

June 5	Orini, o.e.v., years	7	Schooner	19	6	..	Benzine and kerosene, 85 tons	Fire; total loss	..	Cook Strait..	E.	Light ..	
" 14	Mararoa, s.s., 40 years		Schooner	1,328	65	125	General, 46 tons	Leaking ..	..	Between Wellington and Lyttelton	S.	Gale ..	
" 14	John, s.s., 26 years		Schooner	134	14	..	..	Stranding	..	Pukerua Bay	S.	Heavy gale	
" 17	Ruawai, s.s., 9 years		Cutter ..	177	14	34	General, 50 tons	Collision with wharf; £100 damage to wharf	..	Kaipara Harbour	Calm	..	
" 23	Holmwood, sail, 25 years		Schooner	696	15	..	Coal, 997 tons ..	Stranding	..	New Plymouth	N.N.E.	2	
" 24	Flora, s.s., 43 years		Schooner	818	35	..	General, 700 tons	Dowel-pin in after high-pressure crank slack	..	Lat. 26° 24' S., long. 175° 35' E.	N.	40 miles	
" 29-30	Wanaka, s.s., 38 years		F. and A.	1,505	36	..	General, 2,100 tons	Leaking ..	..	Cook Strait..	S. to S.S.W.	9	
July 7	Wainui, s.s., 39 years		Schooner	411	32	51	General, 350 tons	Collision	..	Rangitoto Channel ..	Calm	..	
" 7	Iris Eileen, (F.B.), s.s., 3 years		Cutter ..	6	2	..	Fish ..		..				

The Court held that there was no evidence to show the cause of the fire; that the captain and crew did everything possible to extinguish it, and were justified in leaving the vessel. The Court was further of opinion that the galley should have been placed at a greater distance from the engine-room, and that vessels of this description were unsuitable for carrying inflammable cargo.

On passage to Lyttelton leak developed in stokehold bilge, which on examination proved that a rivet had carried away, but the leak was stopped by a wooden plug being inserted.

The Court found that the vessel struck an uncharted rock or submerged object, but in view of the heavy weather at the time the master was justified in seeking shelter, and that the casualty was not due to any negligent act or default on part of master or other officers or crew.

When approaching the Raupo Wharf during thick fog the master mistook distance from wharf light and collided with wharf, damaging same to the extent of £100, but vessel sustained no damage.

The master went rather far in and vessel refused to answer her helm, resulting in her grounding, although both anchors were let go. She refloated afterwards without damage.

A heavy knocking was heard which, on investigation, was found to be due to dowel-pin having worked out of after crank web; but being temporarily repaired, vessel proceeded to Auckland.

Owing to heavy seas vessel laboured, causing several rivets to start in frames of lower hold, resulting in vessel's leaking and damaging a quantity of cargo.

On a rehearing before a Supreme Court Judge and two Assessors it was held that the collision was due to an error of judgment on the part of each of the masters—that of the "Wainui" in failing to keep the "Iris Eileen" on his starboard bow and in altering his course so as to cross her bows; and of the "Iris Eileen" in his ignorance of the regulations for preventing collisions at sea and his inability to cope with an emergency. The Court ordered the Master of the "Wainui" to pay £26 5s. towards the costs of the Crown.

G. Roff.

T. B. Sewell.

J. Hawick.

C. Faulkner.

C. V. Stanich.

G. A. Grey.

John MacLean.

S. A. Chatfield.

A. L. O'Brien.