

No. 11.—RETURN of STEAM-WINDING-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been GRANTED from 1st April, 1899, to 31st March, 1900.

No. and Name of Person.	Date of Issue, 1899.	No. and Name of Person.	Date of Issue, 1899.
159. David Leach	May 11	170. James Alexander Allan	Nov. 8
160. Thomas McLaughlin	" 11	171. John Thomas Casey	" 8
161. Thomas Nelson Henry	" 11	172. William Henry Redfern	" 8
162. William Henry French	" 11	173. Thomas Lloyd	" 8
163. Robert Falconer	" 11	174. Percival Vesey	" 8
164. Ernest William Tattley	" 11		1900.
165. Alexander McGruer	" 11	175. John Samuel Nicholson	Feb. 21
166. James McGlynn	" 11	176. Frederick Charles Bunyard	" 21
167. Thomas Matthew Snow	Aug. 8	177. David John Morgan	" 21
168. John Berkery	" 8	178. Harry Etches Wilson	" 21
169. Archibald Benjamin Badmin Percy	" 8	179. John Dean	" 21

The CHIEF EXAMINER of ENGINEERS to the SECRETARY of the MARINE DEPARTMENT.

Office of the Principal Examiner of Engineers, Queen's Chambers,
Wellington, 4th April, 1900.

SIR,—

I beg leave to submit my annual report for the year ended 31st March, 1900.

During the year 116 candidates applied to be examined, as follows: Chief engineers, 2; second-class engineers, 9; third-class engineers, 43; river engineers, 39; marine-engine drivers, 23. Fees amounting to £116 were received.

The method that was adopted last year of sending in the application and fee to the Chief Examiner, and thus dealing through one channel only, has given great satisfaction, and, together with the change made two years ago, when set times were fixed upon for examining candidates, so that they could make the necessary arrangements beforehand, has simplified matters, both for the Examiner and the applicant.

A new departure has been introduced during the year—viz., regulations for new sets of examinations wholly for those employed looking after machinery in auxiliary-powered (oil-engine) vessels. There will be three grades of certificates issued—A first-class, for engines above 60 brake horse-power; a second-class, for engines below 60 brake horse-power; and a certificate for vessels in restricted limits or narrow waters. A book setting forth the requirements of the examination, as well as full particulars of the examination, can be had at any Customhouse or from any Superintendent of Mercantile Marine in the colony.

Examinations are held at the four centres during alternate months: Auckland, first week in January, May, and September; Wellington, first week in February, June, and October; Christchurch, first week in March, July, and November; Dunedin, first week in April, August, and December.

The Regulations were gazetted on the 22nd March last.

Mr. A. W. Bethune, Chief Engineer of the Government steamer "Tutanekai," was appointed an additional Examiner, and started his duties on the 16th January, 1900.

Nothing of particular moment has occurred to mar the smoothness of our examinations and methods during the year just ended.

I have, &c.,

ROBERT DUNCAN,

Chief Examiner of Engineers.

The Secretary, Marine Department, Wellington.

The PRINCIPAL ENGINEER-SURVEYOR of STEAMERS to the SECRETARY of the MARINE DEPARTMENT.

Principal Engineer-Surveyor's Office, Queen's Chambers,
Wellington, 4th April, 1900.

SIR,—

I have the honour to submit my annual report for the financial year ended 31st March, 1900.

General.—During the year just closed a larger amount of work has been accomplished than in previous years. Numbers of steamers have undergone a very complete overhaul, including removal of lining throughout the ship for a thorough examination of the plates, angles, and stringers, and it is noteworthy that no accident has occurred traceable to neglect at survey.

Mishaps.—Several mishaps have occurred to steamers, such as partial loss of steering-gear, broken shafts, &c., but by far the most appalling loss was the foundering of the s.s. "Ohau" on the east coast of the South Island during a gale, leaving no trace behind her. About two months prior to this casualty the vessel had undergone a very complete overhaul, including a new wooden deck throughout, and repairs to main boiler and machinery. So extensive were the repairs executed that the vessel was laid up for three months. She was in as good order as on the day she was launched as far as human eye could judge.

The s.s. "Mapourika," which had been stranded on the Greymouth bar, has been refitted, and the hull bottom plating pretty well made new, and the workmanship displayed at this vessel's repair is creditable to New Zealand workmen.