SESSION II.
1906.
NEW ZEALAND.

INSPECTION OF MACHINERY:

ANNUAL REPORT OF THE DEPARTMENT FOR 1905-6.

Presented to both Houses of the General Assembly by Command of His Excellency.

The Hon. the MINISTER IN CHARGE OF THE INSPECTION OF MACHINERY DEPARTMENT to His Excellency the GOVERNOR.

MY LORD,— Inspection of Machinery Department, Wellington, 1st June, 1906.

I do myself the honour to transmit herewith, for your Excellency's information, the report of the Inspection of Machinery Department of the colony for the financial year ended the 31st March last.

I have, &c.,
WM. HALL-JONES,
Minister in Charge of the Inspection of Machinery Department.

His Excellency, the
Right Hon. Lord Plunket, K.C.V.O.,
Governor of New Zealand.

The CHIEF INSPECTOR OF MACHINERY to the Hon. the MINISTER IN CHARGE OF THE INSPECTION OF MACHINERY DEPARTMENT.

SIR,— Inspection of Machinery Department, Customhouse Buildings, 1st June, 1906.

I have the honour to submit herewith the annual report on the operations of the Inspection of Machinery Department during the twelve months which ended on the 31st March, 1906.

BOILERS INSPECTED.

During the past year 5,211 steam-boilers have been thoroughly examined, and certificates duly issued for them. This number is in excess of the number examined during the previous year with the same staff. All parts of New Zealand have been visited by the Inspectors, to overtake the work of inspections, and the Inspectors engaged in this arduous portion of their work often perform their duties under very trying conditions.

There are several boilers still overdue for inspection, but I am in hope of the arrears being completely pulled up by the end of another year.

In each succeeding year new settlement districts are extending, and in such districts new machinery is introduced, so that the time occupied with the inspections in a district this year is no criterion of the time required to complete the inspections in such district during the succeeding year. I can bear testimony, however, to the zeal displayed generally by the staff in their endeavours to cope with the work in the several districts.

All the different classes of machinery in connection with these steam installations have been thoroughly examined at these annual inspections.

GOVERNMENT BOILERS.

There have been fifty-eight boilers examined during the year at the following Government institutions and works throughout the colony—namely, mental hospitals, defences, coal-hulks, hospitals, collieries, workshops, Public Works Department, and experimental farms. In addition to these boilers there have also been inspected twelve lifts, four Pelton wheels, one gas-engine, and three oil-engines; and certificates were issued for all these boilers and machinery without any fee being charged.

Return No. 1 gives full particulars respecting the power of boilers and classes of machinery, together with the fees for these inspections.

Defects of Boilers and Fittings.

A large number of defects both in boilers and their fittings have been discovered during the annual inspections, some of them being of a very serious nature. The existence of such defects shows the great need of these periodical visits being made by the staff of this Department. The Inspectors of Machinery have all special training for their work, and they fully report to the Head Office at Wellington, setting out in detail in their reports the result of their investigations.

The total number of defects discovered in boilers and fittings is 1,350, and out of this number eighty-nine were considered dangerous. The descriptions of these defects are given in Return No. 2.

New Boilers.

The total number of new boilers registered in the colony during the year is 355, and the total horse-power of these new boilers is 6,981. Of these new boilers there were made in the colony 194, of 3,703 total horse-power; and 161 were imported, of a total horse-power of 3,278.

The following table shows the numbers and horse-power of these boilers, and the districts to which they have gone:—

District.	Colonial.		Imported.		Total.	
	Number.	Horse-power.	Number.	Horse-power.	Number.	Horse-power.
Auckland	56	1,268	39	1,102	95	2,370
Hawke's Bay	17	294	13	237	30	531
Taranaki	9	92	8	24	17	116
Wellington	55	1,264	49	749	104	2,013
Marlborough	5	72	3	42	8	114
Nelson North	6	103	5	42	11	145
Nelson South	4	38	4	250	8	288
Westland	7	62	3	26	10	88
Canterbury	17	193	9	470	26	663
Timaru	2	15	9	71	11	86
Otago	9	220	9	108	18	328
Southland	7	82	10	157	17	239
	194	3,703	161	3,278	355	6,981

Gas- and Water-driven Machinery and Lifts, and Machinery Inspections.

Gas-engines totalling 932 and 413 oil-engines were inspected, and 324 water-motors, 428 lifts, and 268 hoists and motors were examined. Special inspections were made of machinery, and 835 certificates were issued. The grand total number of machinery inspections made during the year is 3,200.

Fencing of Machinery.

In Return No. 4 is set out the details of fencing that was found necessary to be erected, to make the machinery in motion safe, and to insure personal safety. Very high speeds are commonly run in a great many of our manufactories and the belting, pulleys, and other running-gear, unless properly protected, are a menace to persons who control the machines while at work.

Examination of Engine-drivers.

The examinations of engine-drivers have been duly carried out at the times and places set out in the regulations for these examinations. Special examinations have also been held at several other places throughout the colony during the year.

The number of candidates who successfully passed their examinations at such places is 799. A detailed list of such candidates, with the grades and classes of examination they have now passed, is shown by Returns Nos. 7 to 13, inclusive.

The various examinations were held at the following places—namely: Alexandra South, Auckland,* Blenheim,* Christchurch,* Clyde, Collingwood, Cromwell,* Dannevirke,* Denniston, Dunedin,* Foxton, Gisborne, Greymouth,* Hawera, Invercargill,* Kaitaia, Maketu, Masterton, Miller's Flat, Napier,* Nelson,* Opotiki, Palmerston North, Rahotu, Reefton,* Roxburgh, Stratford, Timaru,* Waitapu, Waipiro Bay, Wanganui,* Wellington,* Westport.*

Accidents.

It is with satisfaction that I again report that no boiler explosion involving bodily injury to any one has occurred during the year, but I regret to have to report that several accidents have occurred to persons employed about machinery in motion, and that several of these accidents have resulted in loss of life. The particulars of the several accidents are given in Returns Nos. 5 and 6.

All machinery in motion is, as far as practicable, safely guarded and properly fenced, but custom and habit sometimes make employees careless, so that most of the accidents that happen in connection with machinery are the result of carelessness of the employee.

* Places at which examinations were held more than once during the year.

Postal Department and Police Department.

The Department is indebted to the officers of both the Postal Department and the Police Department for their valuable assistance rendered during the year, the Postal Department materially helping in connection with the collection of boiler fees and the issue of certificates to engine-drivers, and the Police Department assisting in bringing defaulters into line, and help in carrying out the prosecutions that have taken place during the year for breaches of the Inspection of Machinery Acts. Most of these prosecutions were on account of owners employing uncertificated or improperly certificated engine-drivers, and engine-drivers taking charge of boilers and machinery without being the holders of the proper certificates entitling them to take charge of such a boiler or machinery.

Marine Engineers' Examinations.

These examinations for certificates of competency have been held at the following places, namely, Auckland,* Christchurch,* Dunedin,* Gisborne, Greymouth,* Invercargill, Longburn, Manapouri, Napier,* Nelson*, Oamaru, Te Kopuru, Timaru, Wanganui,* and Wellington*; and at these examinations 191 candidates passed their examination successfully.

A great number of new questions have been added to the mathematical portion of the first and second marine engineers' examinations during the year. During the past few years quite a number of new questions have been added to the oral-examination syllabus, embracing questions in refrigeration, hydraulic power on board ships, electric lighting and dynamo construction, and the different classes of steering-gear. The marine engineers who now sit for examination require to possess a very complete knowledge of all the various machinery which is to be found on a modern steamship. Some of the candidates who passed these higher class examinations this year are to be congratulated on the good sound practical and theoretical knowledge displayed by them, which shows that such knowledge is not the result of mere cram, but has developed that resourcefulness in arriving at conclusions and answers to questions that would be useful in emergency. Some of the drawings done by the candidates are excellent productions both in neatness and in accuracy of details.

The third-class marine engineers' certificate still appears to be very popular with young engineers who have just completed their apprenticeship, and no doubt their looking forward to gain this certificate is an incentive to their home studies to qualify themselves when the opportunity comes.

Return No. 14 gives the names of the successful candidates and the various grades for which they passed, the total number of applicants, total fees payable, and the number of candidates who failed to pass such examinations.

Survey of Ships and Steamers.

This branch of the Department's work keeps on steadily increasing in each successive year.

The tendency of late years is the employment of large steamers in trade where in quite recent years very much smaller steamers were employed. In the case of these larger steamers much longer time is occupied in their survey, as most of these steamers are now provided with water-ballast tanks, and great care has to be taken in thoroughly inspecting these tanks. At the annual survey of these steamers a large number of repairs were found necessary, and all these repairs have been carried out satisfactorily under the Department's Surveyors of Ships.

Numerous surprise visits have been made to steamers for the purpose of inspecting their equipments and the vessels generally; but, as a rule, everything was found on such visits to be in capital order, and apparently well cared for.

A notable addition to the steamers in New Zealand has been made by the arrival of the s.s. "Maheno," as this vessel is the first steamer fitted with turbine machinery to arrive in the colony. She was built and engined by Messrs. Denny Bros. of Dumbarton, and is fitted with turbine engines of the Parson pattern, and has three propellers on three separate shafts. The freedom from vibration is very noticeable in this vessel, as compared with the vibration in steam vessels fitted with the ordinary reciprocating engines. Her passenger acccommodation is luxurious and exceedingly well ventilated.

Explosives.

During the year 226 written permits were issued by the Department in Wellington for the carriage of explosives on steamers.

Surveys of Ships for Seaworthiness.

During the year thirty-five of these special surveys were made throughout New Zealand, and the repairs found necessary on such surveys to make the vessels seaworthy have been effected under the supervision of the Surveyors of this Department. These surveys have often been made by the officers of this Department at the various ports of the colony after hours, so as to expedite the work on behalf of the owner; and such assistance so given by the Department has been much appreciated by the owners. The causes for these surveys include grounding of vessels, defective steam-pipes, collisions, fire, and breakdowns of machinery.

Return No. 17 gives full particulars of each case in detail.

The fees earned by these surveys amount to £79.

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* Places at which examinations were held more than once during the year.

Government Steamers.

The following Government steamers have been surveyed during the year, namely: "Antrim," "Ben Lomond,"* "Countess of Ranfurly,"† "Hinemoa," "Janie Seddon," "Manurere"‡ "Mountaineer,"* and "Tutanekai."

A thorough overhaul of the s.s. "Hinemoa" was carried out in Auckland under the supervision of one of the Surveyors of this Department. The shafting, cylinders, boilers, and the main engines, and the whole of the gear on deck were completely overhauled, and considerable renewals of parts of the machinery were made. This work was done in a satisfactory manner, and since the overhaul the main engines are now running very much better.

This vessel probably does as much steaming in any one year as any vessel in New Zealand waters, and it is creditable that she is rarely ever stopped through any defect either in machinery, hull, or equipments.

Additional Steamers and Vessels surveyed for the First Time.

An addition (totalling 38) has been made during the year to the number of steamers and to vessels fitted with auxiliary power in New Zealand. The names of these steamers and vessels are: "Apanui," "Aupori," "Awaroa," "Baden-Powell," "Bravo,"† "Echo,"† "Fairburn,"† "Hercules,"† "Ivy," "Kaeo,"† "Kaituna," "Karamea," "Kestrel," "Kina,"† "Koroi," "Kotare," "Lomen," "Maheno,"† "Manuka," "Manurere," "Mascotte," "Murihiku," "Navua," "Omawi,"† "Oreti," "Pelican," "Rahutai," "Ripple," "Ruru," "Settler," "Sir William Wallace," "Squall," "Terewai," "Te Wharu,"† "Torgautin," "Tuatea," "Wairuna," "Wakapai."

Survey of Steamers.

The Return No. 15 gives the total number of steamers surveyed by the Surveyors of this Department during the year, and also gives the names of the steamers, together with their tons register, nominal horse-power, indicated horse-power, and the brake horse-power of oil-engined vessels, together with the nature of their machinery and propeller.

The total number of surveys made of steamers and oil-engined vessels were 353, and the number of vessels surveyed was 326.

The fees received for these surveys amount to £1,809 10s.

Sailing-ships.

Intercolonial sailing-ships (comprising both wooden vessels and iron vessels) were surveyed during the year. Extensive repairs to some of these vessels were found necessary, and many renewals of parts were effected.

Return No. 16 gives the full particulars. The total fees received for these surveys amount to £41 5s.

Return No. 19 is a supplement to Return No. 21 of the last annual report, as it shows this year's additional boilers and the class of certificated drivers required to be in charge of them; also, the changes of ownership that have occurred in the boilers during the year, and the amended sizes of cylinders as now measured, together with the horse-power of these boilers.

Returns.

The details of the several returns accompanying this report, and numbered 1 to 19 inclusive, are as follows:—

1. Number and class of boilers inspected, and fees payable on these; the machinery inspected, and the fees payable thereon; and the classes and numbers of engine-drivers' certificates issued, and the fees payable therefor.
2. Return of defects found on inspection of boilers.
3. Return of notices given to repair boilers.
4. Return of notices given to fence dangerous parts of machinery.
5. Return of accidents which were not fatal.
6. Return of accidents which proved fatal.
7, 8, 9, 10, 11, 12, and 13. Names of all persons to whom land stationary, winding, locomotive, and traction certificates of competency and service have been granted during the year.
14. List of persons who were examined for marine engineers' certificates of service and competency.
15. Return of steamers and oil-engined vessels surveyed during the year.
16. Return of sailing-vessels surveyed during the year.
17. Return of vessels surveyed for seaworthiness, &c., during the year.
18. Return showing sums earned or received and amount spent during the financial year for inspection of machinery, examination of engineers and engine-drivers, and survey of steamers and sailing-vessels.
19. Return showing the names of additional boilers and transfers which require to be in charge of certificated drivers.

I have, &c.,

Robert Duncan,
Chief Inspector of Machinery, Principal Engineer Surveyor of Steamers, and Chief Examiner of Marine Engineers and Land Engine-drivers.

The Hon. the Minister in Charge of the Inspection of Machinery Department.

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* Plying on Lake Wakatipu. † Oil-engined vessels. ‡ Plying on Lake Manapouri.

RETURNS.

No. 1.

(*a.*) RETURN showing the NUMBER of LAND BOILERS and MACHINERY for which CERTIFICATES were issued during the Financial Year ended 31st March, 1906.

Boilers—

Stationary—Five-horse power and under, 1,281; 10-horse power and over 5-horse power, 788; over 10-horse power, 1,468: total, 3,537.

Portable—Five-horse power and under, 160; 10-horse power and over 5-horse power, 1,168; over 10-horse power, 346: total, 1,674.

Total boilers, 5,211.

Machinery—

Hydraulic lifts, 290; gas-lifts, 34; gas and water lifts, 1; oil-lifts, 6; electric lifts, 85; steam and water lifts, 12; gas and hydraulic hoists and electric motors, 268; water engines, motors, and water-wheels, 141; Peltons, 105; turbines, 78; gas-engines, 932; oil-engines, 413; steam machinery, 835: total machinery, 3,200.

Grand total, 8,411.

(*b.*) RETURN showing the FEES PAYABLE for the INSPECTION of BOILERS and MACHINERY, and for the ISSUE of ENGINE-DRIVERS' CERTIFICATES during the Financial Year ended the 31st March, 1906.

Fees payable—On boilers, £6,158 10s.; on machinery, £350 17s. 6d.; for engine-drivers' certificates issued, £495 10s.: total, £7,004 17s. 6d. Government boilers and lifts inspected, but not charged, represent the further sum of £88 2s. 6d.

The cash actually received for boilers and machinery and paid into the Public Account amounted to £7,198 16s. The difference is caused by boiler-owners paying late fees. The cash actually received and paid into the Public Account for engine-drivers' application fees amounted to £662 12s. 6d. for the financial year ended the 31st March, 1906. This amount includes fees for certificates not yet issued.

(*c.*) RETURN showing the NUMBER of SERVICE and COMPETENCY CERTIFICATES issued to WINDING and TRACTION and LOCOMOTIVE ENGINE DRIVERS and to STEAM STATIONARY-ENGINE DRIVERS, during the Financial Year ended the 31st March, 1906.

Steam winding: Service 1, fees 5s.; competency 25, fees £12 10s.: total fees £12 15s.

Traction and locomotive: Competency 216, fees £108; total fees, £108.

Steam stationary: Service—First-class 11, fees £2 15s. Competency—Extra first-class 5, fees £5; first-class 181, fees £181; second-class 372, fees £186: total fees, £374 15s.

Summary of certificates issued: Service—Winding, 1; stationary, 11: total 12, fees (service), £3. Competency—Winding, 25; traction and locomotive, 216; stationary, 558; fees, £492 10s.

Total: Winding certificates, 26; fees, £12 15s. Traction and locomotive certificates, 216; fees £108. Stationary certificates, 569; fees, £374 15s. Total certificates, 811; total fees, £495 10s.

No. 2.—RETURN of DEFECTS found on Inspection of Boilers during the Financial Year ended the 31st March, 1906.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
A number of rivets in shell bad	...	14	14
A number of screwed stays in firebox wasted ...	3	13	16
All screwed stays in firebox bad	5	...	5
Back tube-plates bulged	...	5	5
Back tube-plate cracked	...	1	1
Badly pitted inside shell	...	14	14
Bottom of shell grooved inside at circumferential seams	...	3	3
Bottom of shell thin	1	1	2
Bottom of steam-dome wasted	...	3	3
Boilers dirty inside	8	62	70
Brickwork setting defective	1	22	23
Bulged under bottom of shell	6	17	23
Compensating-rings round manhole-doors wasted ...	...	3	3
Considerable waste on outside of shell	...	2	2
Coupling-pins in longitudinal stays bad	...	2	2
Cracked slightly at a number of rivet-holes	...	15	15
Cracked slightly in firebox	...	4	4
Cracked in front tube-plate	...	1	1
Cross-tubes thin	...	6	6
Crown of firebox buckled and side-sheets thin ...	2	3	5
Crown of firebox slightly bulged	...	15	15
Crown of firebox badly bulged	3	9	12

No. 2.—Return of Defects—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Crown of firebox corroded	5	14	19
Crown of steam-dome wasted	...	2	2
Crown of boiler wasted	2	11	13
Crown-stays of firebox wasted and tubes bad	...	2	2
Defective dogs on mudhole-doors	...	6	6
Defective dogs on manhole-doors	...	1	1
Defective furnaces	...	5	5
Fireboxes general waste	6	14	20
Five rivets bad in smoke-box tube-plate	...	1	1
Foundation-rings round bottom of firebox defective	...	10	10
Furnace-bottom wasted	1	2	3
Furnace bulged	...	13	13
Furnace-crowns wasted	...	7	7
Furnace grooved under bottom seams	...	4	4
Four screwed stays bad	...	1	1
Four longitudinal stays wasted	...	1	1
Front tube-plates wasted	...	5	5
Grooved at bottom of firebox	...	2	2
Grooved on crown of boiler	...	1	1
General deterioration (pressure reduced)	...	122	122
Grooved round shell at front end	...	2	2
Grooved at bottom of shell	...	2	2
Girder-stays defective	...	2	2
Girders on firebox-crown wasted	...	4	4
Laminated plate in furnace	...	3	3
Leaky seams	...	10	10
Leaky stay-nuts at back end of boiler	...	4	4
Longitudinal seams wasted	...	2	2
Longitudinal stays wasted	5	15	20
Manhole-doors bad	2	14	16
Manhole-door studs bad	...	3	3
Mudhole-doors bad	1	33	34
Mudhole-door studs bad	...	29	29
Mudhole-plugs bad	...	3	3
Nine tubes and two stays bad	...	1	1
Mud-drums corroded	...	2	2
Patches defective	...	21	21
Shell wasted at bottom inside	1	5	6
Shell wasted at bottom circumferential seams	...	6	6
Shell wasted at crown of boiler	...	7	7
Shell wasted round mudhole-openings	...	54	54
Shell wasted where blow-off cock jointed on boiler	1	19	20
Shell wasted where safety-valves jointed on boiler	...	4	4
Shell wasted round skirting	...	6	6
Shell wasted where feed-pump jointed on boiler	...	1	1
Shell wasted in line with brickwork	...	2	2
Sides of firebox bulged	...	10	10
Shell wasted round mountings	...	3	3
Six screwed stays in firebox bad	...	4	4
Six tubes bad	...	2	2
Sixteen tubes bad	...	1	1
Sling-stays wasted on crown of boiler	...	2	2
Stays in steam-dome wasted	...	1	1
Thirteen tubes bad	...	1	1
Three tubes bad	...	4	4
Three stay-tubes bad	...	1	1
Three main stays and three screwed stays bad	...	1	1
Throat-plates thin	1	1	2
Tubes bad	12	75	87
Tube-plates bad	9	15	24
Tube-plates wasted	...	26	26
Tube-ends leaking	...	5	5
Uptake cracked	1	...	1
Uptakes wasted	6	10	16
Vertical stays wasted	...	3	3
Wasted on crown of firebox where fusible plug fitted	...	8	8
Wasted at line of firebars	...	11	11
Wasted round furnace-door	...	4	4
Washers on longitudinal stays bad	...	1	1
Totals	82	882	964

DIGESTERS found to be defective on Inspection during Financial Year ended the 31st March, 1906.

Description of Defects.	Dangerous.	Defectiv in Lesser Degree.	Total.
A number of rivets bad	1	12	13
All rivets in top seams bad	2	4	6
Badly grooved round bottom of shell	1	1	2
Bottom plates much wasted	1	...	1
Bottom circumferential seams fractured at rivet-holes...	...	1	1
Circumferential and longitudinal seams in bottom bad	1	...	1
Crown of digester and also a number of rivets bad ...	...	1	1
General deterioration (pressure reduced)	...	3	3
One bolt in bottom door bad	...	1	1
Rivets round top circumferential seams bad	...	4	4
Seams leaking	...	3	3
Slightly grooved	...	1	1
Stays wasted	...	1	1
Very much corroded inside	1	...	1
Totals	7	32	39

DEFECTIVE FITTINGS found on Inspection of Boilers for which Notice was given to renew or repair during Financial Year ended the 31st March, 1906.

1 Band to fit on defective main steam-pipe where wasted.
6 Blow-off cocks defective: have been repaired.
12 Blow-off cocks bad: have been renewed.
1 Blow-off cock rejointed and new stud fitted in boiler.
1 Brass socket for safety-valve renewed.
3 Covers for feed check-valve chests renewed.
3 Cylinders rejointed to boilers.
1 Expansion-bend for main steam-pipe renewed.
7 Feed check-valves bad: have been renewed.
3 Feed check-valve chests and valves bad: have been renewed.
2 Feed-pumps defective: have been repaired.
3 Feed-pipes defective: have been renewed.
7 Ferrules to fit under safety-valve levers.
1 Flaw in crank-shaft: has been renewed.
19 Fusible plugs defective: have been renewed.
1 Internal feed-pipe renewed.
1 Injector out of order: has been repaired.
1 Injector pipes renewed.
1 Jaw for safety-valve fulcrum renewed.
5 Main steam-pipes defective: have been renewed.
16 Manhole-doors bad: have been renewed.
1 Manhole-door dog bad: has been renewed.
3 Manhole-door studs bad: have been renewed.
34 Mudhole-doors bad: have been renewed.
6 Mudhole-door dogs bad: have been renewed.
29 Mudhole-door studs bad: have been renewed.
3 Mudhole-plugs bad: have been renewed.
1 New nuts, for check-valve chest.
1 New nuts, for flange of blow-off cock.
10 Pipes for water-gauge columns bad: have been renewed.
5 Pipes for blow-off cock bad: have been renewed.
1 Safety-valve seat defective: has been renewed.
6 Safety-valves bad: have been renewed.
4 Safety-valves reground and adjusted.
1 Safety-valve lever renewed.
1 Safety-valve and chest defective: has been renewed.
8 Spring-balances defective: have been renewed.
24 Steam-pressure gauges defective: have been renewed.
5 Steam-pressure gauge-pipes bad: have been renewed.
2 Steam and water gauge fittings to repair.
1 Stop-valve to reface.
2 Stop-valves defective: have been renewed.
8 Studs in glands of blow-off cock bad: have been renewed.
20 Test-cocks defective: have been repaired.
13 Test-cocks bad: have been renewed.
1 Throttle-valve repaired.
2 Washers and studs bottom of blow-off cock renewed.
33 Water-gauge mountings defective: have been repaired.
27 Water-gauge mountings bad: have been renewed.

Total 347

No. 3.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended the 31st March, 1906.

Number.	Type.	Description of Repairs.
1	Cornish ...	Blister cut out of bottom of boiler, and patch riveted over.
2	" ...	Bottom of shell where wasted round blow-off cock cut out, and new plates riveted on.
1	" ...	Brickwork repaired.
1	" ...	Forty new rivets put in seams, and seams recaulked.
5	" ...	Furnaces patched where wasted.
1	" ...	New seat for blow-off cock riveted to shell.
1	" ...	Patch fitted on front end of shell.
1	" ...	Patch fitted under bottom where wasted.
1	" ...	Plate riveted over end of furnace where grooved.
1	" ...	To be taken out of brickwork and repaired where wasted.
1	Cornish tubular ...	Patch fitted over circumferential seam in bottom of shell.
1	" ...	Patch fitted over thin part of bottom of shell.
1	" ...	Retubed.
1	" ...	Thin part of furnace at back end cut out and patch riveted on.
1	" ...	The bottom of back ring of furnace cut out and renewed.
1	Lancashire ...	Dog fitted over weak part of furnace.
1	" ...	Patch riveted round front of boiler, through flange of furnace, where thin.
1	" ...	Two small sheathing patches fitted over landings, on the bottom of boiler.
1	Locomotive ...	All tubes drawn, and the ends brazed and tubes refitted; also four new mud-plugs.
1	" ...	Four new longitudinal stays.
1	" ...	Front tube-plate, throat-plate, and bottom half of barrel renewed.
3	" ...	Mudholes retapped and new taper plugs fitted.
1	" ...	Mud-doors renewed.
2	" ...	New side sheets fitted to firebox.
1	" ...	New stay-tubes fitted.
2	" ...	New firebox and all new screwed stays.
1	" ...	New palm-stays, new tube ends, and patch fitted on bottom of shell.
1	" ...	Nine new tubes and two new screwed stays.
1	" ...	Repaired on shell and front tube-plate.
2	" ...	Retubed.
1	" ...	Retubed and two patches fitted in firebox.
1	" ...	Retubed, patch fitted round fire-door, new tube-plate at the front end, and a number of new screwed stays.
1	" ...	Retubed and compensating-rings fitted round all mud-door openings.
1	" ...	Retubed and four new sling-stays fitted to crown of firebox.
2	" ...	Riveted patch fitted round fire-door.
1	" ...	Riveted patch round foundation-ring.
2	" ...	Six new screwed stays in firebox.
1	" ...	Six new sling-stays fitted on crown of firebox.
1	" ...	Three new brass mud-plugs fitted.
1	" ...	Tubes drawn and cleaned, several new screwed stays fitted, copper patch fitted round door of firebox inside, and several stay-nuts on crown of firebox renewed.
2	" ...	Twelve new screwed stays fitted in firebox.
1	" ...	Two longitudinal stays.
1	" ...	Two new dogs on mud-doors, and twelve ferrules fitted in tube ends.
1	" ...	Two patches fitted in firebox, and several new rivets round skirting.
1	" ...	Two plates riveted over mudholes and retapped, plugs chased and refitted.
1	Marine ...	Cracks in furnaces, chain-pinned.
1	" ...	Retubed, and new bottom manhole-door.
1	" ...	Retubed, and new plates in bottom and sides of shell.
1	" ...	Patch fitted on shell of boiler under blow-off cock.
1	Multitubular ...	All stay-tubes renewed.
1	" ...	Bolted patch fitted on shell of boiler under safety-valve chest.
20	" ...	Brickwork repaired.
8	" ...	Bulge on bottom of shell cut out and riveted patch fitted.
2	" ...	Compensating-rings fitted to manhole-openings.
2	" ...	Compensating-rings fitted to mudhole-openings.
2	" ...	Doubling plate riveted to crown of steam-dome.
1	" ...	Five new rivets in manhole compensating-ring.
1	" ...	Front bottom half of shell cut out and renewed.

No. 3.—RETURN of NOTICES given to REPAIR BOILERS—*continued.*

Number.	Type.	Description of Repairs.
1	Multitubular ...	Girder fitted to carry weight of boiler.
4	" ...	Manhole-doors repaired.
2	" ..	New dogs and studs in mud-door.
1	" ...	New end fitted in steam-dome.
2	" ...	New flanges fitted to bottom of steam-dome.
7	" ...	New manhole-doors.
1	" ...	New manhole-door, and patch riveted on crown of boiler under safety-valve chest.
14	" ...	New mud-doors.
12	" ...	New studs and nuts for mud-doors.
1	" ...	One new stay-tube and three plain tubes fitted.
1	" ...	One plate renewed in bottom of shell.
2	" ...	Patches riveted on shell under blow-off cock.
1	" ...	Patch riveted over circumferential seam at back end, and two new tubes.
14	" ...	Retubed.
1	" ...	Retubed, and patch riveted on shell under blow-off cock.
1	" ...	Retubed, new manhole and new mudhole doors.
1	" ...	Stay-tubes renewed and manhole-door repaired.
1	" ...	Thirteen new tubes.
1	" ...	Three new longitudinal stays.
1	" ...	Three new tubes.
1	" ...	Three defective rivets taken out of gusset-stay, and three turned bolts fitted in.
1	" ...	Two broken rivets taken out of shell, and two turned bolts fitted.
1	" ...	Two new longitudinal stays.
1	" ...	Two patches fitted to bottom of tube-plate.
1	Portable ...	Compensating-rings fitted to manhole-openings.
30	" ...	Compensating-rings fitted to mudhole-openings.
1	" ...	Coupling pins in end of longitudinal stays renewed.
1	" ...	Crank-bracket refastened to boiler.
2	" ...	Crown of firebox cut out and new crown fitted.
3	" ...	Cylinders rejointed to crown of boiler.
3	" ...	Eight new screwed stays in firebox.
1	" ...	Eight new tubes.
1	" ...	Five new longitudinal stays.
1	" ...	Four new longitudinal stays and doubling plate fitted.
1	" ...	Four new sling-stays fitted to crown of firebox and compensating-rings fitted to all mudhole-openings.
3	" ...	Foundation-rings patched.
2	" ...	New dog stud and nut for mud-door.
1	" ...	New girders and stays on crown of firebox, and compensating-rings fitted to mudhole-openings.
3	" ...	New girders and stays on crown of firebox.
1	" ...	New girders on crown of firebox and twelve new tubes.
3	" ...	New screwed mud-plug in front tube-plate.
2	" ...	New longitudinal stays and three stay-tubes.
1	" ...	New longitudinal stay and one patch in firebox, also three patches on shell.
7	" ...	New mud-doors.
1	" ...	New mud-plugs.
1	" ...	New palm-stays.
1	" ...	New stays on crown of firebox.
16	" ...	New studs and nuts fitted to mud-doors.
1	" ...	One new longitudinal stay.
1	" ...	One new tube.
1	" ...	Patch fitted on front of boiler over crack.
1	" ...	Patch fitted on front tube-plate, and new mud-plug.
2	" ...	Patch fitted over thin place in front tube-plate.
3	" ...	Patch fitted round skirting in firebox.
4	" ...	Patch fitted over defective parts in firebox.
3	" ...	Patch fitted on shell of boiler under blow-off cock.
1	" ...	Patch fitted on bottom of shell, and compensating-rings on all mud-doors.
1	" ...	Part of firebox cracked, was chain-pinned.
10	" ...	Retubed.
1	" ...	Retubed and new screwed stays in firebox.
1	" ...	Retubed, new firebox-crown and new girder-stays.
1	" ...	Retubed, new firebox and new screwed stays.

No. 3.—Return of Notices given to repair Boilers—*continued.*

Number.	Type.	Description of Repairs.
1	Portable ...	Retubed, and two new longitudinal stays.
1	" ...	Retubed, and firebox patched.
1	" ...	Retubed, new firebox-crown, and three new longitudinal stays.
1	" ...	Rivets in front tube-plate renewed.
4	" ...	Six new screwed stays in firebox.
1	" ...	Six new stay-tubes.
1	" ...	Six new tubes and firebox patched.
1	" ...	Six new screwed stays in firebox, and compensating-ring fitted to manhole-opening.
1	" ...	Sixteen new tubes.
1	" ...	Ten new screwed stays in firebox.
1	" ...	Ten new screwed stays in firebox, mudhole cut and new door fitted, also sight-plug fitted.
1	" ...	The crown of boiler under cylinder, where bad, cut out and new plate fitted.
1	" ...	Three new longitudinal stays, and compensating-rings fitted to mudhole-openings.
1	" ...	Three new tubes, and new mud-door.
1	" ...	Three new longitudinal stays, and three new screwed stays in firebox.
1	" ...	Two new longitudinal stays fitted.
1	" ...	Tubes beaded in front tube-plate.
1	" ...	Tubes drawn and barrel cleaned.
1	" ...	Two new longitudinal stays, compensating-rings round mudhole-openings, and new mud-doors.
3	" ...	Two new screwed stays in firebox.
1	" ...	Twenty new screwed stays in firebox.
1	" ...	Twelve new rivets in shell, and one new longitudinal stay.
1	" ...	Upper row of tubes renewed.
1	Semi-portable ...	Compensating-rings fitted round mudhole-openings, and two new mud-doors.
1	" ...	Corners of firebox patched.
1	Semi-tubular ...	A number of tubes renewed.
1	" ...	Defective rivets in patch in furnace renewed.
1	" ...	Laminated portion of plate cut out of furnace, and patch fitted.
1	" ...	Piece cut out of left-hand furnace where defective, and patch fitted; also strengthening-ring fitted to furnace.
1	" ...	Patch fitted under bottom of boiler.
6	" ...	Retubed.
1	" ...	Retubed, and crack in tube-plate chain-pinned.
1	" ...	Side seams recaulked.
3	" ...	Tubes drawn and tube-plates cleaned.
1	Traction ...	All screwed stays in firebox renewed.
1	" ...	Compensating-rings fitted to mudhole-openings.
1	" ...	Five new stays on crown of firebox.
1	" ...	Fifteen new tubes.
1	" ...	Four new tubes.
1	" ...	Four new tubes and new mud-plugs.
1	" ...	Front tube-plate renewed.
4	" ...	New firebox fitted.
1	" ...	New girders on crown of firebox, and two new studs in manhole-door.
1	" ...	New stay-tubes fitted.
1	" ...	New studs in manhole-door.
1	" ...	Nineteen new screwed stays in firebox.
1	" ...	Patches fitted to each side of firebox, one side taking four screwed stays, the other six.
1	" ...	Patch fitted on back head under blow-off cock.
2	" ...	Patches fitted on crown of firebox.
1	" ...	Plughole in front tube-plate retapped and new tapered plug fitted.
9	" ...	Retubed.
1	" ...	Retubed, new firebox, new screwed stays in firebox, and four stay-tubes fitted.
1	" ...	Seven new tubes.
1	" ...	Sides of firebox patched.
1	" ...	Ten new tubes.
1	" ...	Three new tubes.
1	" ...	Three new screwed stays in firebox.

No. 3.—RETURN of NOTICES given to REPAIR BOILERS—*continued.*

Number.	Type.	Description of Repairs.
1	Traction ...	Thirteen new tubes.
1	" ...	Tube ends expanded.
1	" ...	Two new tubes.
1	" ...	Twenty new tubes.
1	Vertical cross tube	A number of rivets in shell and uptake renewed.
1	" ...	Angle-iron ring fitted to manhole-opening.
6	" ...	Compensating-rings fitted to mudhole-openings.
1	" ...	Compensating-ring round mudhole-opening and new door fitted.
1	" ...	Crown and shell of boiler repaired, and compensating-rings round mudhole-openings.
1	" ...	Four new stay-nuts on crown of boiler.
1	" ...	Four new vertical stays.
1	" ...	New bottom plate fitted to shell.
1	" ...	New angle-iron ring round bottom of shell.
1	" ...	New stud in mud-door.
2	" ...	New spigots fitted to manhole-door.
1	" ...	New mud plug and hole retapped.
4	" ...	New uptake.
1	" ...	New uptake, and patch on shell under blow-off cock.
1	" ...	New uptake, new angle-rings on crown of boiler and furnace, compensating-rings round mudhole-openings, and new mud-doors.
1	" ...	Patch round skirting under fire-door.
1	" ...	Patch fitted on each side of fire-door.
3	" ...	Patch fitted on bottom of shell.
2	" ...	Patches fitted in firebox.
1	" ...	Patch on shell over fire-door.
1	" ...	Patch fitted under fire-door and compensating-ring fitted to mudhole-opening.
1	" ...	Patch fitted on crown under safety-valve chest.
1	" ...	Patch fitted on shell under blow-off cock.
1	" ...	Seams caulked in shell and bottom flanges.
1	Vertical flue ...	Compensating-rings fitted to three mudhole-openings.
1	" ..	Defective rivets in shell renewed.
1	" ...	New uptake.
1	" ...	Patch fitted all round bottom of boiler.
1	" ...	Six three-inch tubes fitted, and patch fitted on crown of boiler.
1	Vertical field tube	Bottom of shell and skirting of firebox patched.
1	" ...	Patch fitted on crown under safety-valve chest.
1	" ...	Patch fitted on shell, and compensating-ring round manhole-opening.
2	" ...	Retubed.
6	Vertical tubular ...	Compensating-rings fitted to mudhole-openings.
3	" ...	New vertical stays.
1	" ...	New vertical stays, and compensating-rings round mudhole-openings.
1	" ...	New mudhole-doors and dogs.
3	" ...	New studs in mud-doors.
16	" ...	Retubed.
9	" ...	Retubed, and new top tube-plates.
1	" ...	Retubed, and patch fitted on foundation-ring.
1	" ...	Seven new vertical stays, and compensating-rings round all mudhole-openings.
1	" ...	Retubed and five new vertical stays.
3	" ...	Shell under blow-off cock patched.
1	" ...	Shell under blow-off cock patched, and angle-iron ring fitted to manhole-openings.
2	" ...	Shell of boiler patched.
2	" ...	Three new tubes.
1	" ...	Six new tubes.
1	" ...	Two new vertical stays.
1	" ...	Thirteen new tubes.
2	Water-tube ...	A number of tubes renewed.
1	" ...	Brickwork repaired.
1	" ...	New set of steam uptake-tubes fitted.
479	Total.	

No. 4.—RETURN of NOTICES given to FENCE or REPAIR DANGEROUS PARTS of MACHINERY, &c., during the Financial Year ended the 31st March, 1906.

Number.	Machinery.	Particulars.
1	Air-compressing	Fly-wheel of engine.
2	Bacon-factory	Machinery.
1	Bakery	Machinery.
1	"	Main driving-belt.
1	"	Pulley and pinions of biscuit-cutter, and spur-wheels and key-heads of dough-mixer.
1	Boiler-works	Fan-belting.
1	Bootmaking	Crank-shaft of engine and gearing of rollers.
1	"	Fly-wheel and gearing of rollers.
2	Boxmaking	Belting and machinery.
3	Brewery	Belting and machinery.
1	"	Sleeve fitted over end of crank-shaft.
3	Brickmaking	All machinery, belting, set screws, and keys.
2	"	Machinery.
2	"	Shafting, fly-wheel of engine, and belt.
1	Cabinetmaking	Circular-saw and planing-machine belts.
1	"	Crank-shaft and belt of sandpaper machine.
1	"	Fly-wheel and belting.
1	"	Fly-wheel and circular-saw.
2	Chaff-cutting	Head of key in shaft of machine.
2	"	Machinery.
1	"	Pulley and belting.
1	Chair-factory	Belt for saw bench.
2	Cheese-factory	Belting and pulleys.
1	Chemical	Chain and sprocket-wheel of mixing-machine.
1	Clothing-factory	Mill gearing.
1	Coach-factory	Band-saw and emery wheel.
1	"	End of crank-shaft.
1	Coal-mining	Fan-belt.
1	Confectionery	Belting of machines.
1	Cooperage	Belt of printing-machine.
1	Cordial-factory	Circular-saw.
1	"	Fly-wheel of engine.
1	"	Pulley and saw-belting.
1	"	Shafting.
4	Cranes	Chains annealed.
1	Creamery	Belt and pulley.
1	"	Belting and rail round platform.
1	"	End of engine crank-shaft.
4	"	Fly-wheel of engine.
1	"	Machinery.
1	"	Main driving-belt.
2	Dairy-factory	All machinery.
1	"	Churns.
1	"	Churns, second motion shaft, butter-press gearing, and butter-worker gearing.
6	"	Fly-wheel of engine and end of crank-shaft.
1	"	Machinery, belting, and churns.
7	Dredging	Machinery.
1	"	Pump-belting, elevator, and friction-gear shafting.
2	"	Set screws, pump, and roller shafting.
1	"	Shafting.
1	"	Winch-engine shaft and key, crown wheel and wheel-driving friction-gear to repair.
1	Dye-works	Cog-wheels of tumblers.
1	Electric lift	Iron knees fitted to pulley-joints.
3	"	Main driving-belt.
3	"	New back-balance ropes.
1	"	New spring in safety gear.
10	"	New wire ropes.
1	Electric light	Machinery.
1	"	Turbine-race to cover, and bevel wheels.
6	Electric motor	Main driving-belt.
2	Engineers' shops	Belting.
1	"	End of crank-shaft.

No. 4.—RETURN of NOTICES given to FENCE or REPAIR DANGEROUS PARTS of MACHINERY, &c.—*continued.*

Number.	Machinery.	Particulars.
1	Engineers' shops	End of crank-shaft and belting.
1	"	Machinery and belting.
1	"	Railing round engine and saw-belt.
1	Fish-preserving	Machinery.
9	Flax-mill	All belting and machinery.
4	"	Belting.
1	"	Belting in mill and to chaff-cutter and set pins.
2	"	Fly-wheel of engine and belting.
1	"	Fly-wheel boss to hoop, and new crank-shaft.
1	"	Grating over race, bevel wheels, scutcher-shaft, and belting.
1	"	Intermediate feed-roller spindle and end of scutcher-shaft.
2	"	Intermediate stripper and scutcher.
1	"	Machinery, belting, and water-race.
1	"	Main belting and scutcher-pulley.
1	"	Main driving-belt.
2	"	Mouthpiece of scutcher to be strengthened and reduced in width.
1	"	Scutcher-belt.
6	"	Scutcher-mouth to be reduced in width.
1	"	Scutcher-pulley and end of shaft.
1	"	Scutcher-shaft.
4	"	Shafting, belting, and water-race.
2	"	Shafting, pulley, and belting.
1	"	Water-wheel and water-race.
1	"	Water-wheel and key of scutcher-pulley.
4	Flour-mill	All machinery.
1	"	Belting and heads of keys.
1	"	Countershaft.
1	"	Engine and belting, and all exposed spindles.
1	"	Fly-wheel, main driving-belt, hoist-belts, and ends of centrifrugal.
1	"	Main driving-belt.
1	"	Vertical belt to dresser.
4	Fly-wheels	Bands shrunk on boss where cracked.
1	Furniture-factory	Belting.
8	Gas-engines	Belting.
6	"	End of shaft and key.
27	"	Fly-wheel and shafting.
9	"	Fly-wheel and belting.
2	"	Main driving-belts.
24	"	Sleeve to fit over end of crank-shaft.
1	Gas lifts	Brake to repair.
1	"	Main driving-belt.
12	"	Wire ropes renewed.
1	Grain-crushing	Belting and wheel.
1	"	Fly-wheel of engine and shafting.
2	Grinding	Belting, wheels, set screws, and heads of keys.
1	Hauling	Belting.
1	"	Main driving-bracket repaired.
7	"	Steering-gear repaired.
1	Hoisting	Main belting, shaft of hoist, and fly-wheel.
9	Hydraulic lifts	Chains annealed.
1	"	Chains annealed and new pins for sheaves.
2	"	Counter-balance weights.
4	"	Cylinder repacked and new bucket leather.
3	"	New safety-grips.
1	"	New bucket leather.
40	"	New wire ropes.
1	"	New wire rope, ram and gin-pins overhauled.
3	"	Railing round well.
14	"	Safety-grips repaired.
1	"	Two new uprights.
1	"	Valves repaired.
1	Jam-factory	Belting.
1	Joiner's shop	Belting and shafting.
1	"	Belting and machinery.

No. 4.—RETURN of NOTICES given to FENCE or REPAIR DANGEROUS PARTS of MACHINERY, &c.—*continued.*

Number.	Machinery.	Particulars.
2	Log-hauling	Belts of fly-wheel, where cracked, roped.
1	Milking	Machinery.
4	"	Machinery, fly-wheel, and belt.
3	Mincing	End of crank-shaft and belting.
1	"	End of machine.
2	"	Main belting and pulley.
15	Oil-engines	End of crank-shaft.
20	"	Fly-wheels and belting.
3	"	Fly-wheel and end of shaft.
1	"	Pulley, belt, and end of shaft.
2	Pelton wheels	Belting.
1	Planing mill	Machinery.
1	Power lift	New safety catches.
1	Printing	Belt and pulley.
1	"	End of shafting.
2	"	Fly-wheel of machines.
1	"	Fly-wheel of engine and shaft.
1	"	Main and cross belting.
1	Pumping	Belting and set pins.
1	"	Exhauster belting and pump-spindle.
1	"	Fly-wheel of engine.
1	"	Shafting.
1	"	Water-wheel and race.
1	Quartz-crushing	Engine and belting.
4	"	Machinery and belting.
1	"	Fly-wheel and cross-belt.
1	"	Fly-wheel and circular-saw belt.
2	"	Main driving-belt.
1	"	Set screws and shafting.
1	Refrigerating	Driving-belt of countershaft.
1	"	Engine and machinery and appliances to fit for changing belts.
1	"	Machinery and belting.
1	Road roller	New propelling-wheels on carriage.
1	Sash and door factory	Emery wheel and belting.
1	"	Machinery and belting.
1	"	Main driving-belt.
1	Sawing and chaff	Fly-wheel and belting and end of shaft.
1	Sawing firewood	End of crank-shaft.
3	Sawmill	All machinery.
19	"	Belting.
1	"	Chain-belt on sandpaper-machine.
1	"	Circular-saw and main belting.
1	"	Cracked saw to be taken out.
1	"	Cross belt to saw bench and end of crank-shaft.
3	"	Emery wheels.
2	"	Emery wheel and main driving-belt.
1	"	Engine fly-wheel and belt pulley.
3	"	Fly-wheels and shafting.
1	"	Fly-wheel hooped.
1	"	Goose saw.
10	"	Machinery and belting.
4	"	Machinery and circular-saw.
4	"	Main driving-belt.
1	"	Main and planer belts and engine.
1	"	New crosshead for engine.
2	"	Pinion-wheels of winch.
1	"	Planer belting.
1	"	Sawing and planing machine belts.
2	"	Shafting and belting.
1	"	Spindles and feed gear.
1	"	Sleeve on end of crank-shaft.
1	"	Vertical planer shafting, &c.
1	"	Winch-gearing and emery wheel.
1	Seed-dressing	All machinery.
1	Shearing	Belting.
1	"	Engine.
1	"	Machinery.

No. 4.—RETURN of NOTICES given to FENCE or REPAIR DANGEROUS PARTS of MACHINERY, &c.—*continued.*

Number.	Machinery.	Particulars.
3	Station work	Belting and shafting.
1	Steam-lift	New wire rope.
1	"	Safety gear springs adjusted.
1	Stone-dressing	Engine, belting, spur-wheels, and pinions.
1	"	Engine and machinery.
1	"	Fly-wheel and gearing.
1	Tannery...	Machinery.
1	"	Overhead shafting, wheels, and pulleys.
1	Tea-mixing	Pulley of machine.
1	Threshing	Driving-wheel repaired.
1	"	New brake
2	Water-wheels	Belting and machinery.
1	Wheelwright	Fly-wheel of engine.
1	Winding	Crank-shaft.
1	"	New wire rope, and a number of bolts tightened.
1	"	Sleeve put on end of crank-shaft.
4	Woodworking	All machinery, belting, set screws, and keys.
2	"	Belting and machinery.
1	"	Belt to circular-saw, sandpaper, and morticing machines.
2	"	Circular and band saw belts.
3	"	Countershafts.
2	"	Crank-shaft and fly-wheel.
2	"	Crank-shaft, emery wheel, and countershaft.
1	"	End of crank-shaft, dovetailer and shaper.
1	"	Fly-wheel, belting, and intermediate shafting.
1	"	Main driving-belt.
1	"	Planing-machine.
2	"	Shafting.
1	"	Shaping-machine, intermediate shaft, and belts.
1	Wool-dumping	Fly-wheel of engine.
2	"	Main driving-belt.
1	"	Main belting, spur-wheels, and pump pulley.
1	Woollen mill	Fly-wheel pit, bevel wheels on main shaft, and tail-rod of engine.
564	Total.	

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery during the Financial Year ending the 31st March, 1906.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
Henry Brown and Co., Inglewood	Circular saw ..	John Storring; 42 years	4th February, 1905: Cut end off his thumb	While he was pushing the timber towards the saw he inadvertently allowed his thumb to come in contact with the saw, losing the point of it.
Griffin and Sons (Limited), Alton Street, Nelson	Cake mincing-machine	P. Green; 19 years	5th April, 1905: crushed fingers of left hand	Green placed his hand under the guard which protects the cog-wheels of the mincing-machine. The cog-wheels drew in the fingers of left hand severely crushing them.
Arthur Devery, Otapiri Gorge	Flax-scutcher	William Rouse; 24 years	6th May, 1905: hand torn off above the wrist	Rouse accidentally allowed his hand to get entangled in the fibre while working at the scutcher. It was drawn in and severely torn.
W. T. Murray and Co., Underwood Dairy-factory, Invercargill	Power-press for punching out ends of tins	John Nelson; 16 years	6th May, 1905: lost part of his thumb	While Nelson was employed at the punching-machine, he inadvertently placed his thum under punch and lost part of it.
Henry Brown and Co., New Plymouth	Circular saw ..	Morris Kennedy; 22 years	17th May, 1905: cut fingers	Through inattention, Kennedy allowed his fingers to touch the saw.
Neale and Haddon, Vanguard Street, Nelson	Grinding-mill ..	Edward Haltham; 36 years	25th May, 1905: crushed fingers	Haltham was engaged grinding peas into meal. The mill got choked through the peas being moist. Haltham stopped the engine and inserted his hand into the feed-box to clear mill before the mill had properly come to a standstill, with the result that the feed-rollers caught his fingers and severely crushed them.
G. Fleming and Son, Hardy Street, Nelson	Carding-machine	Raymond Thomson; 15 years	13th June, 1905: lacerated hand	Thomson was working the machine carding flock which is thrown into a hopper. He had removed part of the covering over back part of the machine, evidently out of curiosity. He then placed his hand into the machine, when it was caught. Part of the machine had to be cut to get his hand out. The removing of the covering was entirely contrary to orders.
Whiteford and Co., Adelaide Road, Wellington	Brickmaking-machine	George Palmer Brown; 34 years	13th June, 1905: four fingers of right hand crushed	A wedge-shaped stone had got in along with the clay, which the rollers of the machine refused to pass. Brown was told by the manager, who was about to stop the machine, to remove the stone, and, in getting into position to do so, placed his right hand on the edge of the opening above the rollers. His hand slipped while the weight of his body was on it, and went in between the rollers before they had stopped, severely crushing his fingers.
William Bates, 24 Lower High Street, Christchurch	Planing-machine	Miles Dixon; 20 years	26th June, 1905: small piece off top of second finger; cut third finger	Dixon, while working at the planing-machine, allowed his hand to come in contact with the knives of machine, which damaged his fingers.
E. Ellis and Co., Main Road, Kaikorai	Flock-making machine	Maxwell Winders; 17 years	10th July, 1905: end of big finger cut; third and end of thumb slightly injured	Winder was in charge of a flock-making machine, and when removing an obstruction from the rollers his fingers were drawn into machine.
Aulsebrook and Co., St. Asaph Street, Christchurch	Starch-making machine	Louis Ogden; 20 years	20th July, 1905: fingers of left hand bruised	In freeing a jammed tray by pulling on the chain of the carrier, the jamb suddenly giving, he got his fingers caught between the chain and the chain-wheel.

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
W. and R. Dickie, Waverley	Flour-mill driven by water-power	James Wilcox; 19 years	26th July, 1905: both legs broken and one arm broken in two places	Wilcock was engaged sweeping on the ground, and while doing so his clothing got foul of some shafting in motion. There was a belt-pulley where the belt is only used every second or third day for driving the smutting-machines. When the belt is off it is hung up with a string. This string broke, and the man caught the end of the string in his hand. The string having caught on the shaft meantime, he was pulled in and carried round the shaft.
Packer and Jones, Bealey Avenue, Christchurch	Planing-machine	C. S. Packer; 19 years	27th July, 1905: tips of two fingers cut off	Packer slipped while at work at a planing-machine, and his hand coming into contact with the cutters of machine, took the tips off two of his fingers.
A. Corrie, Hastings ..	Circular saw ..	Walter Everett; 33 years	12th August, 1905: index finger cut off and next finger injured	Everett was working at a circular saw and allowed his fingers to come into contact with the saw.
Neale and Haddon, Vanguard and Gloucester Streets, Nelson	Circular saw ..	Ed. Holtham; 34 years	16th August, 1905: severe cut on shoulder	Whilst cutting firewood Holtham allowed a round piece of wood to roll on to saw-bench and to saw, buckling it and causing it to break. A piece of the broken saw struck him on the shoulder, causing the injury.
J. Wilkie and Co., Cumberland Street, Dunedin	Cardboard-die machine	Mabel Shepherd; 17 years	17th August, 1905: removal of whole of scalp and half of one ear torn away	Shepherd was standing underneath the main shafting, when her hair became entangled round the shaft, causing the injury to her head.
Pitcaithly and Co., Christchurch	Stone-breaking machine	D. Kelleher; 30 years	30th August, 1905: crushed hand	Kelleher attempted to lubricate cog-wheels of the stone-breaker before the machine had stopped, when his hand was caught by the machinery and crushed.
R. Hannah and Co., Lambton Quay, Wellington	Sole-moulding machine	Wm. Holmes; 16 years	20th September, 1905: Fingers jammed	Holmes inadvertently placed his fingers under the moulding-machine and got them crushed.
W. Cable and Co., Waterloo Quay, Wellington	Lathe ..	D. Smith; 17 years	20th September, 1905: taking off the tip and nail of index finger of right hand	Smith while working at the lathe attempted to clean the point of cutting-tool with his finger, when he lost the point of it.
W. Bates, Lower High Street, Christchurch	Shaping-machine	J. E. Barker; 27 years	23rd September, 1905: slight injury to second finger of right hand	Barker slipped when working at this machine, when his finger came into contact with it.
Aulsebrook and Co., St. Asaph Street, Christchurch	Biscuit-cutting machine	Thos. French; 22 years	29th September, 1905: tip of third finger of left hand torn off	French attempted to push the belt over with his hand while machine was in motion, when he got his finger caught between the belt and pulley.
D. Kingsland and Son, Invercargill	Dough-breaking on rollers	Chas. Murray; 17 years	30th September, 1905: Hand and arm drawn between rollers and skin badly torn	Murray was working at dough-machine when his hand was drawn in between the rollers, his hand and arm being badly torn.
Wellington Fresh Food and Ice Company, Dixon Street, Wellington	Main-shaft for driving churns and pumps	David Patton; 36 years	3rd October, 1905: dislocated shoulder, and three ribs broken	Patton was engaged disconnecting a water-service pipe. To get at the pipe he had to use a ladder, and was working between the pipe and eccentric sheave attached to a pump below. He was wearing a loose jacket at the time, which caught in the key, which was projecting about 3 in. beyond the eccentric on the shaft.
Webster and Co., 46 Manchester Street, Christchurch	Paddle-dolly for cleaning skins	Jas. Overend; 52 years	9th October, 1905; Skin torn off from back of left hand	Overend, whilst working at this machine for cleaning skins, allowed his hand to come in contact with the revolving arms of the machine whilst in motion.

No. 5.—RETURN OF ACCIDENTS (not Fatal) in connection with Machinery—*continued*.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
R. Hannah and Co., Lambton Quay, Wellington	Edge-trimmer machine	Rd. Howitt; 40 years	13th October, 1905: injured one of his fingers	Finger came in contact with cutter while the machine was in motion.
Southland County Council, Invercargill	Traction-engine	Hy. Payne; 33 years	14th October, 1905: broken arm.	Payne attempted to pull engine over dead centre (by fly-wheel) while the steam was turned on to the engine.
R. Hannah and Co., Lambton Quay, Wellington	Trade-mark embossing-machine	Samuel Page; 18 years	16th October, 1905: top of thumb jammed	Page placed his thumb underneath the stamp when stamping a boot.
Peter Dromgool, Waiuku	Flax-mill ..	Harry Armstrong; 24 years	19th October, 1905: small bone of arm broken	Armstrong leant on to the crank-shaft in mill while the machinery was in motion, when his coat caught in the shaft, breaking the small bone in his arm.
A. J. Rand, 61 Adelaide Road, Newtown	Moulding-machine	W. Wilson; 50 years	3rd November, 1905: thumb taken off and top joint of first finger of left hand	While Wilson was moulding a piece of timber in the machine he accidentally brought his left hand in contact with the knives.
C. E. Otley, 293 Madras Street, Christchurch	Planing-machine	Alfred Harris; 21 years	8th November, 1905: two fingers cut	The wood Harris was planing slipped and his fingers came in contact with the knives of the machine.
Skelton, Frostick, and Co., 133 Hereford Street, Christchurch	Beam press ..	Thomas Jas. Thompson; 41 years	15th November, 1905: loss of two joints of forefinger of right hand	Thompson's finger came into contact with the knife while he was working at the press.
Skelton, Frostick, and Co., 133 Hereford Street, Christchurch	Leather-rolling machine	Leslie Smith; 17 years	16th November, 1905: loss of finger-nail and portion of the top of second finger of right hand	Smith's fingers were caught in gearing of machine while attempting to remove a bit of leather from machine while it was in motion.
The New Zealand Pine Company, Invercargill	Planing-machine	Wm. Wright; 49 years	28th November, 1905: compound fracture of arm with laceration of flesh	Wright attempted to shift a belt of machine while it was in motion, when his arm caught and was drawn in.
Taranaki Producers' Freezing Works Company (Limited), New Plymouth	Air-fan ..	Jno. Woodley; 23 years	29th November, 1905: left hand so badly injured by fan that it had to be amputated	Woodley placed his arm too near the fan while it was in motion, crushing it severely.
Wellington Electric Light and Power Company, Harris Street, Wellington	Main steam-pipe	T. Jones; 30 years	2nd December, 1905: right arm scalded	Jones was scalded by the bursting of a main steam-pipe on top of one of the boilers. The pipe was defective.
W. Cable and Co., Waterloo Quay, Wellington	Lathe ..	D. McMurrick; 17 years	11th December, 1905: sprained wrist	McMurrick was shifting the belt on cones to alter speed of lathe. Evidently used wrong hand to do this, and got it caught between the belt and cone.
Skelton, Frostick, and Co., 133 Hereford Street, Christchurch	Leather-splitting machine	Leslie Smith; 17 years	12th December, 1905: nail torn off thumb, thumb squeezed, first finger burst, joint of second finger damaged	Smith placed his hand on the feed-roller to assist himself in rising from the floor. In doing this he accidentally pushed the belt on to the fast pulley, causing the machine to start.
The Waverley Co-operative Dairy Factory Company	Butter-worker machine	Charles Thrush; 22 years	17th December, 1905; crushed forefinger of left hand	Thrush got his fingers into friction rolls of machine.
F. and A. Seed, Purapura Sawmill, Mungaroa	Circular-saw ..	John Mahuika; 24 years	18th December, 1905: two joints of first three fingers of left hand taken off	Mahuika allowed his fingers to come into contact with the saw.
W. Cable and Co., Waterloo Wellington	Lathe ..	D. Campbell; 17 years	16th January, 1906: top of finger cut off	Campbell attempted to clean the top of the turning-tool while the lathe was in motion, and lost the top of his finger.
The Royal Café Company (Limited), Cathedral Square, Christchurch	Lift	Albert James; 14 years	29th January, 1906: crushed and swollen foot	James was sitting on seat, with with his foot projecting over the edge of cage, when his foot got jammed between the wall and the cage.
Robertson and Co., Wellington	Emery-grinder ..	W. Anderson; 17 years	9th February, 1906: emery stone broke and struck him on the chest	Anderson was working at the emery stone when it went to pieces, part of it striking him on the chest.
W. Cable and Co., Waterloo Quay, Wellington	Lathe ..	F. Collett; 18 years	10th February, 1906: nail of finger taken off	Collett was cleaning the tool whilst the lathe was in motion, when his finger was caught

No. 5.—RETURN OF ACCIDENTS (not Fatal) in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Persons injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
R. Hannah and Co. (Limited), Lambton Quay, Wellington	Sole-cutting press	C. McFarlane; 30 years	10th February, 1906: flesh wound thumb and forefinger left hand	McFarlane was working at the press, when his hand was caught by machine.
Thomas Borthwick and Sons, Waitara	Duplex steam-pump	Austin Felix Dugdale; 44 years	13th February, 1906: top of first finger, right hand, pinched off	Dugdale was looking after this steam-pump, and placed his hand too near the working-parts while in motion, and got his finger crushed.
J. W. Easson and Co., Kilbirnie	Swing-saw ..	W. Furnace; 25 years	16th February, 1906: cut little finger of left hand, and had to get it amputated	Furnace, while working the swing cut-off saw, slipped, and his finger came in contact with the saw.
C. E. Otley, 287 Madras Street, Christchurch	Planing-machine	A. Harris; 24 years	22nd February, 1906; thumb nearly cut off	Harris, while working planing-machine, slipped, and his thumb came into contact with the knives of machine.
Henry Brown and Co., New Plymouth	Shaping-machine	A. J. Higgs; 23 years	2nd March, 1906: cut forefinger first joint, will have to be amputated	Higgs, while working planing-machine, allowed his hand to come too close to the knives of the machine.
Whitcombe and Smith, Southbrook	Pump with travelling-band to main shaft	Alex. Russell; 36 years	6th March, 1906: lacerated wound on arm, and bruise	Russell's accident was caused through pulley-band catching the sleeve of his shirt and pulling his arm under.
F. G. Parsonson and Sons, Retreat Road, Avonside	Tin-crimping machine	H. E. Bean; 27 years	20th March, 1906: crushed finger	Bean, while attempting to remove belting whilst machine was in motion, got his fingers caught in machine.

No. 6.—RETURN of ACCIDENTS which proved Fatal in connection with Machinery during the Financial Year ended the 31st March, 1906.

Name and Address of Owner.	Description of Machinery.	Name and Age of Persons injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
Stewart Bros., Sandymount	Flax-mill ..	William Fyfe; 26 years	14th April, 1905: arm amputated	Fyfe was engaged scutching fibre at this flax-mill. His hand must have got entangled in a hank of fibre, and his arm was drawn into the machine and mangled.
A. Harvey and Sons, Albert Street, Auckland	Goods-lift ..	Benjamin Jones; 61 years	8th July, 1905: crushed in lift	Jones was crushed by the lift. No one saw the accident occur. It is supposed that he was standing on the lift when it was ascending and tried to get off.
Rising Sun Gold-dredging Company, Cromwell	Dredging-plant	John Towan Hosking; 37 years	13th July, 1905: both legs broken off below the knees. Right arm almost torn off, and a few threads of flesh was all that were holding on the arm	A belt had been removed from a pulley on the dredge and was resting loosely on the shaft driving the screen. Hosking went to get hold of this belt and somehow got entangled in it. He was wound round the shaft, and was fearfully mangled.
H. Miles, Riverton ..	Dry scutcher ..	Thomas James Cummins; 27 years	1st August, 1905: arm taken off	Cummins was engaged carting fibre to the mill, and happening to be in the scutching-shed for a few minutes, he snatched up a few hanks of flax, and by mistake tried to snatch a wet hank which drew his hand into the scutcher.
Wilson and Horton, *Herald* Office, Auckland	Lift for goods ..	Wm. Thomas Burnand; 15 years	9th August, 1905 ..	Burnand was travelling on this goods-lift, against the notice which was posted up that no one was to travel on goods-lift. He evidently put his head outside framing of the cage on which he was travelling, and his head coming in contact with a projecting beam crushed it, causing his death.

No. 6.—Return of Accidents which proved Fatal in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
Wellington and Marlborough Cement, Lime, and Coal Company, Elevation, Picton	Grinding and burning machinery	Albert Kilpatrick; 23 years	10th August, 1905: wounds on head	Kilpatrick was engaged oiling machinery at the cement works when one of the supports of the shaft gave way. This caused the shaft to deflect, and caused Kilpatrick to fall a distance of 10 ft.
Komata Reefs Gold-mining Company (Limited), Komata	Quartz-crushing and cyanide treatment	Vincent Young Gatland; 37 years	14th August, 1905: bruised about head and feet, but cause of death was suffocation and shock	Gatland's clothing was caught by a revolving shaft (making 70 revolutions per minute). When he was discovered he was almost dead, and expired in a few minutes. He had just put a belt on to a pulley, and it is surmised was trying to take a small piece of rope off the shaft that had been used to put on the belt with.
Lone Star Gold-dredging Company, Cardrona	Steam gold-dredge	Robert Alexander Williamson; 25 years	27th February, 1906: seriously injured head and other parts of the body	The crown-wheel on board this dredge broke, and one of the pieces struck Williamson on the head.
Henry Coley, Porotawhao	Flax-mill ..	William Rippin; 21 years	30th March, 1906: fracture of the base of the skull, laceration of the brain, and the whole of the left side was more or less seriously injured	Rippin's clothing was caught by the intermediate shaft in the mill. The accident was not observed by any one, and the deceased had no right to be in the place where he was found.

No. 7.—Return of Steam-winding-engine Drivers to whom Certificates of Service have been granted from the 1st April, 1905, to the 31st March, 1906.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
William Henry George	Winding, service ...	September 26 ...	57

No. 8.—Return of Steam-winding-engine Drivers to whom Certificates of Competency have been granted from the 1st April, 1905, to the 31st March, 1906.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
John King	Winding, competency ...	May 26 ...	310
William Joseph Curtis	" " ...	" 26 ...	311
Walter Arnold	" " ...	" 26 ...	312
John Caisley	" " ...	August 14 ...	313
Charles Alexander Brown Stewart	" " ...	" 14 ...	314
Charles Simmons Wilson	" " ...	" 14 ...	315
Alexander Moneur Sommerville	" " ...	" 14 ..	316
John Mulligan	" " ...	September 4 ...	317
David Mitchell Tomlinson...	" " ...	December 7 ...	318
William George Pearce	" " ...	" 7 ...	319
Alfred Pearse	" " ...	" 7 ...	320
John Joseph Wall	" " ...	" 7 ...	321
John Patrick Farrell	" " ...	" 7 ...	322
John Charles Shirley	" " ...	" 7 ...	323
John Robertson Simpson	" " ...	" 7 ..	324
James O'Brien	" " ...	" 28 ...	325
John Heinrich Schmidt	" " ...	" 28 ...	326
		1906.	
John Sangster	" " ...	February 16 ...	327
James Peter Anderson	" " ...	" 16 ...	328
Arthur Edward Bosley	" " ...	" 16 ...	329
Samuel James Dickey	" " ...	" 16 ...	330
Alexander Dickson	" " ...	" 16 ...	331
George Morrison...	" " ...	" 16 ...	332
John Carless	" " ...	" 16 ...	333
Leonard Elesley Hilton	" " ...	" 16 ...	334

No. 9.—Return of Traction and Locomotive Engine Drivers to whom Certificates of Competency have been granted from the 1st April, 1905, to the 31st March, 1906.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
Joseph Satterthwaite	Locomotive and traction, competency	May 26	1313
Alexander John Malcolm	Ditto	" 26	1314
Joseph Ryan	"	" 26	1315
Edward John Painton	"	" 26	1316
John William Wadsworth... ...	"	" 26	1317
James Orr	"	" 26	1318
Tom Vincent	"	" 26	1319
Arthur James Killip	"	" 26	1320
Tihema Keepa Winiata	"	" 26	1321
William Henry Anstey	"	" 26	1322
Percy Norman Dahlberg	"	" 26	1323
Ernest Dennis	"	" 26	1324
Thomas Duckworth	"	" 26	1325
Robert Benjamin Giles	"	" 26	1326
Robert Henry Kingsbury	"	" 26	1327
James Alfred Milne	"	" 26	1328
Joseph O'Donohue	"	" 26	1329
James Robb	"	" 26	1330
Thomas Albert Smith	"	" 26	1331
William James Veale	"	" 26	1332
George Aitken	"	" 26	1333
Alexander Logan	"	" 26	1334
William Nicholson	"	" 26	1335
Thomas Browning Scammell	"	" 26	1336
Walter Excell	"	" 26	1337
James Crerar Naismith	"	" 26	1338
Robert Martin	"	" 26	1339
Arthur Marychurch	"	" 26	1340
Darcy Gilberd	"	" 26	1341
Ernest Thornley Lancaster	"	" 26	1342
Albert Samuel Brugh	"	July 24	1343
John Austin	"	" 24	1344
George Gilbert Body	"	" 24	1345
Henry Shaw	"	" 24	1346
Dominick John Lee	"	" 24	1347
Samuel Fleming	"	August 14	1348
James Meachen	"	" 14	1349
William Harris	"	" 14	1350
Frederick Ernest Allen	"	" 14	1351
Thomas Alfred Price	"	" 14	1352
Joseph Clouston Lyon	"	" 14	1353
William Harvey	"	" 14	1354
John Lithgow	"	" 14	1355
John Duncan McPhedran	"	" 14	1356
William Richard Menhennet	"	" 14	1357
David Smith	"	" 14	1358
Alexander Murdock Bellaney	"	" 14	1359
William Edgar Bromley	"	" 14	1360
William Brown	"	" 14	1361
Donald Henry Duthie	"	" 14	1362
William Maxton Henderson	"	" 14	1363
George Edwin Martin	"	" 14	1364
George Robertson	"	" 14	1365
Martin Ryan	"	" 14	1366
Edmund Ryan	"	" 14	1367
William Smellie	"	" 14	1368
Alexander Boyd Rapson	"	14	1369
William Kinloch...	"	" 14	1370
George Dollard, jun.	"	" 14	1371
Sidney Allan Eagan	"	" 14	1372
Frederick William Greer	"	" 14	1373
Frank Gulliver	"	" 14	1374
Charles Hagley	"	" 14	1375
John Hansen	"	" 14	1376
Donald Richard Mackay	"	" 14	1377
Richard William John Maffey	"	" 14	1378

No. 9.—Return of Traction and Locomotive Engine Drivers—*continued*.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
Wollington Marshall	Locomotive and traction, competency	August 14	1379
Robert Thompson	Ditto	" 14	1380
John Willis	"	" 14	1381
Mark Duncan James	"	" 14	1382
Thomas Falconer	"	" 14	1383
Adam Dickson Johnston	"	" 14	1384
Ernest Rhind	"	" 14	1385
Donald Ross	"	" 14	1386
Alfred Clark Napier	"	" 14	1387
Robert James Trimble	"	" 14	1388
Henry Cook McKay	"	" 14	1389
Ernest Henry Spence	"	" 14	1390
Alexander McLaren Turnbull	"	" 14	1391
Edgar Bissell	"	" 14	1392
Montgomery Lowe	"	" 14	1393
Michael Pierce Butler	"	" 14	1394
Frederick Edwin Williams	"	September 4	1395
George Herbert Chapman	"	" 4	1396
Duncan Morrison	"	" 4	1397
Hugh Francis Brosnahan	"	" 4	1398
Thomas William Stoakes	"	" 4	1399
James Burns	"	" 26	1400
Paul Benjamin Wilton	"	November 6	1401
David Templeton Young	"	" 6	1402
John Morrison	"	" 6	1403
Peter Kelly	"	" 6	1404
Stephen Joseph Bray	"	December 7	1405
Robert Walter Field	"	" 7	1406
William Keith	"	" 7	1407
Harry O'Neill	"	" 7	1408
David Robert Turnbull	"	" 7	1409
David Gerkin	"	" 7	1410
Archibald Murdock McKenzie	"	" 7	1411
William Henry Brown	"	" 7	1412
John Dow	"	" 7	1413
Francis Stephen Gordon	"	" 7	1414
Alexander Hamilton	"	" 7	1415
Percy Milawa Kirk	"	" 7	1416
John Leitch	"	" 7	1417
James Andrew Main	"	" 7	1418
Alexander Millar...	"	" 7	1419
William Newbigging	"	" 7	1420
Trevor Charles Tisdall	"	" 7	1421
Adam Borgfeldt	"	" 7	1422
Arthur Coombes	"	" 7	1423
James Copland, jun.	"	" 7	1424
Thomas McIntosh Crossan	"	" 7	1425
Harold Boyd Dalziel	"	" 7	1426
George Robert Davidson	"	" 7	1427
Patrick Donohue	"	" 7	1428
James Alexander Douglas	"	" 7	1429
Thomas Edward Gardner	"	" 7	1430
William Archibald Kendall	"	" 7	1431
Lawrence Henry Logan	"	" 7	1432
Hugh McDonald	"	" 7	1433
George Madden	"	" 7	1434
Francis Clement May	"	" 7	1435
John Padkin	"	" 7	1436
James Pearce	"	" 7	1437
John Spence Simpson	"	" 7	1438
Archibald Yates	"	" 7	1439
William Collard	"	" 7	1440
Ernest Alfred Johnston	"	" 7	1441
Charles Mossman Milburn	"	" 7	1442
Charles William Mudgway	"	" 7	1443
Charles Tait	"	" 7	1444
David Eddy	"	" 7	1445

No. 9.—Return of Traction and Locomotive Engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
William Torrie Joll	Locomotive and traction, competency	December 7	1446
Arthur Vivian Bilkey	Ditto	" 7	1447
James Graham	"	" 7	1448
Samuel George Browne	"	" 7	1449
Leopold Edgar John de Erneste	"	" 7	1450
James Charles Allfrey	"	" 7	1451
Thomas William Breeze	"	" 7	1452
Robert James Buckingham	"	" 7	1453
Donald Campbell	"	" 7	1454
William John Clarke	"	" 7	1455
Henry Colville	"	" 7	1456
Herbert James Crothers	"	" 7	1457
Davidson Blackie Dewar	"	" 7	1458
George Geddes	"	" 7	1459
David Richard Langford	"	" 7	1460
Malcolm McCormick	"	" 7	1461
James Reid	"	" 7	1462
Frank William Schulz	"	" 7	1463
Walter Henry Talbot	"	" 7	1464
Charles Ward	"	" 7	1465
Alfred Thomas Welsh	"	" 7	1466
Alexander McCaw	"	" 7	1467
Henry Edward Sargent	"	" 7	1468
Charles Coley, jun.	"	" 7	1469
Michael James Flanagan	"	" 7	1470
John Kay Hardin	"	" 28	1471
James Alexander	"	" 28	1472
		1906.	
William Edward Gunn	"	February 16	1473
Matthew Joseph McGrath	"	" 16	1474
Stephen Pilcher	"	" 16	1475
Fritz August James Böckman	"	" 16	1476
Christopher John Henry Stade	"	" 16	1477
Edward Wilson	"	" 16	1478
William Dilks	"	" 16	1479
James Edwin Scoullar Marshall	"	" 16	1480
William George Phillips	"	" 16	1481
Frank McCurdy	"	" 16	1482
Robert Kidd	"	" 16	1483
William Allison	"	" 16	1484
Thomas Henderson	"	" 16	1485
Henry Everit Mitchell	"	" 16	1486
William Robertson McLennan	"	" 16	1487
Thomas Mills Pepperell	"	" 16	1488
Alexander Benjamin Stewart	"	" 16	1489
John Wright	"	" 16	1490
David Marshall, jun.	"	" 16	1491
William Drayton...	"	" 16	1492
Patrick John Joseph Harris	"	" 16	1493
John Steven Johnston	"	" 16	1494
Mitchell Charles Knox	"	" 16	1495
Charles Head	"	" 16	1496
Edward Johnson...	"	" 16	1497
Walter White	"	" 16	1498
Martin Kean	"	" 16	1499
Samuel Walter Anderson	"	" 16	1500
Edwin Boyd	"	" 16	1501
George Hastings Bright	"	" 16	1502
William Crowder	"	" 16	1503
Hugh Gillies	"	" 16	1504
Levi James	"	" 16	1505
William Johnston	"	" 16	1506
James McCloy	"	" 16	1507
Anthony Pearson	"	" 16	1508
Frank Quigley	"	" 16	1509
Francis Edgar Rodgers	"	" 16	1510
William Thomas Street	"	" 16	1511

No. 9.—RETURN of TRACTION and LOCOMOTIVE ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Hubert Ernest Watson	Locomotion and traction, competency	February 16	1512
Peter Gilfedder	Ditto	" 16	1513
Ernest Lister	"	" 16	1514
Vincent Joseph O'Connor	"	" 16	1515
James Hogarth Smail	"	" 16	1516
Robert Law Smail	"	" 16	1517
Herbert Daniel Tresidder	"	" 16	1518
George Edward Chilton	"	" 16	1519
Ernest Henry Bosselman	"	" 16	1520
Charles Richmond Davies	"	" 16	1521
John Joseph Leland	"	" 16	1522
George Morris	"	" 16	1523
Thomas Nelson Rawlinson	"	" 16	1524
William John Boyce	"	" 16	1525
John Joseph Madill	"	" 16	1526
John Pearce	"	" 16	1527
Fred Henry Kennedy	"	" 16	1528

No. 10.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from the 1st April, 1905, to the 31st March, 1906.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
Charles Glasgow...	First-class stationary, service	May 26	1637
George Archibald Green	Ditto	July 24	1638
Thomas Moran	"	" 24	1639
John Findlay	"	August 14	1640
Thomas Chapman	"	" 14	1641
Henry Alexander Butters	"	" 14	1642
Frederick James McVey	"	September 26	1643
William Henry George	"	" 26	1644
John Coutts Reynolds	"	November 6	1645
John Brooking	"	December 7	1646
William Barlow Houghton	"	" 28	1647

No. 11.—RETURN of EXTRA FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1905, to the 31st March, 1906.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
Caleb James Morris	Extra first-class, stationary	August 14	31
Robert Robertson	" "	" 14	32
Watson Whitwell	" "	November 6	33
Tom Drewet	" "	" 6	34
		1906.	
Peter Heywood Thomson	" "	February 16	35

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1905, to the 31st March, 1906.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
Frank Martin Monckton	First-class, stationary competency	May 26	671
Frank Henry Williams	Ditto	" 26	672
Charles John Evenstrom	"	" 26	673
Albert Edward Allen	"	" 26	674
Harry Wilson	"	" 26	675
William Armitage	"	" 26	676
Mahlon Hirst	"	" 26	677
John McKay	"	" 26	678
Harold Newsham	"	" 26	679
John Henry Gillies	"	" 26	680
Hugh Trounce Pascoe	"	" 26	681
Edgar Brewster	"	" 26	682
Henry James Jones	"	" 26	683
Walter Edmund West	"	" 26	684
John Keilar	"	" 26	685
Donald McLeod Munn	"	" 26	686
John Paterson Ainsworth Smith	"	" 26	687
Robert John Turnbull	"	" 26	688
John McVean Walker	"	" 26	689
Charles Baird	"	" 26	690
John Greig	"	" 26	691
Herbert Benyon Morris	"	" 26	692
Robert McDonald	"	" 26	693
Thomas John McCutcheon	"	" 26	694
Osman Oliver Mackley	"	" 26	695
Richard Herbert Thompson Cunliffe	"	" 26	696
Montague Charles Alexander	"	" 26	697
William McCallum	"	" 26	698
Leslie Allan Sharpe	"	" 26	699
Archibald Maltby Broadbent	"	" 26	700
Mark John Evans	"	" 26	701
Joseph Kneebone	"	" 26	702
Eric Tasman Pybus	"	" 26	703
William Henry McArdle Anderson	"	" 26	704
Charles Kershaw	"	" 26	705
William Saunders	"	" 26	706
James Woolcock	"	" 26	707
Christopher Frederick Gregory	"	" 26	708
John Frederick Bowler	"	July 24	709
William Evans Dive	"	" 24	710
George Coker	"	" 24	711
Thomas Archibald Sargent	"	" 24	712
Sydney Herbert Haddrell	"	" 24	713
John Edward Chamberlain	"	" 24	714
Thomas Duff Anderson	"	" 24	715
Ludwig Neubauer	"	" 24	716
Arthur Warne Lloyd	"	August 14	717
Henry Paxton Hewson	"	" 14	718
Frederick Matthias Jacobsen	"	" 14	719
Sidney James Scott	"	" 14	720
Ernest Escott Brooking	"	" 14	721
Paul Adams Clifford	"	" 14	722
William Aitken	"	" 14	723
James Kannaird	"	" 14	724
Henry David Moss	"	" 14	725
Benjamin Thomas Ackroyd	"	" 14	726
William Joseph McCormick	"	" 14	727
William James Mitchell	"	" 14	728
Valentine Morris	"	" 14	729
William Smith	"	" 14	730
Robert Wallace Thompson	"	" 14	731
Thomas Ritchie Weir	"	" 14	732
John Sydney Whittaker	"	" 14	733
James Stuart	"	" 14	734
Diederich Gerken	"	" 14	735
David Dunn McKenzie	"	" 14	736

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
Alexander Sharp	First-class stationary, competency	August 14	737
John Sidney Shrimpton	Ditto	" 14	738
Alexander McLaren Turnbull	"	" 14	739
James Francis Ballantyne	"	" 14	740
Allan Stewart Cambridge	"	" 14	741
William Hay Buchanan	"	" 14	742
Edgar Bissell	"	" 14	743
William Bamptom Morton	"	" 14	744
Gerald Henry Straker	"	" 14	745
James Armstong Turnbull	"	" 14	746
George Alan Whitehouse	"	" 14	747
Arnold Williamson	"	" 14	748
John Ross Goode	"	September 4	749
Henry Rishton Walker	"	" 4	750
Anthony Ernest Harland	"	" 4	751
Parnell Cross	"	" 4	752
Frederick Henry Stratford	"	" 4	753
Michael Connors	"	" 4	754
Nicholas Lawn	"	" 4	755
Robert Watson Elliott	"	" 4	756
Keith Stewart McKinna	"	" 4	757
Ernest Alfred Hart	"	" 4	758
William Reid Douglas	"	" 4	759
Alfred George Fordham	"	" 4	760
David Hunter	"	" 26	761
William Preece	"	" 26	762
Walter Dickson	"	November 6	763
John Greengrass	"	" 6	764
Ernest Henry Cambourn	"	" 6	765
Charles Maurice Baker	"	" 6	766
David Oliphant Stewart	"	" 6	767
Charles Aspden	"	" 6	768
Charles Aspray	"	December 7	769
Samuel Bishop	"	" 7	770
Ernest Lister	"	" 7	771
Robert McAllister	"	" 7	772
Daniel McCorkindale	"	" 7	773
Robert Mitchell	"	" 7	774
James Hogarth Smail	"	" 7	775
Robert Law Smail	"	" 7	776
James Hay Steel	"	" 7	777
Hugh Mackay	"	" 7	778
Robert James Trimble	"	" 7	779
Charles Frederick Chandler	"	" 7	780
Harvey James Jenkins	"	" 7	781
Charles Lappan	"	" 7	782
William McMillan	"	" 7	783
William Mather Ovens	"	" 7	784
James Ernest Rough	"	" 7	785
William Ansley Thompson	"	" 7	786
Alfred Edward Willard	"	" 7	787
James Alexander Wilson	"	" 7	788
Alexander Millar	"	" 7	789
Johan Peter Christensen	"	" 7	790
William Richard Menhennet	"	" 7	791
Harry Anderson	"	" 7	792
Edward Verner Barrett	"	" 7	793
Thomas Wilfred Fletcher Garlick	"	" 7	794
Nigel Guthrie	"	" 7	795
George Frederick Robinson	"	" 7	796
Frederick Samuel Scott	"	" 7	797
Gresley Haswell Wood	"	" 7	798
Ernest Hewstone	"	" 7	799
James Henry Brewster	"	" 7	800
Norman McGruer	"	" 7	801
Frank McLoughlin	"	" 7	802
William Finlay Stewart	"	" 7	803

No. 12.—Return of First-class Stationary-engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
John Babbage	First-class stationary, competency	December 7	804
Henry Selwyn Marsh	Ditto	" 7	805
Robert Thomas Paton	"	" 7	806
James John Hogan	"	" 7	807
Herbert Henry Hart	"	" 7	808
Herbert England Schmidt	"	" 7	809
Alfred James Sutton	"	" 7	810
Alexander Strachan	"	" 7	811
Benjamin Sheard	"	" 7	812
Joseph Thomson...	"	" 7	813
David William Parsons	"	" 28	814
Benjamin Sutherland	"	" 28	815
Richard Charles Harvey	"	" 28	816
		1906.	
Arthur Edward Body	"	February 16	817
Arthur Ernest Brown	"	" 16	818
William Charles Brown	"	" 16	819
James McArthur, jun	"	" 16	820
Heinrich Franz Vosseler	"	" 16	821
William Bowman	"	" 16	822
James MacLean	"	" 16	823
Alexander Walter Wylie	"	" 16	824
George Drummond	"	" 16	825
John Bellaney	"	" 16	827
Archibald Edwards	"	" 16	828
Robert Rhind	"	" 16	829
Thomas Webb	"	" 16	830
Charles McCabe	"	" 16	831
David Smith	"	" 16	832
Richard Lyons Roe	"	" 16	833
George Newman...	"	" 16	834
Stephen Herbert Head	"	" 16	835
John McNair Baird	"	" 16	836
Thomas Stevenson Drake	"	" 16	837
Gordon Charles Webb	"	" 16	838
Ernest Edward Taylor	"	" 16	839
Harold Noel Carless	"	" 16	840
Robert Pearce Carter	"	" 16	841
Thomas Edward Higgs	"	" 16	842
William Moses Parsons	"	" 16	843
James Robertson Thomson	"	" 16	844
Andrew Smart Young	"	" 16	845
Peter Pearson	"	" 16	846
Axel Weydell	"	" 16	847
Gregor Henry Cattanach	"	" 16	848
William James Petherick	"	" 16	849
Henry John Stonehouse	"	" 16	850
Harold Gustaff Anderson	"	" 16	851
William Oliver Thomas	"	" 16	852

No. 13.—Return of Second-class Stationary-engine Drivers to whom Certificates of Competency have been granted from the 1st April, 1905, to the 31st March, 1906.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
Charles Henry Anderson	Second-class stationary, competency	May 26	1802
James Robert Sinclair	Ditto	" 26	1803
James Gildart Mottram	"	" 26	1804
Charles William Collett	"	" 26	1805
Edward Henry Common	"	" 26	1806
Arthur Fisher	"	" 26	1807
Valentine Joseph Crowley...	"	" 26	1808
John Lynch	"	" 26	1809
Arthur Phipps Pulley	"	" 26	1810
Henry Frederickson	"	" 26	1811
Thomas Booth	"	" 26	1812
George Rickard	"	" 26	1813
Albert Rickard	"	" 26	1814
George Minns Parker	"	" 26	1815
Edmund Greenwood	"	" 26	1816
William Albert Tims	"	" 26	1817
Edward Newbigin	"	" 26	1818
Thomas William Ker	"	" 26	1819
George Albert Johnston	"	" 26	1820
Alexander Burt Douglas	"	" 26	1821
Fred Fastier	"	" 26	1822
Gordon Good	"	" 26	1823
George William Gray	"	" 26	1824
Henry William Jenkins	"	" 26	1825
Augustine Kirby	"	" 26	1826
William Robinson Perkins...	"	" 26	1827
William John Ritchie	"	" 26	1828
Edward Hercules Travis	"	" 26	1829
Neill Joseph Walls	"	" 26	1830
James Railton Withell	"	" 26	1831
Arthur Wood	"	" 26	1832
Alexander Thomas Watson	"	" 26	1833
Robert Pritchard, jun.	"	" 26	1834
Andrew Aitken	"	" 26	1835
Andrew James Bartlett	"	" 26	1836
James French	"	" 26	1837
Samuel Henry	"	" 26	1838
William Herrick	"	" 26	1839
Thomas Herron	"	" 26	1840
William Jones	"	" 26	1841
John Kerse	"	" 26	1842
John McDonald	"	" 26	1843
Alexander McLellan	"	" 26	1844
George Edward Neale	"	" 26	1845
Patrick O'Reilly	"	" 26	1846
James Richards	"	" 26	1847
George Stralis Rees	"	" 26	1848
Joseph Arthur Bell	"	" 26	1849
Michael Davidson	"	" 26	1850
George Henry Henderson	"	" 26	1851
John Callaghan	"	" 26	1852
Thomas Kilpatrick	"	" 26	1853
William Henry King	"	" 26	1854
Samuel Jackson Whiteford McKee	"	" 26	1855
Arthur Milne	"	" 26	1856
Arthur William Missen	"	" 26	1857
Alfred Henry Roberts	"	" 26	1858
William Martin Simpson	"	" 26	1859
Walter Tantrum	"	" 26	1860
Arthur John Taylor	"	" 26	1861
Clarence Francis Vincent	"	" 26	1862
Harry Edwards	"	" 26	1863
John O'Dea	"	" 26	1864
John William Downie	"	" 26	1865
Charles Ernest Dunn	"	" 26	1866
George William Haxell	"	" 26	1867

No. 13.—Return of Second-class Stationary-engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
Eric Herbert Meadowcroft	Second-class stationary, competency	May 26	1868
Alfred Arthur Amyes	Ditto	" 26	1869
Albert William Bennett	"	" 26	1870
Percy Charles Collins	"	" 26	1871
George Francis Davis	"	" 26	1872
Phillip John Dudson	"	" 26	1873
William Yates Kirkman	"	" 26	1874
Joseph Bushby McInnes	"	" 26	1875
Augustus Robert Sayers	"	" 26	1876
George Wadman	"	" 26	1877
William Robert Walker	"	" 26	1878
George John Udy	"	" 26	1879
Thomas John Watson	"	" 26	1880
William Zellman	"	" 26	1881
Alfred Crawford	"	" 26	1882
Donald Kelleher	"	" 26	1883
Alexander Aiton	"	" 26	1884
John Henry Windelburn	"	" 26	1885
Charles William Manderson	"	" 26	1886
Alfred Leslie Dazeley	"	" 26	1887
Ernest William George Hunter	"	" 26	1889
William Alexander Taylor Graham Reid ...	"	July 24	1890
Joseph Roger Todd	"	" 24	1891
Thomas Stephen Thompson	"	" 24	1892
Arthur Ellis	"	" 24	1893
William Francis Blackwell	"	" 24	1894
Charles Walter William Watts	"	" 24	1895
George Sewis Silver	"	" 24	1896
William Bourke	"	" 24	1897
William Ogle	"	August 14	1898
Maurice Dillon	"	" 14	1899
Martin Vaughan	"	" 14	1900
Reginald Claude Currin	"	" 14	1901
William Edward Woodisse	"	" 14	1902
Joseph Suffield Huston	"	" 14	1903
John Charles Jones	"	" 14	1904
Samuel Kilgour	"	" 14	1905
Arthur Lister	"	" 14	1906
Samuel Smith	"	" 14	1907
Edward John Arlow Ferguson	"	" 14	1908
Robert Stephen Wilson	"	" 14	1909
Ernest Charles Austin	"	" 14	1910
Thomas William Francis Vose	"	" 14	1911
Horace Leonard Savage	"	" 14	1912
Cecil Louis Winfred Hankins	"	" 14	1913
William Henry Charles Smith	"	" 14	1914
Frederick Henry Dormor Gardiner	"	" 14	1915
Henry Benson, jun.	"	" 14	1916
Israel Blackburn...	"	" 14	1917
Duncan Cameron	"	" 14	1918
John Common	"	" 14	1919
William Cecil Davey	"	" 14	1920
James Oliver Erlandson	"	" 14	1921
Gordon Ferry	"	" 14	1922
Mark Higgins	"	" 14	1923
John New	"	" 14	1924
George Bell Poppelwell	"	" 14	1925
Thomas Soden	"	" 14	1926
James Benzie	"	" 14	1927
Lancelot Douglas Nicol	"	" 14	1928
Arthur Broomfield	"	" 14	1929
George Stanley Edlin	"	" 14	1930
Robert Henry Heappey	"	" 14	1931
Clifton Lewes	"	" 14	1932
Walter Frederick Lyndon	"	" 14	1933
Charles James Parlane	"	" 14	1934
Arthur James Stockley	"	" 14	1935

No. 13.—RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
Murray Herbert White	Second-class stationary, competency	August 14	1936
Atwood Wigzell Booth	Ditto	" 14	1937
Duncan Alexander McMillan	"	" 14	1938
Colin Charles Robertson	"	" 14	1939
Thomas Henry Alfred Robinson	"	" 14	1940
Alfred Tunstall Walton	"	" 14	1941
Herbert Martin Rockell	"	" 14	1942
Thomas Gardiner Mallett	"	" 14	1943
Robert William Bocock	"	" 14	1944
Alexander Kidd Bain	"	" 14	1945
Cyril Green	"	" 14	1946
William Fright	"	" 14	1947
Edwin Henshall	"	" 14	1948
Thomas James Milton	"	" 14	1949
Robert Moore	"	" 14	1950
James Burns	"	" 14	1951
Andrew Baird	"	" 14	1952
John Biggar	"	" 14	1953
Ernest Bonney	"	" 14	1954
Percy James Fenn	"	" 14	1955
Walter Joseph Francis	"	" 14	1956
Peter Grant	"	" 14	1957
Thomas Dalwood Hartley...	"	" 14	1958
George Lott Hunt	"	" 14	1959
Charles Keay	"	" 14	1960
Patrick Matthew Keppel	"	" 14	1961
Joseph McKay	"	" 14	1962
Donald McPhee, jun.	"	" 14	1963
Thomas McRae	"	" 14	1964
William Maher	"	" 14	1965
Robert Forest Marshall	"	" 14	1966
Charles Augustus Spring	"	" 14	1967
Walter George Thomas Symons	"	" 14	1968
George Walter Kayes	"	" 14	1969
Andrew Smart Young	"	" 14	1970
Alexander Pollock Scobie	"	" 14	1971
Leopold Edgar John de Erneste	"	" 14	1972
James Boyer Brown	"	" 14	1973
George Girven	"	" 14	1974
Kenneth McLennan	"	" 14	1975
Arthur Ameal Lundberg	"	" 14	1976
James Donald	"	" 14	1977
Robert Alfred Farrand	"	" 14	1978
Albert Charles Hanlen	"	" 14	1979
Joseph Snelgar	"	" 14	1980
James Howie	"	" 14	1981
William Leathwick	"	" 14	1982
James Kemp	"	" 14	1983
Sidney Melville Letts	"	" 14	1984
Alfred Harold East	"	" 14	1985
Joseph Cadman, jun.	"	" 14	1986
Alfred Tattersall...	"	" 14	1987
William Trewheela	"	" 14	1988
John McIntyre	"	" 14	1989
Robert Elliot Farrow	"	" 14	1990
Charles Frederick Cotterill	"	" 14	1991
Harold Gibbons	"	September 4	1992
Joseph William Baty	"	" 4	1993
Henry Bignell	"	" 4	1994
Edward Brown	"	" 4	1995
John Mathew Carruthers	"	" 4	1996
August Theodore Erikson	"	" 4	1997
Peter Ewart	"	" 4	1998
Patrick Galway	"	" 4	1999
John Vincent Gibbins	"	" 4	2000
George Keane	"	" 4	2001
Leonard Knight Richards	"	" 4	2002

No. 13.—Return of Second-class Stationary-engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
John Ryan	Second-class stationary, competency	September 4	2003
Stephen De Filippi	Ditto	" 4	2004
William Henry Chinn	"	" 4	2005
Harry Boyd	"	" 4	2006
William Adam Watson	"	" 4	2007
James Martin	"	" 4	2008
Henry Charles Rogers	"	" 4	2009
Thomas Rea	"	" 4	2010
John William Molloy	"	" 4	2011
William McDonald	"	" 4	2012
Albert Banks	"	" 4	2013
George Falconer	"	" 4	2014
Richard Edwards	"	" 4	2015
William Power	"	" 4	2016
Donald Alexander MacRae	"	" 4	2017
Joseph Bowater	"	" 4	2018
Frederick Henry Kennedy	"	" 4	2019
James Ryan	"	" 4	2020
Walter Anderson Clifton	"	" 4	2021
John Joseph Keppel	"	" 4	2022
William Collard	"	" 26	2023
William George Baker	"	" 26	2024
Henrik Michael Frederik Kleisdorff ...	"	" 26	2025
James Graham Adair, jun.	"	" 26	2026
Frank Melville Tunniecliffe	"	" 26	2027
Charles John Peaple	"	" 26	2028
Frederick George Semb	"	" 26	2029
Martin Leslie Millett	"	" 26	2030
Nicholas Fulton	"	November 6	2031
William Hains	"	" 6	2032
Charles O'Donnell	"	" 6	2033
Arthur William Wright	"	" 6	2034
Walter Green	"	" 6	2035
Charles Henry Crighton	"	" 6	2036
James Skiddon Young	"	" 6	2037
Thomas Arthur Yeoman	"	" 6	2038
Arthur Edward Pritchard	"	" 6	2039
Leslie Charles Cuzens	"	" 6	2040
Gilbert Thomas Wilson	"	" 6	2041
Samuel Kirkland	"	" 6	2042
James Donaldson Caldwell	"	" 6	2043
Alfred Creed	"	" 6	2044
Henry James Hambrook	"	" 6	2045
John George Paterson	"	" 6	2046
Thomas Alexander Ballantyne	"	December 7	2047
Frank Coutts	"	" 7	2048
William Thomas Edge	"	" 7	2049
Samuel Sydney Gordon	"	" 7	2050
Alexander Joseph Jenkins...	"	" 7	2051
Robert McCartney	"	" 7	2052
Malcolm Kenneth Macdonald	"	" 7	2053
William Scobie McKenzie McIntosh ...	"	" 7	2054
William Pierce	"	" 7	2055
David Richardson	"	" 7	2056
William Fletcher Kingdon	"	" 7	2057
John Sawers	"	" 7	2058
Anthony Tait	"	" 7	2059
William Walsh	"	" 7	2060
James Bell	"	" 7	2061
James Brown	"	" 7	2062
George Chapman	"	" 7	2063
Walter French	"	" 7	2064
Reuben Thomas Geeves	"	" 7	2065
Charles Alexander Kirkwood	"	" 7	2066
Leslie James Ormsby	"	" 7	2067
Charles Robinson	"	" 7	2068
James Ross	"	" 7	2069

No. 13.—RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1905.	
Frederick Charles Smith	Second-class stationary, competency	December 7	2070
Thomas Scott	Ditto	" 7	2071
Matthew Robert Skirving	"	" 7	2072
Thomas Joseph Sullivan	"	" 7	2073
Charles Ridge Bird Wilkinson	"	" 7	2074
James Alexandra Smith	"	" 7	2075
Myles John Graham	"	" 7	2076
Enrico Adrian McKinlay	"	" 7	2077
James Carruthers, jun.	"	" 7	2078
John Austin	"	" 7	2079
Rufus Owen Douglas	"	" 7	2080
George Fright	"	" 7	2081
Andrew Hugh Pepper	"	" 7	2082
Joseph Wansbone	"	" 7	2083
John Edward Moore	"	" 7	2084
Nicolas Amrein	"	" 7	2085
Henry Martin Bartle	"	" 7	2086
Claude Charles Capel	"	" 7	2087
Francis Russell Christie	"	" 7	2088
Frederick Charles Coxhead	"	" 7	2089
James Henry Terry	"	" 7	2090
Charles Henry Till	"	" 7	2091
Charles Henry Cleaver	"	" 7	2092
Donald Campbell	"	" 7	2093
James Archibald Blake	"	" 7	2094
Gordon Dewar	"	" 7	2095
Samuel Campbell Crawford	"	" 7	2096
Arthur Benjamin Dawson	"	" 7	2097
Donald Finlayson	"	" 7	2098
Donald Lachlan McAlister	"	" 7	2099
Humphrey Nicholls	"	" 7	2100
John Martin	"	" 7	2101
William Ernest Wilkins	"	" 7	2102
William Davie	"	" 7	2103
Edward James Manhire	"	" 7	2104
John Willdon	"	" 7	2105
Alexander Joseph Glass	"	" 7	2106
Ernest Silvester Skeen	"	" 28	2107
David Joseph Reardon	"	" 28	2108
Hans Albertson	"	" 28	2109
James Henry Harris	"	" 28	2110
Ambrose Lough	"	" 28	2111
Frank John Long	"	" 28	2112
Albert Edwin Martin	"	" 28	2113
Ernest Harry Limmer	"	" 28	2114
Walter George King	"	" 28	2115
Harold Croft	"	" 28	2116
		1906.	
Alfred Couchman	"	February 16	2117
James Peter Hamer	"	" 16	2118
Henry Joseph Arthur Labatt	"	" 16	2119
Robert Morris Lyons	"	" 16	2120
William Peter Swan Macgregor	"	" 16	2121
Alfred Neilson	"	" 16	2122
Henry John Taylor Pope	"	" 16	2123
John Small	"	" 16	2124
Owen Gladstone Swan	"	" 16	2125
Andrew Robert Thompson	"	" 16	2126
Conway Braddell	"	" 16	2127
William Thomas John Common	"	" 16	2128
Frank Le Roi	"	" 16	2129
Walter Scott	"	" 16	2130
David Jack	"	" 16	2131
Augustus Alfred Mansford	"	" 16	2132
David James Donald Archer	"	" 16	2133
Francis Henry Flowers	"	" 16	2134
Robert Parker	"	" 16	2135

No. 13.—Return of Second-class Stationary-engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Walter Henry Hanlon	Second-class stationary, competency	February 16	2136
John Melville	Ditto	" 16	2137
Joseph McEwen	"	" 16	2138
Felix Ernest Sidney Rockel	"	" 16	2139
Louis Gardner	"	" 16	2140
Leonard William Evans Mardon	"	" 16	2141
Joseph Edward Day	"	" 16	2142
John McLintock, jun.	"	" 16	2143
Thomas Roberts	"	" 16	2144
Walter Ambrose Bailey	"	" 16	2145
Charles Henry Flower	"	" 16	2146
Thomas Huckstep	"	" 16	2147
Walter Langdon	"	" 16	2148
George Brook	"	" 16	2149
John Henry Brown	"	" 16	2150
Frederick William Calverley	"	" 16	2151
James Rutherford Ellis	"	" 16	2152
Robert Stout Harris	"	" 16	2153
Hector Campbell Henderson	"	" 16	2154
Archibald McLean	"	" 16	2155
Frederick William McNab	"	" 16	2156
Robert Robinson...	"	" 16	2157
William Sloan	"	" 16	2158
James Smith	"	" 16	2159
George Largie Briggs	"	" 16	2160
Alfred Frederick John Burrell	"	" 16	2161
William Micheral George	"	" 16	2162
Ernest Walter Hallett	"	" 16	2163
Jacob Huhn	"	" 16	2164
Leonard Metcalfe Lane	"	" 16	2165
John Mathieson	"	" 16	2166
Thomas Osborne...	"	" 16	2167
Benjamin Pike	"	" 16	2168
Cornelius Provan	"	" 16	2169
George Percy Smith	"	" 16	2170
Henry Kingston	"	" 16	2171
William Dale	"	" 16	2172
Kenneth Kennedy	"	" 16	2173
George Elkington	"	" 16	2176

No. 14.—Return of Engineers who were examined and passed for Certificates of Competency during the Year ended the 31st March, 1906.

Name of Person.	Rank.	Class for which examined.	Date of Examination.
James Gibson Bannatyne	First-class engineer	Foreign trade	16 November, 1905
Francis Henry	"	"	17 February, 1906
John McLean	"	"	1, 2, 5 June, 1905
Gerhard George Mueller	"	"	1, 2, 3, May, "
George John Stitt	"	"	31 Aug., 1, 2 Sep. "
William John White	"	"	6 January, 1906
Ernest Alfred Edgar Binns ...	Second-class engineer	"	4 January, "
John Bruce	"	"	2, 3 October, 1905
James Hutton	"	"	8, 9, 10 March, 1906
Joel Barnett Moss	"	"	21, 22 August, 1905
John McLeod Aikman	Third-class engineer	"	3 April, "
John Fraser Hurst Alexander ...	"	"	21 August, "
Leo Minnetti Amodeo	"	"	3, 4 January, 1906
Harry Anderson	"	"	1 November, 1905
John Anderson	"	"	20 April, "
Charles Maurice Baker	"	"	1 February, 1906
Charles Evers Bell	"	"	5 January, "
William Dan Berry	"	"	23 August, 1905

No. 14.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY—*continued.*

Name of Person.	Rank.	Class for which examined.	Date of Examination.
Charles Brebner	Third-class engineer	Foreign trade	1, 4 August, 1905
Ernest Escott Brooking	"	"	27 July, "
Charles Thomas Brown	"	"	5 March, 1906
James Cable	"	"	1 February, "
Frank Carter	"	"	2 October, 1905
Alister Strother Colvin	"	"	5 May, "
John James Cowan	"	"	13 September, "
Fred Collier Cuff	"	"	1, 2, 3 May, "
George Cunningham	"	"	5 April, "
Peter Davison	"	"	3, 5 January, 1906
Samuel de Beer...	"	"	27 May, 1905
James Tenick Dennison	"	"	1 February, 1906
William Reid Douglas	"	"	23 August, 1905
David Finlay	"	"	16 November, "
Alfred George Fordham	"	"	30 December, "
Alexander Foster	"	"	1, 2, 3 May, "
James Patterson Fyffe	"	"	5 January, 1906
Thomas Wilfred Fletcher Garlick ...	"	"	2 November, 1905
Robert Bernard Gerring	"	"	1, 2, 3 May, "
Ivo Royden Gilmour	"	"	1 February, 1906
Archibald Gray	"	"	3 April, 1905
John Greengrass	"	"	28 October, "
Nigel Guthrie	"	"	2 November, "
Frederick Charles Alexander Hadecke	"	"	18 July, "
Clayton Dudley Hall	"	"	6 November, "
Donald Stewart D'Arcy Harris ...	"	"	4 to 7 Sept., "
Robert Marshall Hern	"	"	3 February, 1906
William Edwin Hodgson	"	"	9 December, 1905
Wathen Wallis Houghton ...	"	"	5 January, 1906
Walter Edwin Hughes	"	"	3, 5 January, "
Gerald Hillsdon Hutton	"	"	24 February, "
S'Sendalg Hutton	"	"	7 August, 1905
James Jeffries	"	"	17 October, "
David Hay Kirkwood Jones ...	"	"	1, 2, 3 May, "
James Allan Knowles	"	"	1, 4 August, "
John Alexander MacArthur ...	"	"	13 December, "
Robert Mackay	"	"	5 March, "
Ernest Wilson Mackley	"	"	4 December, 1905
Harford Albert Edwin Magarth ...	"	"	1, 2, 3 May, "
Edward Manihera	"	"	5 March, 1906
William Douglas Mathieson ...	"	"	3 April, 1905
John McLeish Maxwell	"	"	21 August, "
Michael Joseph McConville ...	"	"	1 June, "
Hector McKenzie	"	"	25 August, "
Peter McKivett	"	"	3 January, 1906
John William McLaren	"	"	16 September, 1905
William McMillan	"	"	15 April, "
Gilbert Stuart Mitchell	"	"	18 January, 1906
William Bampton Morton... ...	"	"	4 to 7 Sept., 1905
Andrew John Mouat	"	"	1, 2 August, "
Lorne Murphy	"	"	4 to 7 Sept., "
Richmond Harold Newsham ...	"	"	28 March, 1906
Alexander Dove Pirie	"	"	2 October, 1905
Donald Dudley Potts	"	"	18 November, "
Arthur Fred Priddey	"	"	2 October, "
Eric Tasman Pybus	"	"	1, 2, 3 May, "
Alexander Ross	"	"	12 September, "
Charles Wallace Saunders ...	"	"	18 November, "
Herbert England Schmidt ...	"	"	1, 3 November, "
Douglas William Soundy	"	"	5 December, "
William Stephen	"	"	1 June, "
John Stitt	"	"	28 October, "
James Austin Taylor	"	"	1, 2, 3 May, "
Charles Edward Tomlinson ...	"	"	10 July, "
John Torbett	"	"	5 January, 1906
Heinrich Franz Vosseler	"	"	1 February "
Hugh Walker	"	"	1, 4 August, 1905

No. 14.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY—*continued.*

Name of Person.	Rank.	Class for which examined.	Date of Examination.
John Watson	Third-class engineer	Foreign trade	7 August 1905
Cecil Nicholson Willis	"	"	2 October, "
George Wilson	"	"	3 August, "
James Alexander Wilson	"	"	3 April, "
Gresley Haswell Wood	"	"	5 March, 1906
John Senior Reynolds Woodhouse ...	"	"	25 July, 1905
George Isaac Allen	River engineer ...	River trade ...	1 May, "
Alfred Stephen Amy	" ...	" ...	5 January, 1906
George Herbert Baxter	" ...	" ...	18 May, 1905
William Bishell	" ...	" ...	4 to 7 Sept., "
William Thomas Bloy	" ...	" ...	3 July, "
Arthur Cecil Bowman	" ...	" ...	6 September, "
Robert Bryant	" ...	" ...	5 January, 1906
David Henry Clarkson	" ...	" ...	23 February, "
Walter Coburne	" ...	" ...	1, 2, 3 May, 1905
Bertie Edmond Colson	" ...	" ...	13 July, "
Edward De Jersey	" ...	" ...	4 to 7 Sept., "
Thomas Stevenson Drake... ...	" ...	" ...	3, 6 January, 1906
Peter Dromgool	" ...	" ...	4 to 7 Sept., 1905
Arthur Ernest Dryden	" ...	" ...	9 October, "
Joseph Ford	" ...	" ...	1, 2, 3 May, "
Thomas Augustus Franks... ...	" ...	" ...	10 July, "
Claude Campbell Hall Gibbons ...	" ...	" ...	3, 4 January, 1906
Ernest Walter Hallett	" ...	" ...	3, 5 January, "
William Harris	" ...	" ...	5 February, "
Charles Fletcher Hewitt	" ...	" ...	4, 5 April, "
William Higgins...	" ...	" ...	29 July, 1905
Joseph William Hindley	" ...	" ...	3, 4 January, 1906
Willie Hodge	" ...	" ...	4 September, 1905
Joseph Horne	" ...	" ...	29 July, "
Peter James Hughes	" ...	" ...	1, 2, 3 May, "
William Henry Jackson	" ...	" ...	3, 5 January, 1906
Andrew Ernest Kusabs	" ...	" ...	1, 2, 3 May, 1905
Edward Morrison Mackie... ...	" ...	" ...	3, 6 January, 1906
John Bain Munro	" ...	" ...	28 February, "
John Owen	" ...	" ...	2 October, 1905
Charles William Partington ...	" ...	" ...	1, 2, 3 May, "
Peter Pearson	" ...	" ...	6 January, 1906
David Perano	" ...	" ...	15 December, 1905
John Vincent Reisterer	" ...	" ...	1, 2, 3 May, "
Henry Neil Roche	" ...	" ...	4 to 7 Sept., "
Arthur George Schmidt	" ...	" ...	4 to 7 Sept., "
William Henry Skidmore	" ...	" ...	29 July, "
William Archibald Smeed... ...	" ...	" ...	1, 2, 3 May, "
Alfred Stanton	" ...	" ...	13 September, "
Richard Stott	" ...	" ...	2 October, "
Frederick John Stratford	" ...	" ...	9 November "
Alfred James Sutton	" ...	" ...	4 to 7 Sept., "
Arthur Underwood	" ...	" ...	1, 2, 3 May, "
John Walsh	" ...	" ...	1 February, 1906
Preston Henry Hulton Harold Webber	" ...	" ...	1, 2, 3 May, 1905
Walter James White	" ...	" ...	4 to 7 Sept., "
George Baird	Marine-engine driver	" ...	4 August, "
Thomas Brown Alfred Daniel ...	"	" ...	23 November, "
Halsted Kennett	"	" ...	26 October, "
George Edward King	"	" ...	6 September, "
George Samuel Lapwood	"	" ...	1, 4 May, "
Otto Rudolph Neumann	"	" ...	10 January, 1906
George John Vazey	"	" ...	1, 4 May, 1905
Frederick Going	First-class engineer (powered vessels other than steam)	Sea-going ...	4 to 7 Sept., "
Alfred Owen Grundy	Ditto	" ...	4, 5 January, 1906
John Arthur Harwood McLeod ...	"	" ...	3, 4, 5 January, "
Owen Tudor McLeod	"	" ...	4, 5 January, "
George William Twigden	"	" ...	1, 2, 3 May, 1905

No. 14.—Return of Engineers who were examined and passed for Certificates of Competency—*continued*.

Name of Person.	Rank.	Class for which examined.	Date of Examination.
Albert Bagley	Second-class engineer (powered vessels other than steam)	Sea-going ...	3, 5 January, 1906
William James Blacklock	Ditto	" ...	3, 5 January, "
Bernard George Booth	"	" ...	22 November, 1905
Edgar Major Brown	"	" ...	4 to 7 Sept., "
Thomas James Evans	"	" ...	3, 4 January, 1906
Alfred Owen Grundy	"	" ...	2, 4 May, "
George Booth Hodgson	"	" ...	5 March, "
William Innes	"	" ...	4 to 7 Sept., 1905
Noble Albert Jamieson	"	" ...	3 January, 1906
Charles Stewart Laird	"	" ...	4 to 7 Sept., 1905
Percival Henry Leigh	"	" ...	28 August, "
Neil McCallum	"	" ...	3, 4 January, 1906
John Arthur Harwood McLeod ...	"	" ...	2, 4 May, 1905
David Henry Monson	"	" ...	21 August, "
William Shirras	"	" ...	22 March, 1906
Charles Smith	"	" ...	1, 2, 3 May, 1905
Edwin John Tall...	"	" ...	30 November, "
Charles James Taw	"	" ...	3, 4 January, 1906
Albert Bagley	Engineer (powered vessels other than steam)	River trade ...	4 to 7 Sept., 1905
Albert Edward Blandford	Ditto	" ...	20 December, "
Isaac James Bradley	"	" ...	3 August, "
Henry Harmond Callcott	"	" ...	3, 5 January, 1906
Archibald Clark	"	" ...	3, 5 January, "
Frank Duckworth	"	" ...	3 April, 1905
William Edwards	"	" ...	3 July, "
Richard Evans	"	" ...	4 to 7 Sept., "
John Osborne Ewing	"	" ...	4 to 7 Sept., "
Allan Leslie Gatland	"	" ...	3, 5 January, 1906
Philip Robert Going	"	" ...	4 to 7 Sept., 1905
Robert Henderson	"	" ...	3, 5 January, 1906
David Jones	"	" ...	22 August, 1905
Henry Kerby	"	" ...	3 March, 1906
James Leach	"	" ...	6 January, "
Thomas John Wesley Mathews ...	"	" ...	4 to 7 Sept., 1905
James Matthew Phillips	"	" ...	10 February, 1906
William James Robb	"	" ...	4 to 7 Sept., 1905
Leonard England Schmidt ...	"	" ...	3, 4 January 1906
John William Sutherland	"	" ...	21 August, 1905
Charles Symonds	"	" ...	3, 4 January, 1906
Henry Webber	"	" ...	23 October, 1905
Bertram William Newstead Wilkinson	"	" ...	25 November, "
Harry Green Wilkinson	"	" ...	4 to 7 Sept., "

Total number of applicants, 217. Amount of fees, £197.

Failures to pass examination: 3 first-class engineers, 11 third-class engineers, 10 river engineers, 1 first-class engineer (powered vessels other than steam, sea-going), 1 engineer (powered vessels other than steam, restricted limits): total, 26.

No. 15.—Return of Steamers and Oil-engine Vessels surveyed during the Financial Year ended 31st March, 1906, with Particulars of Tonnage, &c.

Name of Vessel.	Tons Measurement. Gross.	Register.	Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
Admiral	121	82	28	..	Compound S. condensing	Single	..
Advance	..	..	8	..	High pressure	"	..
Advance	43	40	30 B.H.P.	..	Oil-engine	"	..
Ahuriri	85	31	17	..	Compound S. condensing	"	..
Akaroa	76	43	28	54	"	"	..
Albany	..	..	8	..	High pressure	"	..
Albatross	217	111	37	..	Compound S. condensing	"	..
Alert (Auckland)	..	..	1½	..	High pressure	"	..
Alexander	377	184	72	295	Compound S. condensing	Twin	..
Alexandra	104	73	30	..	High pressure	..	Paddle.
Antrim	60	35	17	..	Compound S. condensing	Single	..
Aorere	72	49	16½	70	"	"	..
Aotea (Auckland)	111	89	15 B.H.P.	..	Oil-engine	"	..
Aotea (Kaipara)	263	157	33	..	Compound S. condensing	"	..
Apanui	243	134	27½	191	Triple-ex. S. condensing	"	..
Aupouri	463	220	55	341	"	Twin	..
Awaroa	344	210	62	450	"	Single	..
Awarua (Auckland)	159	100	32	207	S. condensing	..	Paddle.
Baden Powell	194	92	30	161	Compound S. condensing	Single	..
Beatrice	..	8	10	..	"	"	..
Ben Lomond	46	33	15	..	"	"	..
Blanche (2)	26	17	9	..	High pressure	"	..
Bravo	15	11	14 B.H.P.	..	Oil-engine	"	..
Britannia	196	108	40	100	High pressure	..	Paddle.
Canopus (2)	1,063	834	250	1,074	Triple-ex. S. condensing	Single	..
Canterbury	..	..	24	..	High pressure	Twin	..
Charles Edward (2)	245	145	48	201	Compound S. condensing	"	..
Chelmsford	103	70	24	57	"	Single	..
Clansman	591	336	90	590	"	"	..
Clara	..	..	2½	..	High pressure	"	..
Claymore	210	91	54	..	Triple expansion	"	..
Clyde	130	..	40	..	Compound S. condensing	..	Stern wheel.
Condor	174	122	24	..	"	Single at each end	..
Corinna	1,279	820	141	995	"	Single	..
Coromandel	99	67	25	..	"	"	..
Countess	189	84	28	..	"	"	..
Cygnet	124	66	43	164	"	"	..
Daphne (Hokitika)	..	..	¾	..	High pressure	"	..
Daphne (Thames)	..	..	2	..	"	"	..
Defender	189	117	36	144	Compound S. condensing	"	..
Despatch (Bluff)	35	24	20	..	"	"	..
Dingadee	640	393	80	410	"	Twin	..
Dredge No. 121 (2)	657	394	100	..	"	"	..
Dredge No. 222	1,225	500	120	512	"	"	..
Duchess	308	62	81	..	Triple-ex. S. condensing	Single	..
Duco	130	26	60	..	"	"	..
Durham	99	53	24	..	Compound S. condensing	"	..
Eagle	219	138	70	..	"	..	Paddle.
Echo	125	98	60 B.H.P.	..	Oil-engine	Twin	..
Edina	..	4	6	..	High pressure	Single	..
Eliza	..	..	3	..	"	"	..
Elsie	20	15	8	..	"	"	..
Elsie Evans	7·8	5·8	20 B.H.P.	..	Oil-engine	"	..
Emma Sims	73	61	32 B.H.P.	..	"	Twin	..
Endon	..	..	5	..	Compound S. condensing	Single	..
Energy	57	15	16	48	"	"	..
Erin (2)	..	..	4	..	High pressure	"	..
Erskine	126	98	35	..	Compound S. condensing	"	..
Ethel, J.	29	19	16	..	Triple-ex. S. condensing	"	..
Eveline	..	..	8	..	High pressure	Single	..
Express	53	36	25	92	Compound S. condensing	"	..
Fairburn	91	68	40 B.H.P.	..	Oil-engine	Twin	..
Fairy	45	32	10¾	..	Compound S. condensing	Single	..
Falcon	..	..	6	..	High pressure	"	..
Fanny	90	55	30	149	Compound S. condensing	"	..
Fingal	33	22	9½	48	"	"	..
Firefloat	..	..	6	..	High pressure	"	..
Freetrader	132	94	50	..	"	..	Stern wheel.
Gael	..	55	20	..	Compound S. condensing	Single	..
Gannet	15	10	12	..	High pressure	"	..
Gertie	262	100	59	320	Triple-ex. S. condensing	Twin	..
Glenelg	288	156	75	263	Compound S. condensing	Single	..
Goldfinch	..	..	10	..	High pressure	"	..
Gordon	..	..	12	..	Compound S. condensing	"	..
Gosford	83	56	30	..	"	"	..
Greyhound	107	83	50 B.H.P.	..	Oil-engine	"	..
Haupiri	700	475	88	505	Compound S. condensing	"	..
Hauroto	1,988	1,276	253	1,234	"	"	..
Hawea	1,757	1,114	104	922	Triple-ex. S. condensing	"	..
Heathcote	167	94	35	..	Compound S. condensing	"	..
Hercules	20	14	12 B.H.P.	..	Oil-engine	..	Stern wheel.

Note.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 15.—Return of Steamers and Oil-engine Vessels surveyed, &c.—*continued.*

Name of Vessel.	Tons Measurement. Gross.	Register.	Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
Himitangi	323	149	45	242	Triple-ex. S. condensing	Single..	..
Hirere	48	32	16	..	Compound S. condensing	Twin ..	..
Huia (Auckland) ..	..	..	8	..	High pressure	Single..	..
Huia (Auckland) ..	224	200	60 B.H.P.	..	Oil-engine	" ..	..
Huia (Wellington) ..	133	69	23	121	Compound S. condensing	" ..	..
Ida (2)	18	12	10	..	High pressure	" ..	..
Invercargill ..	223	123	50	225	Compound S. condensing	" ..	..
Ithaca	..	7	9	..	"	" ..	..
Ivy	13	9	5 B.H.P.	..	Oil-engine	" ..	..
Jane Douglas (2) ..	95	74	22	70	Compound S. condensing	" ..	..
J.D.O.	129	88	28	..	"	" ..	..
John Anderson ..	52	36	20	..	"	" ..	..
John Townley ..	..	85	40	..	"	Twin ..	..
Kaeo	184	147	60 B.H.P.	..	Oil-engine	" ..	..
Kahu	175	99	40	210	Compound S. condensing	Single..	..
Kaipara	..	..	4	..	Quadruple ex. S. conden.	" ..	..
Kaituna	1,976	1,246	200	1,046	Triple-ex. S. condensing	" ..	..
Kamona	1,425	903	117	736	"	" ..	..
Kanieri	202	115	20	177	Compound S. condensing	" ..	..
Kapanui (2)	110	75	32	..	"	" ..	..
Kapiti	208	80	35	180	"	" ..	..
Kapui	58	30	30	..	High pressure	" ..	..
Karamea	..	..	10	25	"	" ..	..
Karoro	76	51	17	..	Compound S. condensing	" ..	..
Kate	..	..	5	..	High pressure	" ..	..
Katikati	36	26	9	..	"	" ..	..
Kawatiri	..	..	2½	..	"	" ..	..
Kawau (Sett. S. Co.) (2)	99	53	20	..	Compound S. condensing	" ..	..
Kawau (Wairoa S. Co.)	47	37	14	..	"	" ..	..
Kennedy	188	124	43	199	"	Twin ..	..
Kestrel	342	203	43	..	"	Single at each end	..
Kia Ora	299	156	65	365	Triple-ex. S. condensing	Twin ..	..
Kilmorey	..	..	1½	..	High pressure	Single..	..
Kina	..	..	25 B.H.P.	..	Oil-engine	" ..	..
Kini	1,122	702	130	687	Triple-ex. S. condensing	" ..	..
Kiripaka	105	75	24	107	Compound S. condensing	" ..	..
Kittawa	1,246	707	120	746	Triple-ex. S. condensing	" ..	..
Kiwi	..	..	3	..	High pressure	" ..	..
Koonya	1,090	662	115	734	Triple-ex. S. condensing	" ..	..
Kopu	..	18	13	..	High pressure	..	Paddle.
Kopuru	40	27	20	..	Compound S. condensing	Single..	..
Koroi	..	..	9½	..	Quadruple-ex. S. conden.	" ..	..
Kotahi	12	9	18 B.H.P.	..	Oil-engine	" ..	..
Kotare	141	79	20	130	Compound S. condensing	" ..	..
Kotiti	58	42	14	..	"	" ..	..
Kotuku (2)	1,053	662	112	725	Triple-ex. S. condensing	" ..	..
Kuaka	45	33	90 B.H.P.	..	Oil-engine	" ..	..
Lady Barkly ..	55	39	20	72	Compound S. condensing	" ..	..
Lily (Nelson) (2) ..	34	23	12	..	"	Twin ..	..
Little George (2) ..	..	..	4	..	High pressure	Single..	..
Little Jack (2) ..	..	..	1½	..	"	" ..	..
Lomen	..	..	6	..	Compound S. condensing	" ..	..
Lyttelton (tug) ..	190	39	80	..	"	..	Paddle.
Lyttelton	..	..	14	..	High pressure	Twin ..	..
Maheno	35	24	60 B.H.P.	..	Oil-engine	" ..	..
Mahuta	29	13	10¾	..	Compound S. condensing	Single..	..
Mana (Wellington) ..	99	77	25	132	"	" ..	..
Mana (Westport) ..	196	50	90	..	"	" ..	..
Manapouri	2,060	1,288	220	1,535	Quadruple-ex. S. conden.	" ..	..
Manaroa	122	77	24	139	Compound S. condensing	" ..	..
Manchester	..	366	160	..	"	" ..	..
Mangaiti	..	..	6	..	High pressure	" ..	..
Mangapapa	146	78	28	201	Compound S. condensing	" ..	..
Manuka	4,505	2,783	357	4,135	Triple-ex. S. condensing	Twin ..	..
Manukau	65	45	20	80	Compound S. condensing	Single..	..
Manurere	..	..	3½	..	Quadruple-ex. S. conden.	" ..	..
Manuwai	107¼	75	5½	60	High pressure	..	Stern wheel.
Maori (Auckland) ..	25	17	8	..	"	Single..	..
Maori (Dunedin) ..	173	118	60	128	Compound S. condensing	" ..	..
Mapourika	1,208	718	130	1,186	Triple-ex. S. condensing	" ..	..
Mararoa	2,598	1,380	530	3,425	"	" ..	..
Maru	..	..	6	..	Compound S. condensing	" ..	..
Mascotte (Auckland) ..	..	..	5	..	High pressure	" ..	..
Mascotte (Thames) ..	..	..	3	..	"	" ..	..
Matara	..	..	4	..	"	..	..
Matuku	..	..	4	..	"	" ..	..
Mavis	..	..	4½	..	"	" ..	..
May Howard ..	64	55	94 B.H.P.	..	Oil-engine	" ..	..
Meremere (Auckland)	..	..	½	..	High pressure	" ..	..
Meremere (Kaipara) ..	..	..	3	..	"	" ..	..
Moa	188	95	33	180	Compound S. condensing	" ..	..
Moana (Greymouth) ..	7·8	5·8	7	..	High pressure	" ..	..

Note.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 15.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED, &c.—*continued.*

Name of Vessel.	Tons Measurement. Gross.	Tons Measurement. Register.	Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
Moerangi	24	15	27 B.H.P.	..	Oil-engine	Single	..
Mokoia	3,502	2,153	155	3,596	Triple-ex. S. condensing	"	..
Moturoa	..	..	10	..	Compound S. condensing	"	..
Mountaineer	109	66	50	..	"	..	Paddle.
Moura	2,026	1,247	275	1,929	Triple-ex. S. condensing	Twin	..
Mullough	69	46	15	..	High pressure	Single	..
Murihiku	558	368	70	563	Triple-ex. S. condensing	Twin	..
Muritai (Auckland)	224	133	45	257	Compound S. condensing	Single	..
Muritai (Horeke) (2)	..	..	8	..	High pressure	"	..
Naomi II.	11	9	19 B.H.P.	..	Oil-engine	"	..
Napier	70	48	30	102	Compound S. condensing	"	..
Natone	72	48	24	..	"	"	..
Naumai (2)	47	28	12	..	"	"	..
Nautilus	41	29	18	..	"	"	..
Navua	2,929	1,812	221	2,224	Triple-ex. S. condensing	Twin	..
Ngapuhi	691	299	160	686	"	"	..
Ngunguru	80	54	17	76	Surface condensing	Single	..
Nina	..	..	2½	..	High pressure	"	..
Norval	56	50	20 B.H.P.	..	Oil-engine	"	..
Ohinemuri	114	73	26	120	Compound S. condensing	"	..
Ohuru	..	20	14	..	Quadruple-ex. S. conden.	Twin	..
Omawi	19	14	20 B.H.P.	..	Oil-engine	..	Stern wheel.
Ongarue	..	..	16 B.H.P.	..	"	Single	..
Onslow	23	16	14	..	Compound S. condensing	Twin	..
Opawa	110	64	18	56	"	Single	..
Oreti (Invercargill)	18	13	3	..	High pressure	"	..
Oreti (Wellington)	219	117	50	206	Compound S. condensing	"	..
Orewa	59	37	17	..	"	"	..
Osprey	219	138	70	..	"	..	Paddle.
Paeroa	91	46	15	65	"	Single	..
Pania	40	27	11	45	"	"	..
Pareora	650	355	71	413	Triple-ex. S. condensing	"	..
Parera	..	..	4	..	High pressure	"	..
Pateena	1,212	550	250	1,768	Compound S. condensing	"	..
Pearl	14	9	6	..	High pressure	"	..
Pelican	161	1	57	255	Triple-ex. S. condensing	Twin	..
Pelorus	24	18	40 B.H.P.	..	Oil-engine	Single	..
Penguin	836	517	180	831	Compound S. condensing	"	..
Petone	708	388	82	565	Triple-ex. S. condensing	"	..
Phantom	44	18	11	90	Compound S. condensing	"	..
Phœnix	8	6	6	..	High pressure	"	..
Pilot (Auckland)	30	10	13	..	Compound S. condensing	"	..
Pilot (Wellington)	39	26	15	..	Triple-ex. S. condensing	"	..
Pitoitoi	72	23	13½	..	Compound S. condensing	"	..
Planet	23	13	8	..	Compound jet condensing	"	..
Plucky	81	29	40	274	Compound S. condensing	"	..
Poherua	1,174	749	128	721	Triple-ex. S. condensing	"	..
Presto	..	..	3	..	High pressure	"	..
Progress	..	..	50	144	Compound S. condensing	"	..
Pukaki	1,444	917	110	585	Quadruple-ex. S. conden.	"	..
Purau	51	38	18	..	Compound S. condensing	Twin	..
Putiki	250	177	60	366	"	Single	..
Queen of Beauty	..	..	37 B.H.P.	..	Oil-engine	"	..
Queen of the South	197	121	40	190	Compound S. condensing	"	..
Rahutai	..	..	3½	..	"	"	..
Rakanoa	2,246	1,393	200	933	Triple-ex. S. condensing	"	..
Rarawa	1,071	450	140	1,202	"	Twin	..
Result (Napier)	28	18	10	..	Compound S. condensing	Single	..
Ripple	412	187	60	295	Triple-ex. S. condensing	"	..
Rita	40	22	11	..	Compound S. condensing	"	..
Rimu	358	144	95	459	Triple-ex. S. condensing	Twin	..
Rob Roy	95	34	16	76	Compound S. condensing	Single	..
Rosamond	721	462	90	410	"	"	..
Rotoiti	1,158	629	104	1,127	Triple-ex. S. condensing	Twin	..
Rotomahana (Auckland)	183	139	50	..	Compound S. condensing	Single	..
Rotomahana (Dun.) (2)	1,763	915	450	2,485	"	"	..
Rubi Seddon	528	348	60	..	Triple-ex. S. condensing	Twin	..
Ruru (Auckland)	31	11	10	..	Compound S. condensing	Single	..
Ruru (Napier)	166	65	28	260	"	"	..
Savaii	55	31	16	..	"	"	..
Settler	16	8	7	..	"	"	..
Shamrock	109	60	120 B.H.P.	..	Oil-engine	Twin	..
Sir William Wallace	44	30	20	..	Compound S. condensing	Single	..
Southern Cross (London) (2)	682	403	117	544	Triple-ex. S. condensing	"	..
Speedwell	42	30	3½	..	High pressure	..	Stern wheel.
Squall	368	133	60	268	Compound S. condensing	Single	..
Stella	268	157	90	248	"	"	..
Stirling	97	26	39	216	"	"	..
Storm	405	185	70	268	"	"	..
Stormbird	217	137	40	230	"	"	..
Sumner	167	94	35	..	"	"	..
Swan	23	16	7½	..	"	"	..

NOTE.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 15.—Return of Steamers and Oil-engine Vessels surveyed, &c.—*continued.*

Name of Vessel.	Tons Measurement. Gross.	Tons Measurement. Register.	Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
Sylph	..	5	8	..	High pressure	Single	..
Taieri	1,668	1,071	155	747	Triple-ex. S. condensing	"	..
Tainui (Auckland)	80	46	20	..	High pressure	..	Paddle.
Tainui (Waiiara)	128	86	24	113	Compound S. condensing	Single	..
Takapuna (Auckland)	77	57	25	..	High pressure	..	Paddle.
Takapuna (Dunedin)	930	472	265	1,337	Compound S. condensing	Single	..
Talune	2,000	1,370	255	1,986	Triple-ex. S. condensing	"	..
Tangaroa	189	109	70	.	Compound S. condensing	Twin	..
Tangihua	31	20	15	..	"	Single	..
Taniwha (Auckland)	263	191	40	..	"	Twin	..
Taniwha (Timaru)	..	16	16	..	High pressure	Single	..
Tarakihi	..	..	4	..	"	"	..
Tarawera (2)	2,003	1,268	250	1,542	Compound S. condensing	"	..
Tasman (2)	178	87	38	224	"	Twin	..
Taviuni	1,465	510	135	1,080	Quadruple-ex. S. conden.	Single	..
Tawera (Auckland)	..	..	8	..	High pressure	"	..
Tawera (Gisborne)	52	44	40 B.H.P.	..	Oil-engine	"	..
Tawera (Lake Te Anau)	..	..	14	..	Compound S. condensing	"	..
Te Anau	1,652	1,028	250	1,245	"	"	..
Te Kapu	92	50	25	99	"	"	..
Terewai	22	11	11	..	"	"	..
Terranora	349	199	94	270	"	..	Paddle.
Te Wharu	..	..	5 B.H.P.	..	Oil-engine	Single	..
Theresa Ward	194	9	95	484	Triple-ex. S. condensing	"	..
Thistle	96	77	90 B.H.P.	..	Oil-engine	Twin	..
Thomas King	98	70	16	..	High pressure	Single	..
Timaru	479	211	78	298	Compound S. condensing	Twin	..
Torgauten	266	197	20	100	"	Single	..
Togo	..	..	14	..	"	Twin	..
Toroa	388	174	91	460	Triple-ex. S. condensing	Single	..
Tuakau	..	..	2	..	High pressure	"	..
Tuariki	9·6	7·2	8 B.H.P.	..	Oil-engine	Twin	..
Tuatea	112	58	28	278	Compound S. condensing	Single	..
Tu Atu	40	30	48 B.H.P.	..	Oil-engine	Twin	..
Tui	..	..	6½	..	High pressure	Single	..
Tuna (Gisborne)	..	..	14	..	Compound S. condensing	Twin	..
Uiera	..	..	3½	..	High pressure	Single	..
Vaite	106	97	54 B.H.P.	..	Oil-engine	"	..
Vanora	..	10	30 B.H.P.	..	"	"	..
Victoria (2)	147	92	40	..	Compound S. condensing	..	Paddle.
Victory	..	..	4	..	High pressure	Single	..
Vivid	21	6	13	..	"	"	..
Waiapu	67	57	15 B.H.P.	..	Oil-engine	"	..
Waihi	92	63	20	172	Compound S. condensing	"	..
Waikare	3,071	1,901	229	2,428	Triple-ex. S. condensing	"	..
Waikato	..	..	4	..	High pressure	"	..
Waimarie (Auckland)	245	159	48	..	Compound S. condensing	Twin	..
Waimarie (Wanganui)	76	57	26	..	High pressure	..	Paddle.
Wainui	661	411	95	642	Compound S. condensing	Single	..
Waiora	..	..	5	..	"	"	..
Waiotahi	278	167	56	266	"	Twin	..
Waipori	1,919	1,229	180	993	Triple-ex. S. condensing	Single	..
Wairere	..	27	80	..	High pressure	..	Paddle.
Wairoa (Nelson) (2)	69	47	20	51	Compound S. condensing	Single	..
Wairoa (Auckland)	99	63	24	..	"	"	..
Wairuna	3,947	2,529	396	1,973	Triple-ex. S. condensing	"	..
Wairua	..	..	5	..	Compound S. condensing	"	..
Waitangi (Auckland)	171	34	62	414	"	Twin	..
Waitangi (Matakohe)	45	30	15	60	"	Single	..
Waitohi	24	18	10	..	"	"	..
Waiwera (Auckland)	..	..	6	..	High pressure	"	..
Waiwiri	..	..	7¾	..	Compound S. condensing	"	..
Wakapai	..	..	10	..	"	"	..
Wakatere	441	157	140	..	"	..	Paddle.
Wakatu	157	95	23	160	"	Single	..
Wanaka	2,421	1,572	280	1,139	Triple-ex. S. condensing	"	..
Warkworth	24	23	10 B.H.P.	..	Oil-engine	"	..
Warrimoo	3,529	2,076	490	3,794	Triple-ex. S. condensing	"	..
Wasp	..	..	1	..	High pressure	"	..
Wave	..	..	1½	..	"	"	..
Waverley	156	93	25	93	Compound S. condensing	Twin	..
Weka (Auckland)	127	86	27	..	"	"	..
Weka (Napier)	89	52	20	65	"	Single	..
Wellington	382	279	80	434	"	"	..
Westland	133	35	60	471	"	..	Paddle.
Whakariri	819	449	120	655	"	Twin	..
Whangape	2,931	1,900	280	1,121	Triple-ex. S. condensing	Single	..
Whati (2)	..	..	1¾	..	Compound	"	..
Winona	..	19	8	..	Compound S. condensing	"	..
Yankee Doodle (2)	..	6	12	..	High pressure	..	Paddle.
Young Bungaree	69	47	35	199	Compound S. condensing	Single	..

Note.—The figure) after the name of a vessel shows vessel to have been twice surveyed.

No. 16.—RETURN of SAILING-VESSELS SURVEYED during the Financial Year ended the 31st March, 1906, with Particulars of Tonnage, &c.

Name of Vessel.	Tons Measurement.		Description.	Times surveyed.
	Gross.	Register.		
Alexander Craig	..	520	Barque	1
Clan McLeod	671	646	"	1
Elverland	398	361	Barquentine ..	1
Ganymede	573	569	Barque	1
Onyx	427	395	"	2
Pendle Hill	234	222	Barquentine ..	1

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS, &c., from the 1st April, 1905, to the 31st March, 1906.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1905. May 8 ..	S.s. Rotomahana ..	Wellington	After the vessel had been docked at Port Chalmers a slight leak was discovered in after stokehold on port side, about 3 ft. above bilge-stringer, on a voyage from Port Chalmers to Lyttelton. The damage to vessel's hull was repaired by bolting plate over defective part of hull plating.
June 21 ..	Waiwera	Wellington	A length of vessel's main steam-pipe was found defective at the neck of a Pope joint. The defective portion was cut off, and a new piece fitted. The pipe was, on completion of repairs, tested by hydraulic pressure before being put on board.
July 11 ..	Gertie	Wellington	Two of the vessel's main steam-pipes, the flanges of which were defective, were repaired by the flanges being rebrazed. After the repairs were completed the pipes were tested to 300 lb. hydraulic pressure before being put on board.
July 19 ..	Tasman	Wellington	One of the main steam-pipes of this vessel was found to be defective. The bad part was cut out and a new piece fitted in, and the pipe was afterwards tested to 320 lb. hydraulic pressure before being put on board.
July 21 ..	Glenelg	Auckland	The bulwarks of this vessel were damaged by collision with coal-hulk "Helen" in Auckland Harbour on the 6th July. The damaged portion of the bulwarks was straightened, and new plates were fitted where necessary.
July 25 ..	Himitangi ..	Wellington	Whilst on a voyage from Greymouth to Foxton, coal-laden, and whilst crossing the Manawatu bar at midnight on the 20th July, vessel took the ground and drifted on to the south spit. All efforts to get the vessel into the channel were unsuccessful. The vessel bumped considerably during the night. After discharging some of the coal the vessel came off, and on arrival in Wellington was placed on the Patent Slip, when some two dozen rivets in forepeak tank were found to be loose, and the cement was found broken in this compartment. New rivets were put in and the cement was renewed, and vessel made thoroughly seaworthy again.
July 27 ..	La Bella (sailing-vessel)	Bluff	On the 25th July this vessel touched the ground outside of Dog Island, on a voyage to the Bluff. It was found, on surveying the vessel (from the diver's report), that the keel-plate on starboard side was dented up about ¾ in. abreast of the fore rigging, and showed further signs of having touched for a distance of about 3 ft.; but all the rivets in the vicinity seemed quite sound on being tested. The vessel was considered seaworthy.
July 27 ..	S.s. Kaipara	Dunedin	This vessel was on a voyage from London to Dunedin, and when off Ascension Island on the 17th June, and steaming about 7 knots against a head wind with heavy sea, she touched what was thought to be ground, although the depth of water shown on chart at this spot would not lead the master to look for shallows there. The speed of the vessel was not affected, and only one slight bump was felt. The vessel was surveyed in Dunedin, and the following damage was found in No. 4 tank, which is under the boiler-hold—

No. 17.—Return of Vessels surveyed for Seaworthiness —*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1905.			viz., seven frames were bent a little, the fourth and fifth from bulkhead being up about 1 in. Neither floors nor frames were fractured. The cement, where broken, was renewed.
Aug. 8 ..	S.s. Taieri	Wellington	About 9.45 p.m. on the 2nd August the vessel was entering the harbour at Westport. When abreast of McLean's Wharf the current caught her on the starboard bow, slewing her in to the wharf. A dent was made in side of vessel just abaft the collision bulkhead, loosening a number of rivets and bending stringer and a beam of vessel. The loose rivets were renewed at Westport, making vessel seaworthy. The bent stringer and beam were taken out in Wellington and straightened and reriveted.
Aug. 12 ..	Waimate	Port Chalmers ..	This vessel collided with Dredge 222 at Port Chalmers. The stern of dredge struck the vessel on the starboard bow and dented one plate. The vessel received no material damage, and was found seaworthy.
Aug. 23 ..	Kestrel	Auckland	This vessel was formerly running in river limits in Auckland Harbour, but was sold to Wellington owners. To enable her to proceed there a special survey was made to equip her for the trip to Wellington.
Sept. 15 ..	Jessie Nichol (sailing-vessel)	Dunedin	A survey for seaworthiness was made of this vessel at the request of Collector of Customs, Dunedin, to allow vessel to proceed to Chatham Islands. One plank on port side was renewed about 12 ft. from bow at load-line; also defects under transom were made good.
Sept. 29 ..	S.s. Turakina	Wellington	A fire occurred in the No. 4 hold of the vessel amongst the cargo, whilst vessel was lying alongside the Glasgow Wharf in Wellington, on the 28th September. Upon examination, the cargo having been removed, the damage was found to be confined to about 6 square feet, two deck-beams for about 6 ft. in length being slightly buckled, and the decking overhead slightly started, and one beam was found to be cracked. Straps were fitted and riveted to cracked beam.
Oct. 21 ..	Rose Casey ..	Bluff	This vessel stranded on the bar at Riverton while on a voyage from Riverton to Glory Harbour on the 19th September. Vessel's hull was damaged. Repairs were effected by fitting temporary patches on hull where damaged. The machinery also received an overhaul.
Oct. 29 ..	Jessie Nichol (sailing-vessel)	Dunedin	This vessel was due for survey, but she could not get into the dock owing to its being occupied. A surveyor visited vessel, and made a special survey of her afloat to enable vessel to leave port.
Nov. 2 ..	S.s. Aorere	Wellington	This vessel was on a voyage from Wellington to Patea. Whilst entering Patea Harbour on the 1st November the wheel steering-chain became jammed, just when the vessel was between the breakwater and retaining-wall. The vessel, not being under control through the steering-gear being out of order, collided with retaining-wall. The stem of vessel was damaged from the 5 ft. water-mark to the forefoot. The vessel was put on the Patent Slip at Wellington, and the damaged portion of the stem renewed.
Nov. 20 ..	Maori	Wellington	A portion of the main steam-pipe of this vessel was found defective. It was replaced by a new piece 4 ft. long. The new pipe was tested to 320 lb. hydraulic pressure before being placed on board.
Nov. 22 ..	Stormbird ..	Wellington	While this vessel was on a voyage from Wanganui to Wellington she lost all her propeller-blades. She left Wanganui at 5.45 p.m., and when about thirty-six miles south at 8.45 p.m. one blade broke off; at 9.20 p.m. on same day another one was lost; and at 9.30 p.m. the other two were lost. She came on as far as Wellington Heads with her own sail, and was then towed into port by the "Huia," and a new set of blades fitted in Wellington.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1905.			
Nov. 24 ..	Zealandia ..	Wellington	The vessel grounded whilst entering Napier Harbour on the 23rd November, whilst on a voyage from Gisborne to Napier. The engine-room telegraph connections between the bridge and engine-room carried away, and before the engines could be reversed the vessel's bow ran up on the beach. A diver was employed to examine the hull of vessel, and after this examination he reported that vessel had sustained no damage. Soundings were also taken of the various tanks, but vessel was found to be making no water.
Nov. 28 ..	S.s. Coriana	Wellington	This vessel struck the rocks off Dorset Point on the 21st November, whilst entering Wellington Harbour on a voyage from Onehunga to Wellington. The rolling-chock on the port side was broken and twisted. A number of the rivets in the hull were also started. She was placed on the Patent Slip, when a new rolling-chock was fitted, and the bad rivets renewed.
Nov. 29 ..	Pateena	Wellington	The bracket of H.P. valve-spindle guide broke when off Walker's Island, near Jackson Head, at 12.30 p.m. on the 28th November, whilst on a voyage from Picton to Nelson. The breakdown to the machinery was caused by the cotter in the slide valve-spindle working loose. The bracket was strapped together temporarily to enable vessel to make port. On arrival in Wellington a new bracket was made and fitted to replace the broken one.
Dec. 26 ..	Claymore.. ..	Auckland	This vessel collided with s.s. "Kapanui" while on a voyage from Auckland to Waiwera. About twenty rivets were started at bow-plating through the impact. All defective rivets were taken out and replaced with new ones.
1906.			
Jan. 3 ..	Squall	Wellington	This vessel was especially surveyed for an extension of her certificate.
Jan. 8 ..	Baden Powell ..	Wellington	Main steam-pipe was found to be defective at one end. The bad portion was cut off, and a new piece fitted. The pipe was annealed and afterwards tested to 240 lb. hydraulic pressure before it was put on board.
Jan. 10 ..	Waiwera	Wellington	A new Pope joint was fitted on one end of a portion of the main steam-pipe, and afterwards tested to 360 lb. hydraulic pressure before it was placed on steamer.
Jan. 10 ..	Kapiti	Wellington	This vessel went ashore at entrance to Patea Harbour when leaving that port for Wellington. Vessel remained on the beach for some time. After she was refloated she proceeded to Wellington for repair and survey. Some five hundred rivets were found to be loose, principally on starboard side of vessel's bottom plating, and the rudder was also damaged. The rivets were all renewed, and the rudder was removed, stock annealed and straightened, and replaced.
Jan. 25 ..	Marere	Bluff	This vessel touched the bottom when entering the Bluff Harbour on the morning of the 25th January when abreast of the old Light-ship's moorings. The tanks were sounded at several times during the day, but vessel was found to be making no water. A diver was employed to examine hull of vessel, but he reported that vessel was undamaged.
Jan. 26 ..	Tobias (a coal-hulk) ..	Dunedin	This hulk was surveyed to enable her to make the trip to Wellington from Dunedin.
Feb. 14 ..	S.s. Toroa	Timaru	An accident occurred to the main steam-pipe of this vessel's engines on the voyage from Chatham Islands to Timaru. The pipe cracked right round at the flange on the boiler stop-valve. The defective part of the pipe was cut off, and a new piece of pipe and flange fitted, the whole being tested afterwards to 320 lb. hydraulic pressure before it was placed on board.
Feb. 19 ..	Claymore.. ..	Auckland	This vessel struck some hard substance off Cheltenham Beach, in Auckland Harbour, while on a voyage from Warkworth to Auckland, on the 15th February. The vessel was surveyed, when she was found to have sustained no material damage.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued*.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1905.			
Feb. 20 ..	Maheno	Bluff	This vessel, while on a voyage from Hobart to Bluff, touched on a sand-bank in Bluff Harbour on the 20th February. All the wells were sounded during the day, but vessel was found to be making no water.
Mar. 9 ..	Kiripaka	Nelson	This vessel, while on a voyage from New Plymouth to Wellington on the 6th March, sustained damage to the propeller-shafting of main engines through the breaking of the bolts at one of the couplings. Temporary repairs were effected on board to enable vessel to reach Nelson, where the necessary repairs were carried out.
Mar. 15 ..	Taviuni	Auckland	Vessel took the ground on a sand-bank in Papeete Harbour on the 3rd March. Hull was thoroughly examined by a surveyor in Auckland, when it was discovered that vessel had sustained no damage.
Mar. 19 ..	Rob Roy	Auckland	A special survey was made of this vessel's equipments, &c., to enable her to make the voyage from Auckland to Picton.
Mar. 20 ..	Mapourika ..	Wellington	This vessel, while entering Westport Harbour on the 9th instant, whilst on a voyage from Greymouth to Westport, was struck by a squall, causing vessel to collide with the breakwater. On arrival in Wellington she was placed on the Slip for examination. One plate in B strake on starboard bow and a forward keel-plate were found to be cracked. These defects were all made good.

No. 18.—RETURN showing the REVENUE from the Inspection of Machinery Department (including the Examination of Marine Engineers and Land-engine Drivers, and the Amount earned by the Survey of Steamers and Sailing-ships), also the ORDINARY EXPENDITURE of the Inspection of Machinery Department (including the Examination of Marine Engineers and Land Engine-drivers and Survey of Steamers and Sailing-ships), during the Financial Year ended the 31st March, 1906.

Receipts.	£	s.	d.
Inspection of boilers and machinery ..	7,198	16	0
Certificates of land-engine drivers ..	662	12	6
Survey of steamers (including auxiliary-powered vessels	1,809	10	0
Survey of sailing-ships	41	5	0
Survey of vessels for seaworthiness ..	79	0	0
Examination of marine engineers ..	215	10	0
	£10,006	13	6

Expenditure.	£	s.	d.
Salaries	5,763	9	1
Advertising	8	15	9
Alterations and repairs to offices ..	2	0	0
Furniture for offices	20	2	6
Gas	10	1	8
Rent—Cleaning offices and fuel ..	314	4	0
Gratuity to N. Grinrod	20	16	0
Telephone rents	44	7	5
Travelling allowances and expenses ..	2,284	12	4
Contingencies	72	11	1
	£8,540	19	10

No. 19.—RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS which require to be in charge of duly certificated ENGINE-DRIVERS.

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		AUCKLAND DISTRICT.				
Ambury & English ..	Frankton Junction	Dairy factory ..	27	11	Second class, stationary	Additional.
Andrews & Greening ..	Matapuna ..	Sawmill ..	17	Two 9	Ditto ..	Late Stephens & Stokes.
Andrews, H. & B. ..	Pukekohe ..	Traction & general	6	8	Locomotive and traction	Late Bayley & McAlley.
Auckland City Council ..	Auckland ..	Destructor ..	115	10	Second class, stationary	Additional.
" ..	" ..	Motor wagon ..	6½	4 & 7	Locomotive and traction	"
Auckland Harbour Board..	" ..	Sand-pump ..	65	Compound 6 & 14 Triple-expan. 9, 14, 24	First class, stationary	"
Bertleson & Rasmussen ..	Paeroa ..	Flax-mill ..	32	12	Second class, stationary	Late R. Rasmussen.
Brown, S. J.	Te Arai ..	Traction ..	8	7 & 11½	Locomotive and traction	Late R. Burton.
Brown, W.	Te Kopuru ..	Sawmill ..	20	14	Second class, stationary	Size of cylinder amended.
Burt, A. & T.	Auckland ..	Machine-shop ..	20	9¾	Ditto ..	Late Dunn, Smith, & Co.
Cashmore, Bros.	Katikati ..	Sawmill	40	16	First class, stationary	Late Bond & Judd.
Chadwick, W.	Whakapirau ..	" ..	68	Two 14	Ditto ..	Additional.
Clark, R. O. ..	Hobsonville ..	Brickworks ..	32	Two 9¾	Second class, stationary	Size of cylinder amended.
Clow, T. R.	Papatoitoi ..	Traction & general	7	8	Locomotive and traction	Additional.
Colonial Ammunition Co. ..	Auckland ..	Ammunition-works	70	8½	Second class, stationary	"
Comrie & Ferguson ..	Pukekohe ..	Traction & general	5	8	Locomotive and traction	Late James Comrie.
Cook & Co., H. T. ..	Whangumumu	Boiling-down ..	83	6½	Second class, stationary	Additional.
Coulthart, Bros.	Ngaruawahia ..	Sawmill	33	Two 11½	First class, stationary	Late Northern S.S. Co
Coulthart Timber Co. ..	Helensville ..	" ..	60	14½	Ditto ..	Late Coulthart Bros.
Dalby, Henry	Limestone Island	Diamond drill ..	27	Two 16	Second class, stationary	Additional.
Devonport Borough Council	Devonport ..	Pumping ..	30	13, 9, 16	First class, stationary	"
"	" ..	" ..	30	13, 9, 16	Ditto ..	"
Dive & Ramsay	Rawena ..	Sawmill	70	16	" ..	"
Ellis & Burnand	Tiroa ..	"	14	Two 10	Second class, stationary	Size of cylinder amended.
"	" ..	"	16	Two 10	Ditto ..	"
"	Mangapehi ..	"	65	Two 14	First class, stationary	Additional.
"	Mananui ..	"	59	Nil	Second class, stationary	"
"	" ..	"	59	Nil	Ditto ..	"
Faithful, A.	Waimamaku ..	Hauling	8	6½ & 10	Locomotive and traction	Late Foote Bros.
Gibbons, R. P.	Hikurangi ..	"	9	5⅞ & 5⅞	Ditto ..	Additional.
Halliday, John	Oramahoe ..	Flax-mill ..	21	10	Second class, stationary	Late J. Fleet.
Jury, W. H.	Rangiriri ..	"	16	10, 8; two 4	Ditto ..	Size of cylinder amended.
Kaipara Timber Co. ..	Omaha ..	Hauling	8	6¼ & 6¼	Locomotive and traction	Additional.
Kauri Timber Co. ..	Tairua ..	Sawmill	40	8½ & 36	First class, stationary	Size of cylinder amended.
"	Waimamaku ..	"	24	Two 12	Ditto ..	Additional.
"	Whitianga ..	Fire-engine ..	24	8	Second class, stationary	"
"	Tairua ..	" ..	24	7	Ditto ..	"
"	Pikianga ..	Hauling	12	Two 8½	" ..	Size of cylinder amended.
Komata Reef Gold-mining Co.	Komata ..	Quartz-crushing ..	38	13	" ..	Additional.
Madill, A.	Puni ..	Traction & flax-mill	6	8¾	Locomotive and traction	Late J. H. Craig.
Maraetai Brick Co. ..	Maraetai ..	Brickworks ..	64	14½	First class. stationary	Additional.
Masefield, F.	Auckland ..	Machine-shop ..	20	7	Second class, stationary	Late s.s. "Ngunguru."
McAndrew & Co., James ..	Paeroa ..	Sash and door factory	27	11	Ditto	Additional.
Mephan, Ferguson, Steel-pipe Co.	Avondale ..	Driving machinery	75	Not yet erected	"	"
Mitchelson & Co. ..	Herekino ..	Sawmill	70	10¼ & 10¼	First class, stationary	"

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		AUCKLAND DISTRICT—*continued.*				
New Saxon Gold-mining Co.	Thames ..	Winding ..	32	12 & 15	First-class, stationary and winding	Late May Queen Gold M. Co.
N.Z. Crown Mines Co. ..	Karangahake ..	Pumping & winding	45	Two 10 & 14	Winding ..	Additional.
N.Z. Timber Proprietary Co.	Opua ..	Sawmill ..	30	12	Second class, stationary	"
Northern Wairoa Timber Co.	Tataranike ..	"	30	30	First-class, stationary	Late National Loan Co.
Ditto	" ..	"	30	30	Ditto ..	"
"	" ..	"	48	14 & 30	" ..	Size of cylinder amended.
"	" ..	"	48	14 & 30	" ..	"
Onewhero Co-op. Dairy Co.	Onewhero ..	Dairy factory ..	16	10	Second class, stationary	Additional.
Parihaka Timber Co. ..	Taumaranui ..	Sawmill ..	42	16	First-class, stationary	"
Parker, Lamb, & Co. ..	Auckland ..	"	20	16, 10, 20	Ditto ..	Size of cylinder amended.
Puketapu Sawmilling Co...	Matapuna ..	"	25	14	Second class, stationary	Late O'Donahue & Price.
"	" ..	"	38	14	Ditto ..	Additional.
"	Taumaranui ..	"	38	14	" ..	"
"	Matapuna ..	Locomotive ..	5½	6	Locomotive and traction	"
Pungapunga Timber Co. ..	Manunui ..	Pile-driving ..	16	Two 8¾	Second class, stationary	Late Ellis & Burnand.
Rangiora Sawmill Co. ..	Rangiora ..	Sawmill ..	60	12, 13⅛	Ditto ..	Size of cylinder amended.
Ross & Co., A. W. ..	Matata ..	"	20	10	" ..	Late A. Y. Ross.
Sandford, A.	Shortland ..	Ice-making ..	20	9¼	" ..	Size of cylinder amended.
*Seifert & Co., F. ..	Morrinsville ..	Flax-mill ..	12	7 & 11	" ..	Late G. Seifert.
Strang Bros.	Hirikiroa ..	Sheep-shearing ..	5	7½	Locomotive and traction	Additional.
Subritskey, J.	Awanui ..	Flax-mill ..	20	10	Second class, stationary	"
Symons, A. M.	Oparau ..	Sawmill ..	26	14⅜	First-class, stationary	Size of cylinder amended.
*Seccombe, Thos. ..	Whakatane ..	Flax-mill ..	16	6½ & 11¼	Second class, stationary	Late C. Williams.
Talisman Consolidated Gold-mining Co.	Karangahake ..	Air-compressing ..	54	20	First-class, stationary	Late Woodstock Gold M. Co.
Ditto	"	" ..	54	20	Ditto ..	"
Taringamutu Sawmill Co.	Taringamutu ..	Sawmill ..	45	15¾	" ..	Size of cylinders amended.
Taupiri Coal Co.	Huntly ..	Pumping & winding	75	13 & 13	" ..	Additional.
"	" ..	Winding ..	42	Two 8, two 9, two 13	Winding ..	Size of cylinder amended.
"	" ..	"	77	Two 8, two 9, two 13	Ditto ..	"
"	" ..	"	42	Two 8, two 9, two 13	" ..	"
"	" ..	"	20	Two 11½	" ..	"
Taupo Totara Timber Co...	Taupo Bush ..	Hauling ..	20	12 & 12	Locomotive and traction	Additional.
Te Awamutu Flax Co. ..	Te Rapa ..	Flax-mill ..	32	12	Second class, stationary	Late Michell & Walsh.
Trower, Mrs.	Tararu Creek ..	Quartz-crushing & air-compressing	35	14⅜ & 16	First-class, stationary	Late Tararu G. M. Co.
"	" ..	Ditto ..	30	14⅜ & 16	Ditto ..	"
Waihi Extended Gold-mining Co.	Waihi ..	Hauling & pumping	62	8 & 8	Second class, stationary	Additional.
Waihi Gold-mining Co. ..	" ..	Quartz-crushing ..	50	12 & 20 15 & 30 Compound 12½ & 20	First class, stationary	Late Waitekauri Gold-mining Co.
"	" ..	Gold-saving ..	54	10 & 10, 13 & 13	Ditto ..	Additional.
Waihi Grand Junction Gold-mining Co.	" ..	Gold-mining ..	184	Nil	Second class, stationary	"
Ditto	" ..	" ..	184	Nil	Ditto ..	"
"	" ..	" ..	180	Nil	" ..	"
Waihi Syndicate Gold-mining Co.	" ..	Winding ..	50	Two 10	Winding ..	Late Waihi Consolidated Gold mining Co.
Waiotahi Gold-mining Co.	Thames ..	"	13	10¼	" ..	Late Robert Stone.
Waro Co-operative Co. ..	Hikurangi ..	Coal-mining ..	15	Two 8½	Second class, stationary	Additional.
Wigg, Thos.	Auckland ..	Laundry ..	43	5½	Ditto ..	"
Wilson & Co., J. ..	Warkworth ..	Cement-works ..	67	14 & 28, 17½ & 29½	First class, stationary	Size of cylinder amended.
" ..	" ..	" ..	67	14 & 28, 17½ & 29½	Ditto ..	"
" ..	" ..	" ..	68	14 & 28 17 & 29½	" ..	

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		CANTERBURY NORTH DISTRICT.				
Anderson (Ltd.)	Makatote Viaduct	Bridge-building ..	12	7 & 10	Second class, stationary	Additional.
"	Ditto ..	" ..	20	Not erected	Ditto ..	"
Andrews, J. C.	Waikuku ..	Rope-works ..	35	12	" ..	"
Bennet, H.	Lincoln ..	Threshing ..	8	9	Locomotive and traction	Size of cylinder amended.
Brown Bros.	Woolston ..	Tannery ..	15	12 & 21½	First class, stationary	"
Burgess, W.	Dunsandel ..	Threshing ..	8	9	Locomotive and traction	Late F. Lill.
Canterbury Frozen Meat Co.	Belfast ..	Fellmongery ..	36	Nil	Second class, stationary	Size of cylinder amended.
"	"	" ..	36	Nil	Ditto ..	Additional.
Christchurch Brick Co. ..	St. Martin's ..	Brickmaking ..	53	12¼	" ..	Horse-power amended.
Christchurch Gas Co. ..	Christchurch ..	Gasworks ..	35	6, 9, 12	" ..	Additional.
Christchurch Meat Co. ..	Islington ..	Freezing ..	80	15 & 27	First class, stationary	"
Christchurch Tramway Co.	Christchurch ..	Electric tramway	110	Nil	Second class, stationary	"
"	"	"	110	Nil	Ditto ..	"
"	"	"	110	Nil	" ..	"
Coe Bros.	Irwill ..	Threshing ..	8	9	Locomotive and traction	Late F. Lill.
Curragh Bros.	Templeton ..	Threshing & cutting	8	9	Ditto ..	Late A. Curragh.
Doubleday and Chapman ..	Kaiapoi ..	Threshing ..	8	6 & 10	" ..	Additional.
Gerard W., Trustees of ..	Snowdon ..	Hauling ..	8	6 & 10	" ..	"
Giles, Robt.	Balcairn ..	General ..	6	8	" ..	"
Herman and Cresswell ..	Christchurch ..	Heating ..	17	Nil	Second class, stationary	Late Bowron Bros.
Langdon & Co.	Sydenham ..	Oatmeal-mill ..	17	9	Ditto ..	Additional.
Lyttelton Times Co. ..	Christchurch ..	Printing ..	15	9 & 14	First class, stationary	Size of cylinders amended.
" ..	" ..	Electric light ..	15	9 & 14	Ditto ..	"
Nelson Bros.	Hornby ..	Freezing ..	30	13 & 25 18 & 29	First-class, stationary	Additional.
"	" ..	" ..	30	13 & 25 18 & 29	Ditto ..	"
N.Z. Provision & Produce Co.	Belfast ..	Chemical-works ..	20	10	Second class stationary	Size of cylinder amended.
Pitcaithly & Co.	Halswell ..	Stone-crushing ..	40	10¼ & 10¼	First-class, stationary	"
"	Christchurch ..	Hauling ..	10	7 & 11	Locomotive and traction	Additional.
Robb, James	Waiau ..	Chaff-cutting ..	7	8¼	Ditto ..	Late J. S. Graham.
Ruddick, E.	Southbridge ..	Threshing ..	8	9½	" ..	Additional.
Smith & Smith	Christchurch ..	Sawmill ..	35	12	Second class stationary	"
Wardell Bros.	" ..	Electric light ..	50	8 & 13½	First-class, stationary	Size of cylinder amended.
		CANTERBURY SOUTH DISTRICT.				
Adams, Joseph	Ashburton ..	General	8	9	Locomotive and traction	Late C. E. Gray.
Armer, Orr, & Co. ..	" ..	For sale	8	9	Ditto ..	Late T. Sutherland.
Belford Mills Co. (Ltd.) ..	Timaru ..	Flour-mill ..	30	14 & 20	First-class, stationary	Late John Jackson.
Bell, W. H.	Ashburton ..	Chaff-cutting ..	5	7⅝	Locomotive and traction	Late C. Bennett.
Bell, James	Lismore ..	General	8	9	Ditto ..	Late J. Henderson.
Benbow & Barney ..	Temuka ..	"	8	9¼	" ..	Late M. Preddy.
Burgess, J.	Mayfield ..	"	8	6½ & 10½	" ..	Size of cylinders amended.
Burnes & Batchelor ..	Morven ..	Chaff-cutting ..	8	8⅝	" ..	Late H. Hayman.
Canterbury Farmers Co-operative Co.	Timaru ..	Threshing ..	8	9¼	" ..	Late Connor Bros.
Carson, John	Tinwald ..	For sale ..	8	9	" ..	Late Mrs. J. Gourley.
Chapman Bros.	Willowby ..	Chaff-cutting ..	7	8	" ..	Late J. Adams, jun.
Clark, W. J.	Levels ..	General	8	9	" ..	Late G. Saunders.
Crumb Bros.	Ashburton ..	Brickmaking ..	16	6½ & 11½	Second class stationary	Late A. Crumb.
Dymes & Co., T. ..	Rakaia ..	General	6	8	Locomotive and traction	Additional.
Gaiger, W.	Timaru ..	Hauling, &c. ..	9	5 & 9½	Ditto ..	Late Sherratt and Gaiger.
Gallagher, James ..	Mayfield ..	General	8	7 & 11	" ..	Size of cylinders amended.
Guthrie & Ewan ..	Waihao Downs	Hauling, &c. ..	8	9	" ..	Late James Barrie.
Hopkinson Bros. ..	Temuka ..	General	8	9¼	" ..	Size of cylinder amended.
Kingsbury, R. H. ..	Kyle	"	8	6½ & 10½	" ..	"
Knox, S. & M.	Ashburton ..	"	8	6⅝ & 10⅝	" ..	Late Watkins Bros.
Lagan, M.	Tinwald ..	Chaff-cutting ..	6	6 & 10	Locomotive and traction	Additional.
Langley, Thos.	Dromore ..	Threshing ..	8	9	Ditto ..	Late Reilly Bros.

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c —*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
CANTERBURY SOUTH DISTRICT—*continued.*						
Lane, Walker, & Rudkin ..	Ashburton ..	Woollen-mills ..	38	18	First class, stationary	Additional.
Manchester, Jas. ..	Waimate ..	Threshing only ..	8	9	Locomotive and traction	"
Martin, Alex.	Temuka ..	General	6	8½	Ditto ..	Late King & Martin.
Moffat & Crowther ..	Ashburton ..	Threshing only ..	9	6⅝ & 10⅝	" ..	Late Watkins Bros.
Morris, A.	" ..	General	8	9	" ..	Late Wilson & Morris.
Moses, W.	" ..	Threshing ..	8	6¼ & 10¼	" ..	Size of cylinders amended.
Murdoch, J.	Timaru ..	Sawmill ..	12	12½	Second class stationary	Additional.
McCrenor Jas.	Methven ..	General	8	6½ & 10½	Locomotive and traction	Late J. McIntyre.
McIlhennery, Jas. ..	Ashburton ..	Chaff-cutting ..	6	6 & 10	Ditto ..	Late J. Amos, jun.
McLeod & Worner ..	Geraldine ..	General	8	9	" ..	Late M. Gregan.
Nicol & Son	Waimate ..	Flour-mill ..	16	9½ & 14	First class, stationary	Late Nicol & Scott.
Patterson, Jas.	Waterton ..	General	8	6 & 10	Locomotive and traction	Late A. Dawson.
Pearce, John	Rakaia ..	Threshing ..	8	6½ & 10½	Ditto ..	Additional.
Preddy, Geo.	Temuka ..	General	8	9¼	" ..	Late J. Heron.
Perry, Perry, & Kinnernay	Timaru ..	Idle	5	8	" ..	Late Timaru Borough Council.
Quinn, W.	Makikehi ..	Brickmaking ..	18	9½	Second class, stationary	Additional.
Reid & Gray	Ashburton ..	For sale	8	6½ & 10½	Locomotive and traction	Late J. Adams.
"	" ..	"	6	8	Ditto ..	Additional.
"	" ..	Flour-mill ..	14	7 & 12	Second class, stationary	Late Canterbury Frozen Meat Co.
Smith, James E. ..	Claremont ..	Stone-crushing ..	6	7¾	Locomotive and traction	Late M. Dermody.
Stewart, Arthur	Hinds ..	Ploughing ..	8	9½	Ditto ..	Late A. Dawson.
Stewart, Jas.	Timaru ..	General	9	8½	" ..	Late W. Hopkinson.
Thorne, A.	Winchmore ..	General	8	9½	" ..	Late A. Thorn (Canterbury).
Timaru Borough Council ..	Timaru ..	Hauling, &c. ..	8	7 & 11	" ..	Additional.
Timaru Milling Co. ..	" ..	Flour mill ..	140	16 & 29	First class, stationary	"
Timaru Harbour Board ..	" ..	5-ton crane ..	7	Two 9	Second class, stationary	Size of cylinders amended.
" ..	" ..	15-ton crane ..	7	Two 9	Ditto ..	Additional.
Whyte, Geo. E.	Albury ..	Threshing only ..	8	6½ & 10½	Locomotive and traction	Late Geo. Whyte (Canterbury)
Wigley & Thornley ..	Timaru ..	General	8	9	Ditto ..	Late Thornley and Hearn.
" ..	" ..	"	6	8½	" ..	Late R. Wigley.
" ..	" ..	"	10	6¾ & 11¾	" ..	Late J. J. K. Powell (Well'ton).
Willets, J. M.	Albury ..	Hauling ..	8	6½ & 10½	" ..	Additional.
Wood Bros. (Ltd.) ..	Ashburton ..	General	8	9	" ..	Late J. Morris.
HAWKE'S BAY DISTRICT.						
Alpha Sawmill Co. ..	Gisborne ..	Sawmill	23	12	Second class, stationary	Late Homes and Nicholls.
" ..	" ..	"	62	Nil	Ditto	Additional.
Bartholomew Bros. ..	Matamau ..	"	28	13	"	Late Bailey & Co.
Borthwick & Sons, Thos. ..	Pakipaki ..	Freezing ..	100	14 & 26	First class, stationary	Additional.
" ..	" ..	" ..	100	14 & 26	Ditto	"
Butcher, H. F.	Patoka ..	Sawmill	16	12	Second class, stationary	Late s.s. "Weka."
Clayton, Bros.	Gisborne ..	"	15	8	Locomotive and traction*	Additional.
Collett & Edkins	Ormondville ..	"	35	Not erected yet	Second class, stationary	"
Gammon & Co.	Matamau ..	"	50	14	Ditto	Late Palmerston North Sash and Door Co.
"	Rakaiatai ..	"	28	17	First class, stationary	Additional.
Green Bros.	Tikokino ..	Threshing ..	7	6 & 10	Locomotive and traction.	Late Green Bros., Wellington.
Hills, J. E.	Patutahi ..	" ..	7	8½	Ditto	Late J. E. Hills, Auckland.
Holt, John	Puketitiro ..	Sawmill	12	Two 8½	Second class, stationary	Additional.
Irvine & Hall	Hatuma ..	Threshing ..	6	8	Locomotive and traction	"
Napier City Council ..	Napier ..	Pumping ..	40	10, 17½, 20, & 40	First class, stationary	Size of cylinders amended.
Norsewood Dairy Co. ..	Norsewood ..	Creamery ..	17	Nil	Second class, stationary	Additional.

* But exempt while used as stationary.

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
HAWKE'S BAY DISTRICT—*continued.*						
Pepper, Mrs. W.	Flaxmere ..	Threshing ..	6	8	Locomotive and traction	Late Thomas Pepper.
Shanks Bros.	Ormond ..	" ..	6	8¼	Ditto	Late R. H. Shanks.
Smith & Clausen.. ..	Umutoroa ..	Sawmill	16	Two 9	Second class, stationary	Additional.
Tottenham, H. L. ..	Hastings ..	Threshing ..	6	6⅜ & 11	Locomotive and traction	"
Williams, J. W.	" ..	Fruit-canning ..	37	7	Second class, stationary	"
MARLBOROUGH DISTRICT.						
Barnes, F.	Awatere ..	Threshing, &c. ..	6	6 & 10½	Locomotive and traction	Additional.
Brownlee & Co.	Havelock ..	Log-hauling ..	20	Two 9	Ditto	"
Climo, R.	Okoho ..	" ..	15	Two 8½	Second class, stationary*	"
Ham, Edward	Blenheim ..	Threshing and chaff-cutting	8	9 8	Locomotive and traction	Late A. Freeth.
Healy & Bishnell	" ..	Threshing ..	6	8	Ditto	Late Healy Bros.
Jones & Holdaway ..	" ..	Chaff-cutting ..	6	5½ & 9	"	Additional.
Litchfield, H. J.	" ..	Hauling	8	6½ & 11	"	Size of cylinders amended.
Nees & McLean	Flaxbourne ..	"	8	6½ & 11½	"	Additional.
Smith, Bros.	Kaikoura ..	General	7	6 & 10	"	"
White, Chas.	Onamalutu ..	Idle	30	Nil.	Second class, stationary	"
NELSON NORTH DISTRICT.						
Baigent, H.	Collingwood ..	Sawmill	12	7 & 11¼	Second class, stationary	Additional.
Nelson Brick & Tile Co. (Ltd.)	Nelson ..	Brick & tile making	20	9½	Ditto ..	"
Prouse Bros.	West Wanganui	Log-hauling ..	17	Two 8	" ..	"
Prouse & Saunders ..	"	Sawmill ..	45	16¼	First class, stationary	"
Tonga Bay Granite Co. ..	Tonga Bay ..	Stone-dressing ..	16	7 & 11¼	Second class, stationary	Late Waimangaroa Gold-dredging Co.
Webby, Geo. E.	Waimea ..	General	6	6 & 10½	Locomotive and traction	Additional.
NELSON SOUTH DISTRICT.						
Amikitia Gold-dredging Co.	Matakitaki ..	Gold-dredging ..	30	8 & 12¾	First class, stationary	Additional.
Blackball Coal Co. ..	Blackball ..	Hauling & dynamo	20	15, 15, 9	Ditto ..	Size of cylinder amended.
" ..	" ..	Fan and hauling	20	8 & 14	" ..	"
Bryan & Bowater ..	Cape Foulwind	Sawmill	28	17 1/16	" ..	Late Rocklands Beach Gold-dredging Co.
Consolidated Goldfields Mining Co.	Murray Creek	Winding ..	30	Two 12	Winding ..	Additional.
Ditto	Rainy Creek ..	Crushing ..	20	12 & Two 15	First class, stationary	Late New Inkerman Gold-dredging Co.
"	" ..	" ..	20	12 & Two 15	Ditto ..	Ditto.
"	Golden Fleece Mine	" ..	50	10 & 13½, 22, Three 14	" ..	Size of cylinders amended.
"	Ditto ..	" ..	60	10, 13½ Three 14, 22	" ..	"
"	" ..	" ..	60	10, 13½ Three 14, 22	" ..	Late Progress Gold-dredging Company
"	Globe Hill A Shaft	Winding ..	20	Two 11	Winding ..	Size of cylinders amended.
"	Specimen Hill	Crushing ..	30	Two 8	Second class, stationary	"
"	Globe Hill B Shaft	Winding & air-compressing	85	6 & Two 14, Two 16	Winding; & first class, stationary	"
"	Globe Hill ..	Ditto	85	6 & Two 14, Two 16	Ditto ..	Late Progress Gold-dredging Co.
Hansen and Kay ..	Buller River ..	Dredging ..	20	8 & 12¾	First class, stationary	Late Dellarona and Hansen.
Karamea Sawmilling Co. ..	Karamea ..	Sawmill ..	20	7 & 11	Second class, stationary	Late Gilbert Machinery Co.
Lockington, E.	Waitahu ..	" ..	20	8 & 12¾	First class, stationary	Late Welcome Gold-dredging Co.
Neighbour & Son	Waimangaroa..	Brickmaking ..	17	Not yet erected	Second class, stationary	Additional.
New Zealand Government State Coal-mines	Coal Creek ..	Winding and driving fan	49	6 & 10, two 5, two 9	†	Size of cylinders amended.
Ditto	"	Winding ..	49	7 & 11¼	†	"

* But when moved from place to place by its own motive power a locomotive and traction.
† Exempt under section 63, "Inspection of Machinery Act, 1902."

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		NELSON SOUTH DISTRICT—*continued.*				
Point Elizabeth Railway and Coal Co. (Ltd.)	Brunnerton ..	Coal-mining ..	35	12 & 14	First class, stationary	Late Greymouth-Point Elizabeth Coal Co.
Ditto	"	" ..	35	12 & 14	Ditto ..	Ditto.
Reefton Gold-dredging Syndicate	Buller River ..	Gold-dredging ..	20	8 & 12¾	" ..	Late Buller Junction Gold-dredging Co.
Tyneside Proprietary Coal Co.	Tyneside ..	Winding and pumping	20	6, & 9½, two 7½, two 8, two 9	" ..	Size of cylinders amended.
Westport Coal Co. ..	Denniston ..	Pumping ..	30	16	" ..	"
" ..	Millerton ..	Fan: dynamo air-compressing	10	Three 8, & two 14½	" ..	"
" ..	Westport ..	Ditto	10	Three 8, & two 14½	" ..	"
" ..	Millerton ..	"	10	Three 8, & two 14½	" ..	"
" ..	Granity, No. 5	" .. .. Air-compressing ..	10	18 & 18	" ..	"
" ..	Coalbrookdale..	Air-compressing & fan	80	Three 14, one 16	" ..	"
" ..	" ..	Ditto ..	80	Three 14, one 16	" ..	"
" ..	Westport ..	" ..	55	Four 14, one 20	" ..	"
" ..	" ..	" ..	55	Four 14, one 16	" ..	"
" ..	" ..	" ..	55	Four 14, one 16	" ..	"
" ..	Iron Bridge ..	Hauling ..	25	8 & 8	Second class, stationary	"
" ..	Mine Creek ..	Air-compressing & fan	86	Four 14½, one 20	First class, stationary	"
" ..	Denniston ..	Hauling and electric light	84	8, & 20, two 6, two 12, three 6, three 5, one 16	Ditto ..	"
" ..	" ..	Ditto	84	8, & 20, two 6, two 12, three 6, three 5, one 16	" ..	"
" ..	" ..	Hauling ..	84	Three 5 four 6, one 8, two 12, one 20	" ..	"
" ..	" ..	"	84	Three 5 three 6, one 8, two 12, one 20	" ..	
" ..	Millerton ..	Air-compressing ..	58	Three 8 two 14½	" ..	Additional.
" ..	Coalbrookdale..	"	84	Three 14 one 16	" ..	Size of cylinders amended.
Westport Fire Brigade ..	Westport ..	Fire-engine ..	7	Three 7	Second class, stationary	Additional.
		OTAGO DISTRICT.				
Alexandra Coal Co. ..	Alexandra ..	Winding ..	20	Two 6	Winding ..	Late Richardson Beach Goldredding Co.
Allandale Coal Co. ..	Allandale ..	Hauling ..	20	Two 10	Second class, stationary	Size of cylinders amended.
"	"	" ..	28	Two 10	Ditto ..	"
Blackie & Bartlett ..	Waitahuna ..	Threshing ..	6	8	Locomotive and traction	Late G. Porter.
Bruce Coal Co.	Milton ..	Hauling ..	20	Two 9½	Ditto ..	Late Fortification Coal Co.
Clark Bros.	Maheno ..	General	8	6½ & 10½	"	Late McLaren & Co. (Canterbury).
Donaldson Bros.	Golden Point ..	Quartz-battery ..	14	6½ & 11	Second class, stationary	Late W. & G. Donaldson.
"	Macrae's Flat..	General	7	5¾ & 9½	Locomotive and traction	Additional.
Dunsmuir, W.	Dunedin ..	For sale	22	Nil	Second class, stationary	Late Fortification Coal Co.
Forbes Bros.	Maheno ..	General	8	9	Locomotive and traction	Additional.

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
OTAGO DISTRICT—*continued.*						
Hamilton, H.	Milton	General	8	5 & 8	Locomotive and traction	Additional.
Henderson Bros.	Weston	"	8	9	Ditto	Late Henderson Bros. (Southland)
Hogg & Co.	Dunedin	Sawmill	27	8 & 12	First class, stationary	Late Taipo Explosive Co.
Hudson & Co.	"	Biscuit-factory	80	9¾ & 16 18 & 21	Ditto	Additional.
Irvine and Stevenson	"	Refrigerating	15	8 & 12	First class, stationary	"
Johnston, George	Awamoka	Threshing	8	9	Locomotive and traction	"
Junction Electric No. 3 Gold-dredging Co.	Cromwell	Gold-dredge	20	7½ & 13	*	Late Cromwell Gold-dredging Co. No. 2.
Kelso Gold-dredge Syndicate (Ltd.)	Kelso	"	14	7 & 11	†	Late Happy Valley Gold-dregding Co.
Leslie, Alexander	Glenledi	Threshing	8	8½	Locomotive and traction	Size of cylinder amended.
Luttrell & Scott	Port Chalmers	Dock-works	16	7 & 11¼	Second class, stationary	Additional.
Mosgiel Woollen Co.	Mosgiel	Steaming	30	Nil	Ditto	Size of cylinders amended.
"	"	"	18	Nil	"	"
"	"	"	18	Nil	"	"
"	"	"	18	Nil	"	"
Macpherson, J. A.	Ngapara	Threshing	8	6¼ & 10½	Locomotive and traction	Additional
McGavin & Co.	Dunedin	Brewing	50	8	Second class, stationary	"
New Empire Gold-dredging Co.	Waipori	Gold-dredge	16	7⅛ & 11⅜	†	Late Empire Gold-dredging Co. No. 2.
New Golden Bend Mining Co.	Alexandra	Gold-mining	20	8½ & 17	*	Late Cromwell Gold-dredging Co. No. 1.
Otago Granite Brick Co.	Dunedin	Brick-making	56	Not yet erected	Second class, stationary	Additional
Public Works Lime-works (Lessee James Gibson)	Shag Valley	Hauling	30	Two 10	Ditto	Late Inch Valley Railway Co. No 1.
Reid & Gray	Dunedin	For sale	8	9	Locomotive and traction	Additional.
"	"	General	8	9	Ditto	"
Roslyn Woollen-mills	Kaikorai Valley	Worsted-factory	80	11 & 19	First-class, stationary	Late Ross & Glendinning.
Sailors Bend No. 2 Gold-dredging Co.	Alexandra Gorge	Gold-dredge	20	8 & 12¾	*	Late Davis Gold-dredging Co.
Southgate Bros.	Kakanui	Threshing	8	9	Locomotive and traction	Late Canterbury Farmers' Co-op., Timaru.
Stevenson & Co.	Port Chalmers	Air-compressing	20	10	Second class, stationary	Additional.
Union Steamship Co.	Hulk "Tobias," Port Chalmers	Winches	21	Two 7	Ditto	"
Wee Macgregor Gold-dredging Co.	Clyde	Gold-dredge	20	7 & 11¼	†	Late Davis Bend Gold-dredging Co. No. 2.
Wilson & party	Waipori	"	20	7⅛ & 11½	†	Late Success Gold-dredging Co.
SOUTHLAND DISTRICT.						
Aitken, Bros.	Gore	Chaff-cutting	7	8	Locomotive and traction	Late George Aitken.
Aitken, George	"	"	6	8	Ditto	Late Proudfoot & Steel.
Ballock, Bros.	Riversdale	Hauling	8	6¼ & 10½	"	Size of cylinders amended.
"	"	Threshing only	8	9	"	Late E. H. Collis (Otago).
Blair, Bros.	Glenham	Flax mill	14	7¾ & 11½	Second class, stationary	Late Templeton Bros.
Broad, Small, & Co.	Waihoaka	Sawmill	14	Two 8½	Ditto	Late Fortune & Cross.
Crawford, Robert	Mataura	Threshing	8	9	Locomotive and traction	Additional.
Crawford, S.	"	Chaff-cutting	6	8	Ditto	Late David Free.
Cromwell & Bannockburn Colleries Co.	Bannockburn	Hauling	20	8⅝	Second class, stationary	Size of cylinder amended.
"	"	"	16	10	Ditto	"
Crosbie, R. & D.	Wyndham	Threshing	8	9	Locomotive and traction	Additional.
Fleming & Co.	Gore	Flour-mill	25	8¼ & 14	First class, stationary	Late Fleming & Henderson.
Ford, J. W.	Stewart Island	Sawmill	16	10	Second class, stationary	Late Southland Sawmill Co.
Girdler, E.	Green Hills	Flax-mill	16	7 & 11¼	Ditto	Late Edendale Dairy Co.
Graham & party, T. A.	Waikaka Valley	Dredging	20	8½ & 13⅜	*	Size of cylinders amended.

* One first and two second class stationary when working three shifts. † Three second-class stationary when working in shifts.

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
			SOUTHLAND DISTRICT—*continued.*			
Kay, David	Mataura ..	Steaming ..	8	9	Nil while used as a stationary	Late A. Sutherland (Otago).
Kilkelly, Bros.	Grove Bush ..	Sawmill ..	14	Two 8½	Second class, stationary	Additional.
King Dick Gold-dredging Co.	Mataura ..	Gold-dredging ..	17	10 & 19	*	Late Central Mataura Gold-dredging Co.
Massey, H. A.	Spar Bush ..	Hauling ..	10	Two 7	Second class, stationary	Late Kensington Gasworks (Otago).
Morning Light Gold-dredging Co.	Clutha River ..	Dredging ..	25	8 & 12½	*	Late New Half-way House Gold-dredging Co. (Otago).
Murdoch & Roff	Half-moon Bay	Sawmill ..	14	Two 8½	Second class, stationary	Late D. Cameron.
Murray & Co., W. T. ..	Underwood ..	Milk-preserving ..	130	10	Ditto ..	Additional.
Mystery Flat Gold-dredging Co.	Waikaia ..	Dredging ..	32	8 & 13	*	"
McEwan, Neil	Milton ..	Flax-mill ..	12	7 & 11½	Second class, stationary	Late Record Reign Gold-dredging Co.
McRobie, Wm.	Riversdale ..	Chaff-cutting ..	6	8	Locomotive and traction	Late J. McDonald.
Ngapara (No. 2) Gold-dredging Co.	Nevis ..	Gold-dredging ..	15	7 & 11¼	†	Size of cylinders amended.
N.Z. Coal & Oil Co. ..	Orepuki ..	Oil-works ..	40	6½ & 12, 8 & 10, 14	First class, stationary	Additional.
" ..	" ..	" ..	40	6½ & 12, 8 & 10, 14	Ditto ..	"
" ..	" ..	" ..	40	6½ & 12, 8 & 10, 14	" ..	"
" ..	" ..	" ..	40	6½ & 12. 8 & 10, 14	" ..	"
Ocean Beach Freezing Co.	Ocean Beach ..	Freezing ..	40	14 & 16, 28 & 30	" ..	Size of cylinders amended.
" ..	" ..	" ..	40	14 & 16, 28 & 30	" ..	"
" ..	" ..	" ..	40	14 & 16, 28 & 30	" ..	"
" ..	" ..	" ..	40	14 & 16, 28 & 30	" ..	"
Prince Albert Gold-dredging Co.	Luggate ..	Gold-dredging ..	16	6½ & 11½	†	Late Alberton Gold-dredging Co.
un Gold-dredging Co. ..	Clutha River ..	" ..	20	7 & 11¼	Ditto ..	Late New Royal Maori Gold-dredging Co.
Rosedale Gold-dredging Co.	Waikaka Valley	" ..	20	7¾ & 11½	" ..	Late Golden Gravel Gold-dredging Co.
Southland Frozen Meat Co.	Bluff ..	Freezing ..	50	13 & 22, 13 & 24	First class, stationary	Size of cylinders amended.
" ..	" ..	" ..	50	13 & 22, 13 & 24	Ditto ..	"
Southland Sawmilling Co.	Waimini ..	Sawmill ..	20	Two 10¼	" ..	"
" ..	Green Hills ..	" ..	14	Two 8½	Second class, stationary	Additional.
Stevenson, George ..	South Island ..	Driving merry-go-round	8	9	Locomotive and traction	Late Baldwin & Thurston.
Sutherland, Alex. ..	Balclutha ..	Chaff-cutting ..	5	6 1/16	Ditto ..	Late Hamilton & Gualt.
Sutherland & Girdler ..	Mataura ..	Flax-mill ..	30	8⅜	Second class, stationary	Late Jas. Patterson.
Syndicate (No. 1) Gold-dredging Co.	Waikaka Valley	Gold-dredging ..	16	7 & 11	†	Late Waikaka Syndicate Gold dredging Co.
Ditto (No. 2)	" ..	" ..	40	8 & 12¾	*	Late Sheddon Freehold Gold-dredging Co.
Taylor, W.	Aparima ..	Threshing ..	8	6¼ & 10½	Locomotive and traction	Additional.
Te Hora Gold-dredging Syndicate	Waikaia ..	Gold-dredging ..	16	7 & 11	†	Late Fairdown Gold-dredging Co.
Waikaka Forks Gold-dredging Co. (No. 2)	Waikaka ..	" ..	20	7½ & 11¾	†	Size of cylinders amended.
Wakatipu Gold-dredging Co.	Moke Creek ..	" ..	27	7 & 11	†	Late Prince Arthur Gold-dredging Co.
Ward, B.	Ruahine ..	Sawmill ..	14	Two 9⅝	†	Late Ward & Son.
			TARANAKI DISTRICT.			
Mokau Timber Co. ..	Mokau River ..	Sawmill ..	20	13	Second class, stationary	Late F. W. Greenaway.

* One first and two second class stationary when working three shifts. † Three second-class stationary when working in shifts

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		WELLINGTON DISTRICT.				
Anderson & Bennett ..	Taihape ..	Sawmill ..	30	Not yet erected.	Second class stationary	Additional.
Bidsee, S. D.	Pahi tua ..	Brickmaking ..	17	8½	Ditto ..	"
Broadbelt, Alex. ..	Ror otea ..	Sawmill ..	12	Two 8½	" ..	"
Bell, R. T.	u kina ..	Flax-mill ..	12	7 & 11	" ..	"
Cable & Co.	Wellington ..	Foundry ..	70	11 & 16	First class, stationary	Size of cylinders amended.
Craw, George	L on ..	Flax-mill ..	12	7 & 11	Second class, stationary	Late Cheeseman & Co.
Craw, J.	" ..	" ..	14	7½ & 12	First class, stationary	Size of cylinders amended.
Eketahuna Brick Co. ..	Eketahuna ..	Brickmaking ..	17	9½	Second class, stationary	Additional.
Esson, J. W.	Kilbirnie ..	Sawmill ..	40	13¾	Ditto ..	"
Gardner & Yeoman ..	Horoeka ..	" ..	38	Two 8½	" ..	"
Hatrick & Co.	Wanganui ..	Hauling ..	5	4 & 6½	Locomotive and traction	"
Hickson & Reeves ..	Foxton ..	Flax-mill ..	24	12	Second class, stationary	"
Hutt Valley Timber Co. ..	Hutt ..	Sawmill ..	28	12	Ditto ..	Late Taupo Totara Timber Co.
Jarvis, H.	" ..		14	Two 8½	" ..	Additional.
Levien, C. D.	Waikanae ..	Flax-mil ..	14	Two 8½	" ..	"
Luke, S. & Son	Wellington ..	Engineer's Shop ..	45	7 1/16 & 11¼	" ..	Size of cylinders amended.
Merson, H.	Mangaituroa ..	Sawmill ..	20	11	" ..	Additional.
McGregor, Ewen ..	Fitzherbert ..	Log-hauling ..	20	Two 8	" ..	Late E. McGregor, Nelson S.
McGuire, A.	Wellington ..	Hauling ..	6	4 & 11	Locomotive and traction	Additional.
N.Z. Electric Syndicate ..	" ..	Electric light ..	350	13½, 19½, & 28	First class, stationary	"
Palmer Bros.	Eltham ..	Sawmill ..	14	Two 9	Second class, stationary	Late Gardner Bros.
Pegden, W. E.	Palmerston N.	Sash and door factory	17	8	Ditto ..	Additional.
Philips Bros.	Taihape ..	Log-hauling ..	15	Two 8½	" ..	"
Powell, J. J. K	Wellington ..	Hauling	6	4 & 7	Locomotive and traction	"
Prouse Bros.	" ..	Sawmill ..	60	Two 12½	First class, stationary	"
Quinton & Foster ..	Hutt ..	Log-hauling ..	15	Two 7½	Locomotive and traction*	"
Rathbone & Co., Thos. ..	Carterton ..	Sawmill ..	19	10¾	Second class, stationary	Late P. Wills.
" ..	" ..	" ..	35	13	Ditto ..	Additional.
Smith, R. W.	Taihape ..	" ..	45	15	First class, stationary	"
Stansell, J. R.	Kereru ..	Flax-mill ..	14	7½ & 12	Ditto ..	"
Strand Bros.	Hutt ..	Hauling	15	Two 8½	Second class, stationary	"
Taupo Totara Timber Co.	Wellington ..	Sawmill ..	33	12	Ditto ..	"
Thomas & Co., Geo. ..	Northlands ..	Hauling	10	7 & 11	Locomotive and traction	"
Tokomaru Flax-mill Co. ..	Tokomaru ..	Flax-mill ..	12	7 & 11	Second class, stationary	"
Udy, H.	Hukanui ..	Log-hauling ..	13	Two 7¾	Locomotive and traction*	"
Union S.S. Co.	Wellington ..	Engineer's shop ..	20	9	Second class, stationary	"
Wakeley, W. W. ..	Kahautara ..	Flax-mill ..	16	8 & 12¾	First class, stationary	Additional.
Wanganui Harbour Board	Wanganui ..	Dredging ..	25	9 & 13	Ditto ..	Late Garibaldi Gold-dredge Co.
Warring, Joseph	Mount Curb ..	Threshing ..	8	8	Locomotive and traction	Size of cylinders amended.
Wellington City Council ..	Wellington ..	Hauling	6	4 & 7	Ditto ..	Additional.
Wellington Hospital ..	" ..	Laundry ..	24	Nil	Second class, stationary	"
Wellington and Manawatu Railway Co.	" ..	Hauling	70	Two 16½	Locomotive and traction	"
Wellington Meat Export Co.	Ngahauranga ..	Gas-making ..	56	Nil	Second class, stationary	"
"	" ..	" ..	56	Nil	Ditto ..	"
"	" ..	" ..	56	Nil	" ..	"
Wills, P.	Wellington ..	Laundry ..	87	8	" ..	"
Wellington and Manawatu Railway Co.	"	Hauling ..	175	Two 11 Two 18	Locomotive and traction	Horse-power amended.
Ditto	"	" ..	75	Two 10 Two 17	Ditto ..	"

* When moved from place to place by its own motive power.

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
			WESTLAND DISTRICT.			
Baxter Bros.	Arahura ..	Sawmill	32	14¼	First class, stationary	Size of cylinder amended.
Bignell's No Town Gold-dredging Co.	No Town Creek	Gold-dredging ..	20	8 & 12¾	*	"
Dedrick, H. G.	K ..	Flax-mill ..	20	7 & 11¼	Second class, stationary	Late Maria Jane Marden.
Greenstone Three-mile Gold-dredging Co.	GreenstoneCreek	Gold-dredging ..	20	7½ & 11¼	†	Size of cylinders amended.
Greymouth Borough Council	Greymouth ..	Road-rolling ..	5	5¼ & 8½	Locomotive and traction	Additional.
Maori King Gold-dredging Co.	Maori Creek ..	Gold-dredging ..	20	7 & 11½	†	Size of cylinders amended.
Marsden No. 1 Gold-dredging Co.	Marsden ..	" ..	20	7 & 11¼	†	Additional.
Moana Sawmilling Co. ..	Moana ..	Sawmill	36	14½	First class, stationary	Late R. Stratford & Co.
Montezuma Gold-dredging Co.	Ho Ho ..	Gold-dredging ..	40	7½ & 11 10, 16	*	Size of cylinders amended.
Morris & Roberts ..	Mahinapua ..	Sawmill	15	8¼ & 14¾	First class, stationary	Late Mardon Bros.
McGregor, E.	Lake Mahinapua ..	Lifting sand ..	16	Two 8	Second class, stationary	Size of cylinders amended.
Ngahere Sawmilling Co. ..	Ngahere ..	Hauling ..	10	Two 7	Locomotive and traction	Late Griffiths & Co.
Nelson Creek Gold-dredging Co.	Nelson Creek ..	Gold-dredging ..	30	Nil	†	Size of cylinders amended.
Pactolus Gold-dredging Co.	" ..	" ..	20	7 & 11½	Ditt ..	"
Roberts, D. H.	Baxter's Siding	Sawmill	20	8 & 12¾	First class, stationary	Late Ross Day Dawn Gold-dredging Co.
Robertson & Party Gold-dredging Co.	Ross	Gold-dredging ..	30	9 & 14	*	Late Prince of Wales.
Shellback Gold-dredging Co.	Shellback Creek	" ..	20	7 & 11½	†	Size of cylinders amended.
Stafford Gold-dredging Co.	Stafford ..	" ..	33	8 & 12¾	*	Late Great Woodstock Gold-dredging Co.
Stratford & Blair ..	Butler's Siding	Locomotive ..	7	Two 7⅛	Locomotive and traction	Additional.
Stony Mosquito Lead Gold-mining Co.	South Beach ..	Gold-dredging ..	20	8 & 12¾	*	Size of cylinders amended.
Stuart & Chapman ..	Rimu ..	Stationary locomotive	25	Two 6½ & one 8	Second class, stationary	"
Tyneside Proprietary Coal Co. (Ltd.)	Tyneside ..	Pumping & winding	32	One 6, two 7½, two 8, & three 9	First class, stationary	Additional.
Ditto	" ..	" ..	25	One 6, two 7½, two 8, three 9	Ditto ..	"
"	Brunnerton ..	Coal-mining ..	100	16	" ..	"
Wallace & Laurie ..	Inchbonnie ..	Sawmill	22	13 & 13⅛	" ..	Size of cylinder amended.

* One first and two second-class stationary when working three shifts. † Three second class stationary when working in shifts.

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