

EXAMINATION OF MASTERS AND MATES

During the year examinations were held in Auckland and Wellington on the scheduled dates. Examinations were also held in Wellington at other irregular dates to meet the convenience of candidates who, under present conditions, were unable to present themselves on the scheduled dates.

Examinations were conducted in a satisfactory manner and, in the case of foreign-going certificates, in accordance with the requirements of the Imperial Ministry of Shipping. Seventy-five examinations were held during the year, the percentage of foreign-going and home-trade certificates being as follows :—

							Per Cent.
Foreign-going—							
Full pass	..	..	..	..	..	..	47·8
Partial Pass	..	..	..	..	..	..	28·3
Failure ..	..	..	..	..	..	..	23·9
Home-trade—							
Full Pass	..	..	..	..	..	..	68·0
Partial Pass	..	..	..	..	..	..	12·0
Failure ..	..	..	..	..	..	..	20·0

EXAMINATION OF MARINE ENGINEERS

During the year 236 candidates were examined for Marine Engineers' Certificates of Competency at the various centres throughout the Dominion. Of these, 109 candidates sat for Certificates of Imperial Validity, 63 for Certificates of New Zealand Validity, the remaining 64 candidates being examined for River Engineer and Restricted Limits and P.V.O.S. Certificates of Competency.

SHIPBUILDING

A section of the Department known as the Shipbuilding Division has been responsible for the construction of wartime vessels for New Zealand purposes and for our Allies. For obvious reasons details cannot be published at this juncture, but suffice it to say that shipbuilding has been a splendid wartime achievement of New Zealand and that our organization and product have met with the commendation of competent judges from other countries. Over seventy vessels of various types have been completed since the war began.

SHIP REPAIRS COSTING SERVICE

With most of the British vessels under the control of the Ministry of War Transport, and similarly the American vessels under the control of the War Shipping Administration, it was deemed expedient during the year to put into operation an organization known as the Ship Repairs Costing Service to ensure adequate supervision and recording of ship repairs throughout New Zealand, particularly those for vessels owned by Government or for which Government was responsible for payment of costs. This service is also available to private owners, some of whom have taken advantage of it.

STAFF

The whole staff of the Marine Department has reacted most satisfactorily to the increased burden imposed on it by the wartime conditions. Such burden is increasing as time progresses. I would particularly mention those who, though over the normal retiring-age, have uncomplainingly carried on. It is interesting to note that voluntary deductions from salaries from the staff of the Department towards the National Patriotic Fund have amounted to approximately £800 to date.

EXAMINATION OF LAND ENGINEERS, ENGINE-DRIVERS, AND ELECTRIC-TRAM DRIVERS

These examinations were held during the year at the various offices of Inspectors of Machinery at the regular intervals provided for in the regulations. The total number of candidates examined was 406, of which 310 were successful.

SURVEY OF SHIPS

Survey certificates were issued during the year for 8 foreign-going motor-ships, 1 foreign-going sailing-ship, 6 foreign-going steamships, 45 home-trade motor-ships, 43 home-trade steamships, 42 restricted-limits steamships, and 206 restricted-limits motor-ships and launches. Equipment certificates were also issued for 6 foreign-going-classed cargo-ships, 1 foreign-going-classed sailing-ship, 16 home-trade-classed cargo-ships, and 1 restricted-limits-classed cargo-ship. The total number of survey and equipment certificates issued was 374, against 423 survey certificates issued last year.

In addition to the annual surveys for survey and equipment certificates, 219 seaworthiness, efficiency, tonnage, radio-telegraphy, and other surveys were made during the year. Twenty-nine of these surveys were made to overseas ships not registered or normally surveyed in the Dominion.

The Shipping Survey and Deck Cargo Emergency Regulations, issued on 31st August, 1943, provide that a cargo-ship which holds a valid certificate of an approved classification society, such as Lloyds Register of Shipping, may proceed to sea without having a Certificate of Survey under Part IV of the Shipping and Seamen Act. The regulations require, however, that the owner of such a ship shall at least once a year cause a survey to be made by a Surveyor of Ships of the external hull and underwater fittings, the life-saving and fire-extinguishing appliances, compasses and other navigational equipment, boilers, steering-gear and cargo gear, and propelling and other machinery while the machinery is being operated. On completion of the annual survey of the equipment an equipment certificate, which states the limits within which the ship may ply, the number of crew, the number of passengers, if any, and the amount of equipment provided, is issued.

Subject to accommodation being available and the necessary life-saving appliances being provided, a foreign-going-classed cargo-ship may carry up to twelve passengers. A classed cargo-ship operating in the home trade cannot carry passengers.