RATES OF WORK: VESSELS OF UNION STEAM SHIP CO. OF NEW ZEALAND, LTD.

Summary of 213 Vessels worked under Co-operative Contracting System at Wellington from 23rd October, 1940, to 31st March, 1941.

Cargo.	Quantity handled.	Net Gang-hours.		Average Work per Gang per Hour.
		H.	M.	
General	95,878 tons	6,615	20	14·6 tons.
Iron and steel	7,074 tons	598	15	11·8 tons.
Pig iron	1,046 tons	86	20	12·1 tons.
Hides	173 tons	15	10	11·4 tons.
Tallow	1,076 tons	70	0	15·3 tons.
Empties	1,830 tons	66	10	27·6 tons.
Coke	194 tons	20	0	9·7 tons.
Coal—				
Grab	97,610 tons	4,464	45	21·8 tons.
Basket	1,680 tons	174	40	9·6 tons.
Newcastle grab	11,910 tons	702	40	16·9 tons.
Wool	34,885 bales	513	15	67·9 bales.
Cars	336 cars	26	50	12·5 cars.
Timber—				
Trucks	3,568,352 sup. ft.	1,430	15	2,495 sup. ft.
Wharf	3,866,139 sup. ft.	1,115	10	3,466 sup. ft.
Poles and hardwood	359,561 sup. ft.	106	35	3,373 sup. ft.
Cement	3,279 tons	211	45	15·4 tons.
Pipes	201 tons	16	45	12·0 tons.

NOTE. Authentic records obtained by the Commission show that there has been an increase of 15 per cent. in the rate of work under the co-operative contracting system.

RATES OF WORK: COASTAL VESSELS OTHER THAN VESSELS OF UNION STEAM SHIP CO. OF NEW ZEALAND, LTD.

Summary of 57 Vessels worked under Co-operative Contracting System at Wellington from 19th February, 1941, to 31st March, 1941.

Cargo.	Quantity handled.	Net Gang-hours.		Average Work per Gang per Hour.
		H.	M.	
General	10,012 tons	620	5	16·1 tons.
Iron and steel	43 tons	7	15	6·0 tons.
Hides	166 tons	9	0	18·4 tons.
Tallow and pelts	178 tons	9	30	18·7 tons.
Empties	1,318 tons	37	50	34·83 tons.
Coal: Grab	4,048 tons	194	15	20·83 tons.
Wool	15,334 bales	125	40	122·0 bales.
Cars	15 cars	1	10	12·85 cars.
Hardwood	3,356 sup. ft.	1	0	3,356 sup. ft.
Fruit	1,845 tons	87	45	21·02 tons.
Cement	795 tons	41	15	19·27 tons.

NOTE.—Authentic records obtained by the Commission show that there has been an increase of 20 per cent. in the rate of work under the co-operative contracting system.

TABLE SHOWING THE REDUCTION EFFECTED IN THE TIME SPENT IN NEW ZEALAND BY OVERSEAS FOOD SHIPS.

	Number of Ships.	Number of Ports. (Average.)	Days in New Zealand. (Average.)
1939 (January–June)—			
Loading and discharging	36	6·81	42·1
Loading only	26	5·23	26·8
All vessels	62	6·13	35·7
1941 (January–June)—			
Loading and discharging	20	4·05	27·8
Loading only	19	2·10	14·9
All vessels	39	3·10	21·5

Notes.—(1) During 1941 vessels were delayed on an average of at least two days per vessel for engine repairs not previously carried out in New Zealand—

Therefore true average saving	= 35·7 days
Less	21·5 days
	= 14·2 days
Plus	2·0 days
	16·2 days = 45 per cent. reduction on pre-war average.

(2) Not more than one-quarter of the work covered by the above table for 1941 was performed under the shift system, so that most of the saving recorded above is attributable to faster working, working extended hours and week-ends, and reduction in ports of call. It can be assumed that under the universal application of shift-work to all overseas ships, vessels will be turned round in approximately half the normal time.

(3) The names of overseas vessels incorporated in above table are on record in the office of the Commission.