

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

Date of Casualty.	Vessel's Name, Age, and Class.	Rig.	Registered 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.		
1928. May 24	Calm, s.s., 19 years	Schooner	523	19	..	30 tons general..	Accident to propeller	..	Wanganui, N.Z.	..	S.E.	While swinging vessel at wharf the swinging-line surged, and the propeller slightly touched a pile, chipping a little off two of the blades	R. V. Manson.
May 25	Glenae, sail, 24 years	Ketch ..	13	2	..	50 tons timber...	Stranded; total loss	..	2½ miles east Moturoa Island, N.Z.	..	E.N.E.	After clearing Kawai for Auckland it was discovered that the vessel was making more water than the pumps could cope with, so it was decided to run for Mahurangi, when vessel went over on starboard side with sails in the water. Crew left vessel in dinghy, which had been towing astern, and made for Moturoa. When vessel was abandoned the sea began to increase, and she eventually capsized, and came ashore bottom up at Puhoi entrance	H. Mitchell.
May 25	Kia tia, sail, 21 years	Ketch ..	20	3	..	Ballast	Stranded..	..	Takatu Peninsula, N.Z.	..	E.	When loading shingle on beach a strong easterly wind sprang up, causing anchors to drag, and vessel drifted on to beach. Slight damage to sheathing and starboard bulwark	R. Chisholm.
June 9	Progress, s.s., 46 years	Schooner	181	12	..	280 tons general	Collided with "Rah-whiti"	..	Waikato River, N.Z....	..	N.E.	When the river-steamer "Rawhiti" was berthing alongside the "Progress" she ran stem on, causing slight damage to "Progress." Moderate gale blowing at the time. Casualty purely accidental	H. L. Hay.
June 10	Thomas Bryan, s.s., 11 years	F. and A.	93	10	..	Fish ..	Stranded; total loss	..	Coromandel Peninsula, N.Z.	..	E.N.E.	The Court found that the trawler "Thomas Bryan" left the trawling grounds at 10 a.m., and at 9.30 p.m. she was off the Old Man Rock, and at that point the master stood on his course for a quarter of an hour. He then set the proper course to pick up the Channel Island light. After doing this he went below for a rest, having been on duty for sixteen hours. The master before going below gave instructions to the man on the lookout to call him should the weather become thick, and the lookout failed to call him before the vessel struck the rocks in the vicinity of Charles Cove. The cause of the wreck was the failure of the helmsman and the lookout to keep the ship on her proper course and call the master when the weather became thick. The master acted as a seaman should after the wreck, and the evidence proved that	James Holt.