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LUDIE	Nomo of Master		master was Henry J. Burke. g before a two fresh committed ring course he deep sea	or deal with as to costs carried by A. Ingram.	teern mole Davies.	side No. 2 Myles M. Down- press same, ton.	four hours sung from Auckland, dnight, sel stopped F. McKenzie. esulting in rard, touch	boats, &c., T. Haultain.	s or cargo ragged and Ed. Cartner. to reef at damage to	on the bar, W. Gash. hannel, she	nd ng harbour W. Bridgen. Im, struck was subse-
TO THE MAKINE DEFARIMENT FROM THE IST AFRIL, 1929, TO THE OLSE MAKED, 1923.	Finding of Court of Inquiry:		At the Magisterial inquiry the master was exonerated, but on a rehearing before a Supreme Court Judge and two fresh assessors he was held to have committed an error of judgment in not altering course to northward and in not having the deep-sea	lead handy, but the Court did not deal with his certificate and made no order as to costs. When crossing bar inward was carried by heavy southerly on to beach at north of	ownig to strong south-west gale blowing ship slightly grazed port bow on wetsern mole when entering breakwater under tow, but	no damage was done A fire was discovered in starboard side No. 2 hold, and measures taken to suppress same, but flames eventually burst through the	hatch, and, although subdued four hours later, heavy smoke was seen issuing from harch at 10 p.m. when entering Auckland, and fire was extinguished at midnight When proceeding down channel vessel stopped to avoid launch in fairway, resulting in wind causing vessel to sag to leeward, touch	ground and become fast A heavy sea struck vessel, damaging boats, &c., and washing sundry small gear overboard,	but doing no damage to hatches or cargo Owing to smooth ground, anchor dragged and vessel drifted broadside on to reef at harbour-entrance, doing sundry damage to	vessel's bottom Owing to continual shallow water on the bar, and although vessel was in the channel, she humned on har crashing shelving and	diagonal and breaking rudder-band Owing to heavy set when entering harbour vessel refused to answer her helm, struck western wall at entrance, and was subse-
ISI AFKI	Wind.	Force.	10	4	6	Fresh	Fresh	Strong.	9	Calm	Strong
TUI W		Direc- tion.	Ä.	×.	S.W.	S.W.		N.E.	S.E.	:	S. F.
DEFAKTMENT FIN	Place where Casualty occurred.		North Parenga Bar	Hokitika	Lyttelton	Off East Cape	Lyttelton	Off Castle Rock, Coromandel Peninsula	Kaingaroa, Chatham Islands	Opotiki Bar	:
MAKINE		8 .	Nor	Ho	Lyt		Lyti	Off	Kail	Opo	Patea
G KEPORTED TO THE	Nature of N	Casualty.	Stranded; totalloss, £2,000	Stranded	Collision	Fire	Stranded	Damaged by sea	Stranded	Touched bar; £9 damage	Stranded
AND CASUALTIES TO CHIPPING KEPORTED		Cargo,	Explosives, 194 tons	Cement and corrugated iron	Refrigerating and general, 2,890 tons	Frozen meat, &c.	General, 90 tons	General, 200 tons	Fish, 27 tons	General, 150 tons	Chaff and general, 46 tons
CASU	Number of	Passen- gers.	: es	تر :		: 02	:	3 30 (about)	' #.	: 	;
	Тедівірат Топпаде,		19	77	5,871 7	5,631 7	225 17	311 33	244 21	109	74 11
N OF WEECES	Vessel's Name, Age, and Class.		Ketch	Ketch	:	F. and A.	Schooner	F. and A.	Schooner	Schooner	Ketch
TABLORN			Edna, sail, 19 years	Elsie, o.e.v., 19 years	Hurunui, s.s., 2 years	Kaikoura, s.s., 19 years	Orepuki, s.s., 15 years	Ngapuhi, s.s., 23 years	Rama, s.s., 27 years	Motu, aux., 2 years	Waitangi, s.s., 34 years
	Date of	Casualty.	1923. Feb. 1	April 7	°,	ф "	,, 14	., 20	., 26	,, 23	May 5