

538. And you think that should be provided at the engineer's own cost, and not at the cost of the owner of the oil-engine or the boat?—Yes; it is only for a little while.

539. *Mr. R. McKenzie.*] Do you consider that knowledge of oil-engines should be included in the marine engineer's examination before he gets a certificate?—They might add that to it.

540. Are there any books available in the colony where a certificated engineer, as well as any one else, can get the information?—Yes.

541. If you gave him this catalogue [Monitor Vapour Engine and Power Company's] for a few hours, an engineer could be as capable as any man?—Yes, if the parts are marked. If he likes to digest that he could work the engine.

542. What is the most important part about oil-engine machinery, and constitutes the very essence of knowledge about an oil-engine?—The piston perfect, tight, and close-fitting in the cylinder, free from any grooves or blow-holes, or defects in either piston or cylinder.

*Approximate Cost of Paper.*—Preparation, not given; printing (1,375 copies), £25 12s.

*Price 1s.]*

By Authority: JOHN MACKAY, Government Printer, Wellington.—1899.