, Edwin	Mar. 12	850	Hanscomb, Alfred Edward	"	779
Davy, Frank Reginald	"	873	Harbottle, Albert	Nov. 26	836
Denton, Peter	"	851	Hastings, Albert Anthony	Aug. 29	815
	1918.		Henry, Samuel	"	809
Des-Forges, Harold Henry	Sept. 10	819		1919.	
De Willimoff, Emile Claude	Nov. 26	825	Hill, James Arthur	Mar. 12	869
	1919.			1918.	
Eagle, Hamlet	Mar. 12	858	Hocking, James Henry	Aug. 29	792
Ellis, Ernest George	"	867	Hodges, John Ernest	"	793
	1918.		Hodson, John Bertram	Nov. 26	827
Evans, Rewi Leonard	Aug. 29	812	Hubbard, William	Aug. 29	784

RETURN OF ELECTRIC-TRAM DRIVERS TO WHOM CERTIFICATES OF COMPETENCY HAVE BEEN GRANTED
FROM THE 1ST APRIL, 1918, TO THE 31ST MARCH, 1919—*continued*.

Name of Person.	Date of Issue.	No.	Name of Person.	Date of Issue.	No.
	1918.			1918.	
Huggard, Archibald	May 24	763	Reid, William James	Sept. 10	818
Humphrey, Harold Walter ..	Nov. 26	833	Rikihana, Daniel	Aug. 29	794
Hunt, William Henry	"	837	Robinson, Frederick	"	780
Hunter, Hugh	Aug. 29	802	Robinson, John	"	804
James, George	May 24	760	Rogers, John Charles	"	788
Jones, Leonard Bold	"	761	Rowe, Arthur Victor	May 24	769
Jones, Norman Harding	Nov. 26	847	Selby, William	Nov. 26	829
Kjoss, Frederick	"	848	Scott, James	Sept. 10	823
	1919.		Smith, Francis Joseph	Aug. 29	810
Lang, Henry Trapnell	Mar. 12	870	Smith, George Francis Cornelius ..	"	805
	1918.		Smith, Percy Alfred	May 24	766
Lee, Bramwell Clifford	May 24	759	Souness, James Albert	Aug. 29	789
Logan, Andrew	Aug. 29	803		1919.	
Ludkin, Edward	"	785	Steer, Walter Jesse	Mar. 12	861
McFarlane, Robert	Nov. 26	845		1918.	
	1919.		Stirling, James William	May 24	757
McGuire, John	Mar. 12	853	Sutton, Bertie	"	776
	1918.		Tanner, William Edward	Nov. 26	830
MacLennan, Finley	Aug. 29	786	Thomas, Leslie Joseph	Aug. 29	817
McLennan, Murdoch	Sept. 10	821	Thompson, Arthur Harloe	Nov. 26	844
Maloney, Francis	Nov. 26	838	Thomson, Henry Andrew	Aug. 29	866
Meurant, Edward Henry	May 24	755	Thorrington, Sydney Brown	May 24	756
Midgeley, Lawrence Bernard ..	Nov. 26	839	Turner, Albert Edward	Aug. 29	795
	1919.		Turner, Edgar Percival	Nov. 26	843
Miles, Harry	Mar. 12	856	Violich, Albert Campbell	Aug. 29	816
Miller, John Francis	"	859	Voyce, Alfred Victor	"	796
	1918.		Walker, Thomas Wilson	Nov. 26	831
Miskimmin, Thomas Lowry ..	Aug. 29	814	Wall, Patrick Joseph	Aug. 29	798
Moore, Thomas	"	781	Waller, Frederick	"	799
Murphy, William James	"	782	Wallis, Spencer William	May 24	770
Neal, William Arthur	Nov. 26	846		1919.	
	1919.		Ware, Leonard Sydney	Mar. 12	872
Novis, Albert Victor	Mar. 12	871	Watson, Leslie	"	862
	1918.			1918.	
O'Meara, James	Nov. 26	840	White, Arthur Charles	Aug. 29	811
Pearce, Sydney George	Aug. 29	787	Whyteross, Francis Charles ..	Nov. 26	849
Pearcy, James	Nov. 26	841		1919.	
Perry, Austin	"	828	Williams, Joseph Edward	Mar. 12	854
Platt, Thomas Henry	Aug. 29	778		1918.	
	1919.		Williams, Robert Evan William ..	May 24	771
Randell, Alfred	Mar. 12	855	Willimoff, Emile Claude de ..	Nov. 26	825
	1918.		Young, Frederick William	"	842
Read, Reuben	May 24	758	Younghusband, Frank Betram ..	May 24	764
	1919.		Zarth, Reinhold	Aug. 29	807
Reid, Frederick Charles	Mar. 12	860			

RETURN OF FATAL ACCIDENTS IN CONNECTION WITH MACHINERY DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person Injured.	Date of Accident.	Cause of Accident and Remarks.
Ross and Glendining (Limited), Dunedin	Hydraulic lift..	George Joyce ; 15 years ..	23/5/18	Joyce's body was found lying on top of the lift, with his legs dangling clear, and his body was held in this position by a bale of denim 3½ cwt. in weight, which was lying across his face. How he got into this position is a mystery.
Estate of the late E. Lockington, Reefton	Shafting ..	Henry Spencer ; 60 years ..	8/8/18	It appears that Spencer was at the time either reaching over the counter shaft, which was in motion, or else had taken a sudden fainting fit. He fell across the shaft when a set screw caught his vest-pocket. His vest and shirt tightened round the shaft and he was eventually choked.
Manson and Clark (Limited), Port Ahuriri	Sawmill ..	Ernest Manson ; 33 years ..	12/8/18	Manson was adjusting a belt on a pulley when his coat-sleeve was caught between the belt and the pulley, and he was pulled round the shaft and was thrown with great force 12 ft. away. His right leg was broken and was afterwards amputated, but the shock caused his death later.
L. D. Nathan and Co. (Limited), Auckland	Electric lift ..	E. J. Williams ; 15 years..	10/9/18	It is presumed that the deceased mistook the floor the lift was on. He stepped into empty space and fell to the bottom of the lift-well and was killed.
The Golden Bay Cement Works (Limited), Taranaki	Friction winch	James Lancaster ; 49 years ..	12/9/18	A skip of coal was being hoisted when Lancaster, who was operating the bull rope, became entangled in it. He signalled to the winchman to lower, which he did. In lowering Lancaster somehow got under the skip and was pinned to the ground. He received such injuries to his head, chest, and back as to cause his death five days afterwards.
G. A. Findlay (Limited), Dunedin	Sewing ..	Eileen I. Downie ; 14 years ..	25/9/18	It is thought that Miss Downie went under the table to get something. Her hair was caught by the shafting, which was in motion under the table, causing dislocation of neck and the scalp was torn off her head.
The West Coast Refrigerating Company (Limited), Patea	Refrigerating ..	John Vernon ; 26 years ..	7/10/18	A fan which had just been erected was being tested when Vernon was struck by one of the blades of the fan and killed.
Rise and Shine Gold-dredging Company, Cromwell	Dredging ..	J. M. Wrightson ; 41 years ..	21/11/18	The cause of this accident is not known. When the body was found it was caught between two wheels of the winch. Wrightson had either fallen in between the wheels or his clothes had been caught by them and so drawn him in.
Motuhora Stone Quarries Company (Limited), Motuhora	Locomotive ..	Eric Adams ; 20 years ..	30/1/19	The locomotive Adams was on went off the line and capsized. In the fall the steam-pipe carried away. Adams was severely scalded by the steam and he died from shock.
W. Winter, Te Horo	Traction ..	James R. Andrews ; 60 years ..	16/2/19	Andrews was in the act of starting the engine when his right foot got into the spokes of the fly-wheel. He lost his balance and his body was drawn in by the wheel. His neck was broken and caused his death.

RETURN OF NON-FATAL ACCIDENTS IN CONNECTION WITH MACHINERY DURING THE FINANCIAL YEAR ENDED 31ST MARCH, 1919.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident.	Nature of Injury.	Cause of Accident, and Remarks.
Oamaru Woollen Factory Company (Limited), Oamaru	Power loom	Stella Pygall; 16 years	6/4/18	Fingers injured	When engaged cleaning the shuttles with a piece of waste Pygall's right hand came into contact with the gearing of the loom.
A. and T. Burt (Limited), Dunedin	Electric motor	Cyril Hart; 17 years	19/4/18	Finger lost	Hart was at the time feeling the bearing when his under finger of right hand was caught in the moving motor.
The Mosgiel Woollen Factory Company (Limited), Mosgiel	Yarn-breaking	P. M. Gilligan; 35 years	20/4/18	Hand injured	While feeding the machine Gilligan's left hand was drawn into it. The hand was bruised and he lost the little finger.
Leggatt and Campbell, Papatowai	Log-hauler	J. W. Smith; 15 years	24/4/18	Leg injured	Smith's leg was crushed between the hauler and some other plant. The leg was so injured that it had to be amputated
The Wellington Woollen Manufacturing Company (Limited), Petone	Wool-carding	Robert Bates; 17 years	1/5/18	Arm injured	Bates put his right arm into the machine to remove a piece of wool. The gearing of the machine caught his shirt-sleeve and drew his arm in, lacerating it
C. and W. Hayward (Limited), Dunedin	Rip-saw	A. G. Roberts; 28 years	3/5/18	Fingers and thumb injured	When sawing a piece of wood Roberts's left hand came into contact with the saw.
The New Zealand Shop Fronts (Limited), Wellington	Circular saw	James Sexton; 41 years	13/5/18	Fingers injured	Sexton accidentally allowed his left hand to be caught by the saw. He lost one finger and part of another.
The Phoenix Company (Limited), Dunedin	Wrapping machine	Violet Thompson; 16 years	21/5/18	Fingers injured	By misplacing the fingers of her right hand, Thompson had them caught in the machine and bruised.
Canterbury Frozen Meat Company (Limited), Pareora	Mincing	Alexander Meikle; 56 years	25/5/18	Head injured	Meikle was repairing the machine when the fastener of the belt came round and struck him on the head.
The Phoenix Company (Limited), Dunedin	Printing	George Shelton; 16 years	27/5/18	Hand injured	Shelton fainted while working at the machine. His right hand was caught in it and was badly crushed.
J. Wilkie and Co. (Limited), Dunedin	Book-jointing	Charles Tourelles; 16 years	1/6/18	Finger injured	Tourelles's forefinger of his right hand was caught by the machine, cutting it.
Henry Brown and Co. (Limited), New Plymouth	Planing	John Storrington; 54 years	5/6/18	Fingers injured	When engaged taking chip out of the machine Storrington allowed the second and third fingers of his left hand to come into contact with the knives. He lost the tips of both fingers.
Hallenstein Bros. (Limited), Dunedin	Electric lift	V. Ellis; 16 years	11/6/18	Head injured	After he had started the lift Ellis put his head partly over the gate, and the top part of lift caught his head and crushed it.
R. Hudson and Co., Dunedin	Biscuit-cutting	Charles Smith; 54 years	14/6/18	Hand injured	Through inattention Smith allowed his left hand to be caught in the machine and got it badly crushed.
Hintons Limited, Dunedin	Power press	J. H. Hinton; 44 years	17/6/18	Fingers injured	Hinton placed his fingers under the press and lost the tips of the third and fourth fingers of his right hand.
S. Kirkpatrick and Co. (Limited), Nelson	Capping machine	Philip Way; 15 years	17/6/18	Arm injured	The top of the tin flew off the machine and cut Way's arm.
S. Kirkpatrick and Co. (Limited), Nelson	Making screwed tops for glass jars	Philip Way; 15 years	27/6/18	Arm injured	Way's arm was caught in the machine and bruised.
F. H. Reilly, Wellington	Wood-working	R. E. Flan; 30 years	1/7/18	Finger injured	Flan's right hand slipped and came into contact with the knives of the machine. He lost two joints of the index finger.
C. H. Furness and Co. (Limited), Auckland	Electric lift	Harold Thomas; 16 years	2/7/18	Heel injured	Thomas was riding on the lift when his heel was caught by one of the stringers and crushed while passing one of the floors.
Wellington Technical Educational Board, Wellington	Lathe	L. E. Pudney; 14 years	3/7/18	Finger injured	Pudney had the index finger of his left hand crushed between the gearing of the lathe, and had to have it amputated.
Waitemata Sawmill Company, Auckland	Crosscut saw	Alfred McCormack; 44 years	3/7/18	Thumb injured	When sawing wood McCormack permitted the thumb of his right hand to come into contact with the saw.
C. and W. Hayward (Limited), Dunedin	Planer	Thomas Palmer; 28 years	8/7/18	Fingers injured	The timber Palmer was planing slipped and two fingers of his left hand were caught in the knives of the planer, and the tops were taken off.

R. W. Smith, Wellington	..	Circular saw	..	William E. Jeffrey; 37 years	8/7/18	Hand injured	Through Jeffrey not looking at the work he was doing his right hand came into contact with the saw. He lost two fingers and his hand was lacerated.
Stewart and McPhail, Dunedin	..	Drilling	..	Robert Hubbard; 17 years	10/7/18	Fingers injured	Hubbard climbed on machine, instead of using a ladder, to put a belt on. He got the second and third fingers of his left hand crushed between the belt and the pulley.
C. and W. Hayward (Limited), Dunedin	..	Wood-working	..	Alexander Moore; 36 years	12/7/18	Finger injured	While engaged boring at this machine the bit ran into the forefinger of Moore's left hand, cutting it.
The Phoenix Company (Limited) Dunedin	..	Caramel-cutting	..	Frank McDonald; 14 years	22/7/18	Finger injured	McDonald misplaced his right forefinger and had it cut in the machine.
Peter Fraser, Caversham	..	Dough-brake	..	Peter Fraser; 57 years	26/7/18	Hand injured	Fraser's left hand was accidentally drawn into the rollers and was crushed.
Skelton, Frostick, and Co. (Limited), Christchurch	..	Stiffener-roller	..	George Fagan; 26 years	26/7/18	Fingers injured	While operating the machine Fagan's first and second fingers of his left hand were crushed by the rollers of the machine.
C. and W. Hayward (Limited), Dunedin	..	Planer	..	J. C. Crawford; 36 years	26/7/18	Fingers injured	Crawford had the tips of the second and third fingers of his left hand badly cut by the knives of the planer.
Robertson Bros. (Limited), Nelson	..	Shaping	..	James Ritchie; 50 years	29/7/18	Finger injured	Ritchie's forefinger accidentally came into contact with the machinery and was badly cut.
H. Grange, Newmarket	..	Crosscut saw	..	R. O'Brien; 16 years	31/7/18	Thumb injured	When reaching across the bench O'Brien's thumb touched the saw and it was cut.
The Leyland-O'Brien Timber Company (Limited), Auckland	..	Moulding	..	Michael O'Brien; 53 years	5/8/18	Finger injured	In attempting to remove a splinter while machine was in motion, O'Brien's right forefinger was cut off by the knives of the machine.
Booth, Macdonald, and Co., Sydenham	..	Circular saw	..	H. Kinsman; 30 years	8/8/18	Fingers injured	The wood Kinsman was sawing jammed and turned over the saw. It struck his hand causing injury to the fingers of his left hand.
The Bruce Woollen Manufacturing Company (Limited), Milton	..	Carding	..	Joseph Robertson; 26 years	13/8/18	Hand injured	While trying to pick a piece of wool off the cog-wheels Robertson's right hand was caught by them and was lacerated.
Fletcher Bros. (Limited), Wellington	..	Planer	..	Alfred King; 23 years	12/9/18	Hand injured	When working at machine King slipped and his hand was caught by the knives of the planer and was cut.
The Stewart Timber, Glass, and Hardware Company (Limited), Wellington	..	Saw-bench	..	John Lloyd; 51 years	16/9/18	Finger injured	Lloyd was oiling a bearing when he accidentally got his third finger caught by the gearing.
C. and W. Hayward (Limited), Dunedin	..	Planer	..	A. L. Hayward; 52 years	18/9/18	Hand injured	The piece of timber Hayward was planing kicked back and struck his right hand, causing a flesh wound.
Fletcher Bros. (Limited), South Dunedin	..	Planer	..	A. M. Leggatt; 40 years	20/9/18	Hand injured	Leggatt's right hand came into contact with the knives of the planer, causing injury to the back of his hand.
Aulsebrook and Co., Christchurch	..	Lozenge-cutting	..	Frederick Allen; 18 years	25/9/18	Fingers injured	Allen was trying to remove a piece of hard dough from the rollers when the fingers of his left hand were caught by them and were crushed.
The Mosgiel Woollen Factory Company (Limited), Mosgiel	..	Thread-opening	..	Richard Rae; 64 years	28/9/18	Arm injured	When feeding machine the sleeve of Rae's right arm was caught by the machinery. The upper part of his forearm was torn off.
Michael Moylan, Mabel School	..	Chaffcutter	..	L. A. King; 33 years	4/10/18	Fingers injured	While attending machine King accidentally allowed his left hand to be caught in it. He lost parts of all the fingers and thumb of the hand.
George Wix and Son, Anderson's Bay	..	Sausage	..	V. N. Wix; 14 years	7/10/18	Fingers injured	Wix inadvertently got his right hand into the machinery and had thumb and two fingers cut.
Otago Preserving Company (Limited), Burnside	..	Power press	..	Alexander McKinley; 17 years	23/10/18	Fingers injured	While feeding the press with tin plate, McKinley accidentally allowed the two fingers of his right hand to get under the guard-plate and had the tips taken off.
The New Zealand Refrigerating Company (Limited), Smithfield	..	Refrigerating-engine	..	T. Wakefield; 49 years	31/10/18	Hand injured	Wakefield was wiping down the engine when he got his right hand jammed between the crosshead and the link of the compressor and the bed of the engine. His hand and wrist were severely fractured.

RETURN OF NON-FATAL ACCIDENTS IN CONNECTION WITH MACHINERY, ETC.—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person Injured.	Date of Accident.	Nature of Injury.	Cause of Accident, and Remarks.
The Mosgiel Woollen Factory Company (Limited), Mosgiel	Hosiery-knitting	Annie Gibson; 17 years	27/11/18	Head injured	When leaning down to pick up something, Miss Gibson's hair was caught by the pulley-shaft and she had her head bruised.
The Leyland-O'Brien Timber Company (Limited), Auckland	Sawmill	William Crabb; 15 years	4/12/18	Hand injured	Crabb's right hand slipped off the fingerboard, and it came into contact with the saw and was cut.
Dingle and Wilson, Wellington	Electric lift	Fred. Cresswell; 34 years	6/12/18	Arm injured	Cresswell was walking to the lift when it accidentally started. His right arm was caught between the frame and the lift, badly lacerating it.
The Phoenix Company (Limited), Dunedin	Dough-roller	John Hurring; 17 years	9/12/18	Hand injured	While rolling out dough Hurring allowed his left hand to be caught in the rollers and had it crushed.
The Windsor Manufacturing Company (Limited), Wellington	Tin-die press	Ed. Sheffieldheim; 24 years	16/12/18	Fingers injured	When working at the machine Sheffieldheim's three fingers got under the stamp and were crushed.
W. Crabtree and Sons, Wellington	Lathe	L. P. Hastings; 20 years	13/1/19	Body injured	While engaged turning, Hastings's jacket was caught in the lathe. It drew him in and he had his shoulder and chest bruised.
Waller and Banks, Puni	Threshing machine	Martin Wright; 17 years	13/1/19	Arm injured	Wright was feeding the machine when he put his left arm too far in. It was caught by the drum and was taken off at the elbow.
The Leyland-O'Brien Timber Company (Limited), Auckland	Rip-saw	Jack Burnett; 17 years	17/1/19	Finger injured	The first finger of Burnett's left hand came into contact with the saw and was cut.
The Phoenix Company (Limited), Dunedin	Caramel-roller	Leonard Vial; 14 years	21/1/19	Finger injured	Through misplacing his right hand Vial got the third finger bruised in the rollers of the machine.
The Phoenix Company (Limited), Dunedin	Notching	Allan Laing; 15 years	24/1/19	Finger injured	Laing accidentally got the point of the fourth finger of his right hand under the notches and had it taken off.
William Blackie, Mosgiel	Circular saw	Thomas Blackie; 34 years	28/1/19	Thumb injured	Blackie's right thumb came into contact with the saw and was injured.
Andersons Limited, Christchurch	Punching	J. Jamieson; 30 years	4/2/19	Finger injured	Jamieson placed the first finger of his left hand under the punch and had it crushed.
A. B. Wright and Son (Limited), Auckland	Goods-lift	Frank Lovegrove; 25 years	5/2/19	Arm injured	The protection-bar fitted to the lift-wall had been temporarily removed, and while Lovegrove was on the lift his left arm was crushed between the lift balance and the balance guard.
Aulsebrook and Co., Christchurch	Biscuit-runners	Hector Burt; 13 years	12/2/19	Hands injured	Burt had just removed tray from the runner and put his hand on the travelling-chain. His hand was caught in the sprocket, and in trying to release himself by lifting the chain his other hand was caught and both were badly squeezed.
Petrotite Limited, Wellington	Paper-pulper	Ivan Bentley; 18 years	12/2/19	Arm injured	While putting paper into the mincer Bentley's right hand was drawn into the machine and his arm was torn off at the elbow.
Andersons Limited, Christchurch	Grinding	C. Shann; 42 years	18/2/19	Finger injured	Shann's right hand was caught by the machinery supplying water to the stone and a finger was injured.
Aulsebrook and Co., Christchurch	Electric lift	Roy A. Heath; 14 years	25/2/19	Foot injured	While riding on lift (against orders) Heath's left foot was caught between the floor of the lift and a joist and was badly bruised.
The Leyland-O'Brien Timber Company (Limited), Auckland	Crosscut saw	Alfred O'Meara; 45 years	5/3/19	Finger injured	When removing chip from the back of the saw O'Meara's third finger of his right hand touched the saw, and he lost the tip of it.
T. C. Ray, Arapito	Separator	Catherine Ray; 42 years	7/3/19	Arm injured	Mrs. Ray was replacing the separator-belt when it got entangled. It drew her right hand on to the shaft, severely injuring it.
Mosgiel Woollen Factory Company (Limited), Mosgiel	Drawing	Amy McLeod; 20 years	7/3/19	Finger injured	Miss McLeod had the two fingers of her left hand crushed by the rollers.
The Phoenix Company (Limited), Dunedin	Biscuit	Charles Simms; 17 years	11/3/19	Finger injured	While attending to the machine the fourth finger of Simms's right hand was caught in the pushing-link and was crushed.

Clarke Company, Dunedin ..	Wool-scouring ..	Thomas Egan ; 28 years ..	18/3/19	Arm injured ..	Egan was putting a belt on a revolving pulley when his left arm came into contact with it and was cut.
Aulsebrook and Co., Christchurch ..	Staying ..	Doris Cone ; 16 years ..	20/3/19	Finger injured ..	The machine got jammed and Miss Cone attempted to clear it with her finger, instead of using pincers. The cutter came into contact with the middle finger of her right hand, splitting it.
New Zealand Automatic Bakeries (Limited), Wellington	Divider ..	John Page ; 53 years ..	22/3/19	Thumb lost ..	Page was cleaning the machine while in motion. His right hand thumb was caught in it and was taken off.
Quill, Morris, and Co. (Limited), Christchurch	Electric lift ..	A. Newman ; 54 years ..	24/3/19	Head and face injured ..	Newman was looking over the lift when it accidentally started. His head and face were bruised between the lift and the floor.
William Nees and Son (Limited), Dunedin	Planer ..	C. E. Davies ; 34 years ..	25/3/19	Fingers injured ..	When feeding the machine Davies's left hand slipped and came into contact with the knives. The tips of the second and third fingers were cut.
C. and W. Hayward (Limited), Dunedin	Planer ..	William Gemmell ; 32 years ..	26/3/19	Finger injured ..	The timber Gemmell was planing slipped and his right hand came into contact with the knives. The tip of the forefinger was taken off.
The New Zealand Refrigerating Company (Limited), Picton	Goods-lift ..	P. Simpkins ; 27 years ..	27/3/19	Foot injured ..	Simpkins's right foot was projecting over the floor of the lift when it came into contact with the floor. Both his ankle and his foot were bruised.
C. A. Grainger, Appleby ..	Refrigerator ..	C. A. Grainger ; 35 years ..	29/3/19	Head injured ..	Through accidentally coming into contact with the revolving fan Grainger's skull was fractured and his scalp badly lacerated.
Stewart Timber, Glass, and Hardware Company (Limited), Wellington	Band-saw ..	W. Walsh ; 53 years ..	31/3/19	Ankle injured ..	While working at the saw Walsh's foot slipped and he was caught in the driving-wheel. His ankle was twisted and strained.

RETURN SHOWING THE NAMES OF OWNERS OF ADDITIONAL BOILERS AND TRANSFERS WHICH REQUIRE TO BE IN CHARGE OF CERTIFICATED ENGINE-DRIVERS.

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine in inches.	Class of Driver required.	Additional Boilers: Names of late Owners of Transferred Boilers: and also showing where Size of Cylinders are now amended.
AUCKLAND DISTRICT.						
Auckland Farmers' Freezing Company (Limited)	King's Wharf	Steaming	42	Nil	Second	Late Taupiri Coal Company.
Bay of Plenty Dairy Company	Te Puke ..	Butter-factory	37	7½ and 11	..	Late Woodville Bacon Factory.
Brown, E.	Manawhae	Sawmill ..	20	10	..	Late Greig and Bates.
Casey, W.	Auckland	"	40	14	..	Late Parker, Lamb, and Co.
Craig, J. J. (Limited)	Avondale	Brickworks	72	20	First ..	Late Auckland Brick Company.
Franklin County Council	Mercer ..	Stone-crushing	5	7½	Traction	Late P. Butler.
Kauri Timber Company	Thames ..	Log-hauling	19½	Two 8¾	Second	Additional.
McColl Timber Company (Limited)	Onchunga	Sawmill ..	72	11½	..	Late Auckland Veneer and Timber Company.
New Zealand Government, Lands and Survey Department	Hauraki Swamp	Dredging..	10	Two 9	..	Late Auckland Harbour Board.
New Zealand Government, Public Works Department	Tauranga	Pile-driving	16.4	Two 7¼	..	Size of cylinders amended.
Opouriao Dairy Company	Taneatua	Dairy factory	30	6	..	Additional.
Pyrotan Leather Company..	Onchunga	Tannery ..	22	10½	..	Late Surtie Bros.
Stansell, J. R. G.	Kerepehi	Flax-mill..	12	7 and 10½	..	Late R. Hunter.
Tauranga Rimu Company ..	Tauranga	Hauling ..	19	Two 10	..	Late Castlecliff Railway Company.
Torchape Fibre Company ..	Torehape	Flax-mill..	30	10	Locomotive	Late C. Roose.
Union Steamship Company (Limited)	Auckland	Hoisting ..	34	Four 6	Second	Size of cylinders amended.
Waitemata County Council	Oakley Creek	Quarry ..	6	6 and 9	..	Late Smales Bros.
Whakamarama Land and Timber Company	Omokoroa	Hauling ..	27	Two 9	Traction	Additional.
Whakatane Borough Council	Whakatane District	Road-roller	5½	5¼ and 8½	Locomotive and traction	Late Auckland City Corporation.
AUCKLAND NORTH DISTRICT.						
Brookes Bros. and Chuck ..	Lake Ohia	Flax-mill..	12	7 and 11½	Second	Late Whangarei Borough Corporation.
Hawkins, T.	Tangowahine	Hauling ..	9½	Two 6¼	..	Late W. Allen.
King Bros.	Opua ..	Sawmill ..	35	14	Locomotive	Requirements of Act.
Leyland-O'Brien Timber Company	Kaigaroa	Hauling ..	22	Two 9½	..	Late New Zealand Government Railways.
McCallum and Coulthard ..	Whakapara	Sawmill ..	20	Two 10	Locomotive	Requirements of Act.
New Zealand Government, Public Works Department	Paeroa ..	Dredging..	19	Two 8	..	Late Dominion Portland Cement Company.
Ditto ..	Taurima ..	Stone-crushing	25	Two 11	First ..	Additional.
Wilson's Portland Cement Company	Portland	Hauling ..	20	Two 5¾	..	Late New Zealand Portland Cement Company.
"	"	"	9	Two 6¼	..	Late Dominion Portland Cement Company.
"	"	"	23	Two 9½	..	"
"	Waro ..	Air-compressor	27	12	Second	"
AUCKLAND SOUTH DISTRICT.						
Archibald, W.	Wainiha	Sawmill ..	25	14	Second	Late C. Hunter.
Cambridge Co-operative Dairy Company	Cambridge	Dairy factory	30	Nil	..	Additional.
Carlson, A.	Rotongaro	Sawmill ..	44	16	..	Requirements of Act.
Firth Pumice Company	Manunui	Pumice-works	16	Two 8¾	..	Late New Zealand Pumice Company.
Gilbert, D.	Morrinsville	Boring ..	7	4 and 7	Second	Requirements of Act.
Griffith Bros. and Jordan ..	Te Kauwhata	Flax-mill..	16	Two 8	..	"

New Zealand Dairy Association (Limited)	Eureka ..	Dairy factory	21	10	..	Second	Late Eureka Dairy Company.
"	Frankton Junction	Casein-factory	43	9	..	"	Additional.
"	Matangi ..	Glaxo-factory	72	11 and 19	..	"	"
"	"	"	72	11 and 19	..	"	"
"	"	"	95	14 and 21	..	"	"
"	"	"	95	14 and 21	..	"	"
"	"	"	14	Two 9½	..	Second	Late J. J. Wilson.
New Zealand Government, Public Works Department	Okahukura	Pumping air	17	Two 9½	..	"	Late J. J. Wilson.
"	"	"	73	17½	..	"	"
Pukuweka Sawmill Company (Limited)	Manunui	Sawmill *	12	11	..	First ..	Late Patate Timber Company.
Taupo Totara Timber Company (Limited)	Ngongutaha	" *	12	11	..	"	Late Rotorua Timber Company.
"	"	"	10	7 and 11	..	Traction	"
Te Kuiti Lime Company	Te Kuiti ..	Lime-works	20	8½ and 14½	..	First ..	Late J. Aliwell.
Waihou Valley Dairy Company	Te Aroha West	Glaxo-factory	50	6, 9, 12½, and 22	..	"	Late Auckland Shingle Company.
Waitomo Sawmill Company	Waitomo Valley	Hauling ..	13-8	Two 8½	..	Locomotive	Additional.
"	Otorohanga	Sawmill ..	68	13	..	Second	Requirements of Act.
Watkins Bros. (Limited)	Hakahi ..	Hauling ..	8	6½ and 11½	..	Traction	Late I. J. Wilson.
							Late Manson and Clark.
CANTERBURY DISTRICT.							
Andrews's Twine Company..	Rangiora..	Flax-mill..	12	6½ and 11½	..	Second	Late R. Allen.
Booth, Macdonald, and Co. (Limited)	Christchurch	General ..	8	6½ and 10	..	Traction	Late Powiss and Fitzgerald.
Burns, J.	Scargill District	Threshing ..	8	6	..	"	Late W. Travis.
Christchurch Tramway Board	Christchurch	Hauling ..	6	4½ and 7 ..	..	Locomotive	Late Stratford Borough Corporation.
Curragh Bros.	Templeton	Threshing ..	8	9	..	Traction	Late R. Curragh.
"	"	General ..	8	9	..	"	"
"	"	"	8	9	..	"	"
Dixon, R. O.	East Eyreton	"	16½	6½ and 10½	..	"	Requirements of Act.
Duncan, P. and D. (Limited)	Christchurch	"	8	9	..	"	Late J. Henderson.
Everest Bros.	Greenpark District ..	"	8	6½ and 10½	..	"	Late Gibb Bros.
Hampton Bros.	Southbridge	"	8	9	..	"	Late C. Hampton.
Humm and Co.	Waddington	"	6	8	..	"	Late Humm Bros.
"	"	"	5	7	..	"	"
Jones, T. B.	Hororata	"	9	6½ and 10	..	"	Late R. Moffatt.
Lyon, J.	Bankside ..	"	8	6 and 10½	..	"	"
Macintosh, R.	North Loburn	Threshing ..	8	9	..	"	Late C. Elliot.
Madden and Gordon	Lincoln ..	General ..	5	5½ and 8 ..	..	"	Late H. H. Busch.
Matthews, J. J.	Rangiora	Threshing ..	8	9	..	"	Late R. Matthews.
Mehrtens, H. J.	"	General ..	8	9	..	"	Late R. Macintosh.
Mount Torlesse Coal Company	Avoca ..	Coal-mining	8	Two 7	..	"	Late Drury Brick and Tile Company.
Napier, A. C.	Culverden	General ..	6	8	..	Locomotive	Requirements of Act.
New Zealand Glue Company	Woolston	Glue-works	35	Two 6, four 2½, three 2½	..	Traction	Size of cylinders amended.
"	"	"	10	6½ and 11½	..	Second	"
Pulley, P. J.	Loburn ..	General ..	10	6½ and 11½	..	Traction	Late Feather Bros.
Quinlan and Carney	North Loburn	Threshing ..	6	8½	..	"	Late E. Morgan.
Reid, T.	Bennett's	General ..	5	5½ and 8 ..	..	"	Late Reid Bros.
Robinson, J.	Ellesmere District ..	"	8	6½ and 10½	..	"	Late Tummer and Withell.
Rossiter, A.	Sefton ..	"	8	6½ and 11	..	"	Late J. Rossiter.
Skilling, J.	Rangiora District	"	7	8	..	"	Late J. White.
Stockbridge and Cullen	Greendale	"	9	9	..	"	Late F. Cullen.
Todd and Son	Kaipoi ..	"	9	6½ and 10½	..	"	Late Todd Bros.

* Boilers coupled.

RETURN SHOWING THE NAMES OF OWNERS OF ADDITIONAL BOILERS AND TRANSFERS WHICH REQUIRE TO BE IN CHARGE OF CERTIFICATED ENGINE-DRIVERS—continued.

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine in inches.	Class of Driver required.	Additional Boilers; Names of late Owners of Transferred Boilers; and also showing where Size of Cylinders are now amended.
HAWKE'S BAY DISTRICT.						
Bourke, M. F.	Clive	Wool-scouring	40	Two 11	First ..	Late Herman and Weger.
Clayton, W. L.	Gisborne	Steaming	50	Nil	Second	Late Gear Meat Company (Limited).
Hawke's Bay Soap and Tannery Company	Awatoto ..	Soap-works	50	7½ and 8	"	Size of cylinders amended.
Johnston, C. F.	Waipukurau	Flax-mill ..	12	7 and 11	"	Late E. J. Nash.
Little, J.	Matawheroa	Wool-washing	24	6½	"	Late s.s. "Karora."
Mackley, A.	Gisborne	Steaming	64	Nil	"	Late New Zealand Government State Mines Department.
McLeod, A.	Matawai ..	Sawmill ..	33	Two 9½	"	Late McLeod Sawmill Company.
McLeod and Gardiner	Hastings	Woodworking	12	8 and 14	First ..	Late Falls and Co.
Paterson and Robertson	Ongaonga	Sawmill ..	14	7½ and 12	"	Late H. Harris.
"	"	"	6	8½	Traction	"
Satterthwaite, J. ..	Tomoana	Hauling ..	6	10	"	Late W. J. and A. F. Douglas.
Tamaki Dairy Company (Limited)	Te Rehunga	Dairy factory	36	Nil	Second	Additional.
Te Ohu Sawmill Company ..	Te Ohu ..	Sawmill ..	13	Two 8½	"	Late Baigent Bros.
Waipatiki Oil Wells Company	Waipatiki	Oil-boring	21	Two 12	First ..	Size of cylinders amended.
Williams, T.	Hastings	Hauling ..	7½	6½ and 10½	Traction	Late Holt and Sons.
Withel and Delaney	Waikaremoana	Sawmill ..	25	16½	First ..	Late A. V. Udy.
MARLBOROUGH DISTRICT.						
Corry and Co.	Blenheim	General ..	6	6½ and 10½	Traction	Late J. May.
Marlborough Timber Company	Opouri Valley	Log-hauling	29	Two 8½	Second	Size of cylinders amended.
Wairau Hospital Board	Blenheim	Laundry ..	37	Nil	"	Additional.
"	"	"	37	Nil	"	"
NELSON DISTRICT.						
Hill, W. P.	Wakefield District.	General ..	6	6 and 10½	Traction	Late K. and A. Snowden.
Houlkers Fruit Products Company	Port Motueka	Fruit-preserving	33	10½	Second	Late Nelson Fruit Packers (Limited).
Skilton, R. G.	Onekaka	Sawmill ..	12	Two 8½	"	Late W. Grant.
NELSON SOUTH DISTRICT.						
Jack Bros.	Kotuku ..	Sawmill ..	20	Two 10	Second	Late Waimea Sawmill Company.
Murray Creek Gold-mining Company	Inglewood	Battery	49	Two 14	First ..	Size of cylinders amended.
Westport Coal Company ..	Milerton	Mining	49	Two 14	"	"
"	"	"	55	6½, 13, 20, and four 14½	"	"
OTAGO DISTRICT.						
Abbotsford Tileries (Limited)	Abbotsford	Pottery-works	25	14½	First ..	Late C. and W. Gore.
Arthur, A. V.	Ida Valley	Chaff-cutting	3½	6½	Traction	Late Arthur Bros.
CaIRD Bros.	Haitangata	Flaxmill ..	12	7 and 11½	Second	Requirements of Act.
Craig, A.	Hampton	Chaff-cutting	6	7½	Traction	Late P. and A. Craig.
Craigton and Reid	Hokonga District	Threshing	8	9½	"	Size of cylinders amended.
Crownwell Canning Company	Crownwell	Canning factory	16	9	Second	"
Ewing Phosphate Company	Milburn ..	Crushing	20	12	"	Late R. T. Stewart.
Fleming and Co. ..	Milton	Flour-mill	25	12½ and 22½	First ..	Late P. McGill.
Glendernid Limited	Sawyer's Bay	Tannery ..	30	12	Second	Late Michaelis, Hallenstein, and Farquhar.

Hide, C.	Waitahuna District	Threshing and chaff-cutting	6	7½	..	Traction	..	Late Spiers and Gunn.
Hutton, J. T.	Alexandra	General	8	9	..	"	..	Late Hutton Bros.
Hutton, R.	Miller's Flat	"	8	6½ and 10½	..	"	..	"
Jones, D.	Waipata..	Canning-works	16	Nil	..	Second	..	Late New Zealand Gold and Scheelite Proprietary Company.
Kaituna Coal Company	Kaitangata	Hauling ..	18	Two 7	..	"	..	Late Bruce Dredging Company.
Kitching, J. O.	Kelso ..	Threshing	6½	8	..	Traction	..	Late G. Perkins.
McLeod Bros.	Dunedin	Soapworks	72	Nil	..	Second	..	Late Dunedin Engineering and Steel Company (Limited).
New Zealand Coal and Oil Company	Orepuki ..	Shale-works	20	Nil	..	"	..	Late Barewood Gold-mining Company.
New Zealand Government Mental Hospitals Department	Kaitangata	Hauling ..	18	Two 9½	..	Locomotive	..	Size of cylinders amended.
New Zealand Refrigerating Company (Limited)	Seacliff ..	Laundry	18	7½	..	Second	..	Late Kahikatea Sawmill Company.
Otago Ironworks ..	Pukekai ..	Hauling ..	23	Two 9½	..	Locomotive	..	Late New Zealand Government Railways.
Otago Preserving Company	Green Island	Ironworks	30	20	..	First ..	..	Late Golden Bed Gold-dredging Company.
Payne, F. W.	Burnside	Heating ..	30	Nil	..	Second	..	Late A. and T. Burt (Limited).
Pearson, J.	Straits Settlement	Gold-dredge	30	Nil	..	"	..	Late Golden Beach No. 2 Gold-dredging Company.
Petrie, G.	Milton ..	Chaff-cutting	7	8½	..	Traction	..	Late J. and T. Milne.
Plew, F.	Ronahapa	General ..	8	9	..	"	..	Late J. P. Brown.
Polson, J.	Paretai ..	Wood-cutting	6	8½	..	"	..	Late Bruce Railway and Coal Company.
Reid Bros.	Enfield ..	Threshing	8	9	..	"	..	Late Carrodus and Polson.
Reid, J. B.	Toiro ..	"	8	9	..	"	..	Late J. Denniston.
Riddell, J.	Dunedin ..	Wood-cutting	6	7	..	"	..	Late Carrodus and Polson.
Ross and Glendinning (Limited)	"	Hauling ..	6	9	..	"	..	Additional.
Ruddenklau, J. D.	Alma ..	Chaff-cutting	6	Two 7½	..	"	..	Late Dunedin City Corporation.
South Otago Freezing Company	Balclutha	Freezing-works	8	8½	..	"	..	Late J. J. Waight.
Tapanui Chaff-cutting Syndicate	Tapanui ..	Chaff-cutting	118	15 and 28	..	First ..	..	Additional.
Waitaki Dairy Company	Dunedin ..	Dairy factory	7½	8	..	Traction	..	Late Duncan and Co.
White, J. R.	Maclean	Sawmill ..	30	Nil	..	Second	..	Late Topliss Bros.
Withey and Ireland	Goodwood	Chaff-cutting	20	14	..	"	..	Late Star Gold-dredging Syndicate.
			8	6½ and 10	..	Traction	..	Late A. Harris.

SOUTHLAND.

Bannockburn Coal-mining Company	Bannockburn	Hauling and pumping	43	Two 10	..	Second	..	Late Lyttelton Harbour Board.
Black Diamond Coal Company	Nightcaps	Hauling ..	16	7 and 11½	..	"	..	Late Tinker Bros.
Byrnes and Johnson	Kawarau Gorge	Air-compressor and rock-drill	20	8 and 12½	..	First ..	..	Size of cylinders amended.
Caird Bros.	Otapiri Gorge	Flax-mill..	14	7 and 11	..	Second	..	Late J. Caird.
"	Oware ..	"	12	7½ and 11½	..	"	..	Late F. Henry.
Campbell Bros.	Fortification	"	14	Two 8½	..	"	..	Late C. Templeton.
Chamberlain, W.	Orawia ..	General ..	6	8	..	Traction	..	Late J. Laurie.
Clifden Lime Company	"	"	9	9	..	Locomotive and traction	..	Late A. W. Rodger.
Fleming and Co.	Gore ..	Flour-mill	37	7	..	Second	..	Late Woodville Bacon-factory.
Gore Dairy Factory Company	"	Cheese-factory	20	5	..	"	..	Late Cook and Gemmell.
Hamilton and Co.	Papatotara	Sawmill ..	52	14½	..	First ..	..	Size of cylinders amended.
Hardy and O'Connor	Underwood	General ..	6	8	..	Traction	..	Late F. W. Baldy.
Hogg, G.	Orepuki ..	"	8	9	..	"	..	Late Mrs. C. Hogg.
Invercargill Borough Corporation	Invercargill	Electric lighting	118	13 and 20, 11½ and 22½, 9 and 14½	..	First ..	..	Additional.
"	"	"	118	Ditto	..	"	..	"
Island Dairy Company	Mataura Island	Dairy factory	39	Two 9½	..	Second	..	Late Jubilee Coal Company.
Keith and Butler ..	Limehills..	Sawmill ..	14	Two 8½	..	"	..	Late J. Butler.
"	"	Hauling ..	4½	6½	..	Traction	..	Late A. A. F. Knife.

RETURN SHOWING THE NAMES OF OWNERS OF ADDITIONAL BOILERS AND TRANSFERS WHICH REQUIRE TO BE IN CHARGE OF CERTIFICATED ENGINE-DRIVERS—*continued.*

Name of Owner.	Where boiler used.	Purposes for which used.	Horse-power of boiler.	Diameter of Cylinders of Engine in inches.	Class of Driver required.	Additional Boilers: Names of late Owners of Transferred Boilers; and also showing where Size of Cylinders are now amended.
SOUTHLAND DISTRICT—<i>continued.</i>						
Knife, A. A. F.	Invercargill	Chaff-cutting	7½	8	Traction	Late Brown Bros.
Linton Coal Company	Nightcaps	Hauling	16	7½ and 11½	Second	Late Mossbank Coal Company.
McIntosh, N.	Wainahaka	General	4½	6½	Traction	Late W. Blair.
McMillan, S.	Nightcaps	Hauling and pumping	23	7	Second	Late New Zealand Government Railways.
Marlborough Timber Company	Mussel Beach	Hauling	13	Two 7½	Locomotive	Late Ohai Railway Board.
"	Port Craig	Log-hauling	128	Two 12, two 10	First	Additional.
"	"	Hauling	9	Two 7½	Locomotive	Late Homebush Coal Company.
"	"	"	9	Two 7	"	Late Mussel Bay Sawmill Company.
Mataura Collieries (Limited)	Mataura	Hauling and pumping	20	7 and 11½	Second	Late J. Anderson.
Menzies Ferry Dairy Company	Menzies	Dairy factory	29	8	"	Late Edendale Dairy Factory Company (Limited).
More and Sons (Limited)	Longwood	Sawmill	32	Two 12½	First	Late Southland Sawmill Company.
New Brighton Coal Company	Nightcaps	Hauling	23	Two 6	Second	Late S. McMillan.
New Zealand Pine Company	Colac	Sawmill	30	15½	First	Size of cylinders amended.
New Zealand Sugar of Milk and Casein Company	Edendale	Sugar-of-milk factory	54	12 and 9	"	Requirements of Act.
"	"	"	54	12 and 9	"	"
Ocean Beach Freezing Works (Limited)	Invercargill	Freezing-works	40	14, 16, 22½, 28	"	Late New Zealand Coal and Oil Company (Limited).
Patterson, W. J.	Mosburn	General	8	9½ and 5½	Traction	Late Southland County Council.
Ferriam and Challis	Collingwood	Threshing	8	9	"	Late A. R. Jenkins.
Poole, G.	Invercargill	Wood-working	14	Two 8½	Second	Late T. Steel.
Reid and Gray	Gore	Threshing	7	8½	Traction	Late R. A. Orr.
"	"	"	9½	9	"	Late Carran and McKay.
Smith, W., and Co.	Round Hill	Sawmill	14	14½	Second	Size of cylinders amended.
Steel, T.	Kauana	Flax-mill	20	8 and 12½	First	Late Island Block Gold-dredging Company.
TARANAKI DISTRICT.						
Cardiff Co-operative Dairy Company	Cardiff	Cheese-factory	32	9	Second	Late New Zealand Powell Wood Process Company.
Egmont County Council	Opunake	Crushing	5½	5 and 8½	Locomotive and traction	Late Andrews Bros.
James and Co.	Stratford	Tannery	35	Nil	Second	Late T. Symons.
Kaponga Dairy Company (Limited)	Riverlea	Cheese-factory	16	8	"	Size of cylinders amended.
Kaupokonui Co-operative Dairy Company	Waikura	"	25	Nil	"	"
Murray, D., and Co.	Wanganui	Shop tools	20	12½	First	Additional.
New Zealand Refrigerating Company	"	Freezing-works	143	19 and 32	Second	Late F. S. Easton.
Okato Co-operative Dairy Company	Okato	Cheese-factory	35	8	"	Late Kaponga Dairy Company (Limited).
Pembroke Co-operative Dairy Company	Stratford	"	17	6½	"	Late Cardiff Co-operative Dairy Company.
Stratford Farmers Co-operative Association (Limited)	Huinga	"	17	5	"	"
Taranaki Dairy Company	Rua Roa	Dairy factory	21	Nil	"	Requirements of Act.
Thompson, J.	Raetihi	Sawmill	28	13	"	Late Brown and Co.
Wanganui Borough Council	Wanganui	Steam-wagon	6	4 and 7	Locomotive and traction	Late J. Hogg and Co.
"	"	Heating	26	14	Second	Size of cylinders amended.
Wanganui Meat Freezing Company (Limited)	Castledelf	Freezing-works	118	12, 15, 27, 28	First	Additional.

TIMARU DISTRICT.

Anderson, W.	..	Methven	..	General	..	8	6 and 10	..	Traction	..	Late W. and D. Anderson.
Ashburton Borough Council	..	Ashburton	..	"	..	8	9	..	"	..	Late E. G. Church.
Bass, F. W.	..	Mount Somers	..	Hauling	..	10	Two 7½	..	Locomotive	..	Late Blackburn, Smith, and Co.
Bennison, A. W.	..	Tinwald	..	General	..	8	7 and 11	..	Traction	..	Late Gallagher Bros.
Burgess, G. H.	..	Mayfield	..	"	..	8	9	..	"	..	Late J. Burgess.
Cairns, D.	..	Chertsey	..	"	..	6	8	..	"	..	Late P. McCarthy.
Campbell, D.	..	"	..	Threshing	..	8	9	..	"	..	Requirements of Act.
"	..	"	..	General	..	8	9	..	"	..	"
Drummond, J.	..	Barrhill	..	"	..	8	6 and 10	..	"	..	Late P. Drummond.
Frost, L.	..	Mayfield	..	"	..	8	9	..	"	..	Late G. H. Burgess.
Gibson, S.	..	Makikihi	..	"	..	8	6 and 10½	..	"	..	Late H. W. Busch.
Grigg Bros.	..	Alford Forest	..	"	..	8	9	..	"	..	Late W. H. Stevens.
Kirk, A. E.	..	Waihao Forks	..	"	..	8	9½	..	"	..	Late W. Hawkins.
Lock, H. E.	..	Methven	..	"	..	7	8	..	"	..	Late H. Chapman.
McCrenor, D.	..	"	..	"	..	8	6½ and 11	..	"	..	Late J. W. Strachan.
McLachlan, J.	..	Ashburton	..	"	..	9	6½ and 10	..	"	..	Late J. E. Grigg.
Munro, D.	..	Parera	..	"	..	8	9½	..	"	..	Late Quinn Bros.
Nelson, J.	..	Eiffelton	..	"	..	8	9	..	"	..	Late G. Bennison.
Ross, J.	..	Lyndhurst	..	"	..	8	8½	..	"	..	Late W. Ross.
Ruddenklau, H.	..	Waimate	..	"	..	9½	6½ and 10½	..	"	..	Requirements of Act.
Smith Bros.	..	Ashburton	..	Sawmill	..	52	11	..	"	..	Late Smith and Sons.
South, J.	..	Winchester	..	General	..	9	9	..	Second	..	Late W. Reid.
Sutton, W. T.	..	Ashburton	..	"	..	9	6½ and 10	..	Traction	..	Late F. L. Sutton.
Tiffin, J.	..	Makikihi	..	"	..	6	8	..	"	..	Late H. Hayman.
Tozer, H. J.	..	Pleasant Point	..	"	..	8	6½ and 11½	..	"	..	Late J. McLean.
Wilson, W.	..	Ealing	..	"	..	8	9	..	"	..	Late J. F. Chucas.
Winter Bros.	..	Cave	..	"	..	9	9	..	"	..	Late G. Saunders.
Withell, J.	..	Ealing	..	"	..	16	6½ and 10½	..	"	..	Late Ellery Bros.

WELLINGTON DISTRICT.

Ashlea Hemp Company	..	Tokomaru	..	Flax-mill	..	32	12 and 20	..	First	..	Late W. Liggins.
"	..	"	..	"	..	12	7 and 10½	..	Second	..	Late T. Liggins.
Bartholomew, P.	..	Koputaroa	..	Sawmill	..	19	10½	..	"	..	Late T. Bevan.
Brownlee and Co.	..	Kilbirnie	..	"	..	60	Nil	..	"	..	Late Wellington Cooperage and Box Company.
Burke, T. J.	..	Petone	..	Wool-scouring	..	20	7 and 11	..	"	..	Requirements of Act.
Harvey and Co.	..	Levin	..	Wood-factory	..	30	Nil	..	"	..	Late J. Bartholomew
Konini Co-operative Dairy Company	..	Konini	..	Butter-factory	..	32	12	..	"	..	Late Ballance Co-operative Dairy Company.
Lever Bros. (Limited)	..	Petone	..	Soapworks	..	50	7½	..	"	..	Late Fay and Co.
"	..	"	..	Steaming	..	30	7½	..	"	..	Requirements of Act.
McLachlan, J.	..	Masterton	..	General	..	8	6½ and 10½	..	Locomotive and traction	..	Late McLachlan Bros.
New Zealand Farmers' Co-operative Company	..	Ngahauranga	..	Steaming	..	17	Nil	..	Second	..	Late Waikato Bacon Company.
Ditto	..	"	..	"	..	30	"	..	"	..	Late J. Adams and Co.
"	..	"	..	Bacon-factory	..	70	"	..	"	..	Additional.
Pohui Fibre Company	..	Featherston	..	Flax-mill	..	20	Two 11	..	First	..	Late W. Booth and Co.
Smith and Co.	..	"	..	"	..	14	Two 10	..	Second	..	Late H. Peacocke.
Wellington City Council	..	Scarborough	..	Fellmongery	..	16	9	..	"	..	Requirements of Act.
"	..	Wellington	..	Hauling	..	5	4 and 6½	..	Traction	..	Additional.
"	..	"	..	"	..	5	4 and 6½	..	Locomotive	..	"
Wellington Hospital Charitable Aid Board	..	"	..	Steaming	..	70	Nil	..	Second	..	Late Gamman and Co. (Limited).
Wellington Woollen Manufacturing Company (Limited)	..	Petone	..	Woollen-mills	..	40	27½ and 35	..	First	..	Late Wellington Meat Export Company (Limited).

RETURN SHOWING THE NAMES OF OWNERS OF ADDITIONAL BOILERS AND TRANSFERS WHICH REQUIRE TO BE IN CHARGE OF CERTIFICATED ENGINE-DRIVERS—continued.

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine in Inches.	Class of Driver required.	Additional Boilers: Names of late Owners of Transferred Boilers, and also showing where Size of Cylinders are now amended.
WELLINGTON NORTH DISTRICT.						
Davis, R., and Co.	Palmerston North	Flax-mill..	14	Two 8½	Second	Requirements of Act.
Feilding Sash and Door Company	Makaranui	Sawmill ..	20	16	First ..	Size of cylinders amended.
Foxton Cordage and Flax-milling Company	Palmerston North..	Flax-mill..	20	Two 10	Second	Requirements of Act.
Gamman and Co.	Ohakune	Hauling ..	27	Two 10½	Locomotive	Late New Zealand Government Railways.
"	"	"	13	Two 7½	"	Requirements of Act.
Goldfinch and Co.	"	Sawmill ..	36	14½	Second	Late Silver Pine Sawmilling Company.
Holt, R., and Sons	Horopito	"	36	14	"	Late Berg Bros.
Lewis and Coutis	Palmerston North..	Sash and door factory	17	Two 8½	"	Size of cylinders amended.
Luers, F. W. H.	Hihitahi ..	Sawmill ..	33	Two 10½	First ..	"
Manawatu County Council	Sanson ..	Railway ..	27	Two 7½	Locomotive	Late New Zealand Government Railways.
Moore, John	Rata ..	Sawmill ..	12	7 and 11	Second	Late R. Davis and Co.
Nathan, Joseph, and Co.	Bunnythorpe	Glaxo-factory	95	16	First ..	Late Rongotea Dairy Company.
Orata Sawmilling Company	Horopito	Sawmill ..	42	16	"	Late Perham, Larsen, and Co.
Palmerston North Hospital Board	Palmerston North	Steaming..	43	Nil	Second	Late Brownlee and Co.
"	"	"	43	"	"	"
Quinn Bros.	Hihitahi ..	Sawmill ..	67	16	First ..	Size of cylinders amended.
Rangitikei Co-operative Dairy Company	Ohakea ..	Dairy factory	27	8	Second	Late Union Timber, Sash and Door Factory.
Simpson, W. J.	Marton ..	General ..	6	5 and 8	Traction	Late R. H. Simpson.
Smith, P. G.	Raetihi ..	Sawmill ..	38	16	First ..	Late Raetihi Sawmilling Company.
"	"	"	30	14	Second	Late A. Faulkner.
Wall and Jensen	Wainui ..	Log-hauling	15	Two 8½	"	Late R. W. Smith.
Whitaniui (Limited)	Moutoa ..	Sawmill ..	12	7 and 11	"	Requirements of Act.
"	"	Flax-mill..	95	12½ and 20½	First ..	Size of cylinders amended.
WESTLAND DISTRICT.						
Butler Bros.	Ruatapu	Locomotive	14	Two 7	Locomotive	Late Ogilvie and Co.
"	"	"	14	Two 9½	"	"
"	"	Hauling ..	22	Two 8½	Second	Late Halswell Quarry Company.
Lake Brunner Sawmilling Company..	Ruru ..	"	12	Two 9	Locomotive	Late Brownlee and Co.
McAlpine, J.	The Landing	Sawmill ..	25	8 and 12½	First ..	Late Dobson Sawmilling Company.
Ogilvie and Co.	Marsden ..	Hauling ..	12	Two 7	Locomotive	Late Gamman and Co.
Prohibition Gold-mining Company	Waiuta ..	Mining ..	20	Two 14	First and winding	Late Blackwater North Cold-mining Company.
Red Jacks Sawmilling Company	Ngahere ..	Hauling ..	18	Two 7	Locomotive	Late Kotuku Sawmilling Company.
"	Red Jacks	"	8	Two 7	"	Late Orwell Creek Sawmilling Company.
Stratford and Blair	Hukarere	Sawmill ..	16	Two 10	Second	Late Westland Brick Company.
"	"	Hauling ..	18	Two 9	Locomotive	Additional.
Stuart and Chapman	Hokitika	"	26	Two 6½	"	Late Kanieri Sawmilling Company.
Te Kinga Land and Timber Company	Te Kinga	"	10	Two 8	"	Late Midland Sawmilling Company.
Watson, R. T.	Charming Creek	Locomotive	8	9	"	Late Norris Bros.
Westland Sawmilling Company	Manunui	Sawmill ..	20	14	Second	Late Davidson Bros.
"	"	Hauling ..	14	Two 7	Locomotive	Late Midland Sawmilling Company.

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