

deck-plates had to be taken out and straightened and afterwards replaced and riveted. The wooden decking was all practically renewed in the fore part of the ship. The whole of the repairs to this vessel were carried out to the satisfaction of the Department's Surveyors.

The principal defects in other cases were found to be caused by defective steering gear and rudders; defects and flaws in main and stern shafting; to fires in holds; defective stern tubes; defects in furnaces; to collisions; vessels grounding; defective main steam-pipes; and to general defects in machinery.

Altogether seventy-one of these special surveys were made. The fees for these surveys amount to £233. Return No. 17 gives full particulars of each survey in detail.

GOVERNMENT STEAMERS.

The Government steamers surveyed and inspected this year include the s.s. "Antrim,"* s.s. "Ben Lomond,"* "Countess of Ranfurly"† (sailing-vessel), s.s. "Hinemoa," s.s. "Janie Seddon," s.s. "Lady Roberts," "Mountaineer,"* s.s. "Reremoana,"† and s.s. "Tutanekai"; total, 9.

The s.s. "Tutanekai" has had a new boat-deck fitted to accommodate the two forward boats, and the s.s. "Hinemoa" is just completing a fairly extensive overhaul at Port Lyttelton. The overhaul includes the renewal of all the main boiler-tubes, two new slide-valves for the main engines, and renewal of several of the plates of the deck casing over the engines and boilers, and a complete overhaul of the deck machinery. The whole of the ship is being subjected to a thorough inspection. This vessel has done splendid service for the Government in connection with lighthouse work, and her speed to-day is perhaps better than in the early years of her advent in the Dominion. All the money that has been spent on her has tended to render her more efficient and more suitable for her special coastal lighthouse work.

ADDITIONAL STEAMERS AND VESSELS SURVEYED FOR THE FIRST TIME.

The following additions to steam-vessels and to vessels fitted with auxiliary power have been made during the year. These vessels have all been surveyed for the first time this year, and are forty-three in number. The names of these steamers and vessels are: "Advance,"† "Albatross,"† "Alert,"† "Bell Bird," "Canterbury," "Cascade,"† "Daphne," "Dawn,"† "Elsie,"† "Endeavour,"† "Ivy,"† "Jane,"† "Kaiapoi," "Kahu,"† "Kaipatiki," "Kia Ora,"† "Komata," "Magic,"† "Maidi,"† "Maori," "May,"† "Muriel," "Mystery,"† "Naomi III,"† "Nita,"† "Nora Niven," "Otara,"† "Otunui,"† "Pearl,"† "Pitoitoi," "Reremoana,"† "Sally,"† "Terawhiti," "Thistle,"† "Victoria,"† "Victory,"† "Violet," "Wave."†

Some fine steamers were added to the vessels trading along the coast and the intercolonial trade during the year. Among these notably are the s.s. "Maori," s.s. "Marama," and the s.s. "Ulimaroa." They are all fitted up in a sumptuous style for passengers, and have great speed and power. These vessels were surveyed in Great Britain before leaving, and are now running on the certificates issued by the British Board of Trade. The s.s. "Maori" is a turbine vessel fitted with three screws.

The sailing-vessels surveyed for the first time were the "Rona" (barque), "Pelotis" (barquentine), "Joseph Craig" (barque), and "Louise Craig" (barque).

SAILING-SHIPS.

This year twelve intercolonial sailing-vessels were surveyed, and various structural repairs carried out, and additions made to them. Most of these surveys were made at the Port of Auckland this year. The majority of these vessels are engaged in the timber-export and coal-import trades between Kaipara, Auckland, and Australia.

Return No. 16 gives full particulars of these. The total fees received for these surveys amount to £87.

DISTRICTS AND INSPECTORS, ETC.

Several changes have taken place with regard to districts and inspectors during the year. Two new inspectors—Mr. William J. Crawford and Mr. Andrew McKenzie—were appointed. The former has been stationed in the Auckland District, and the latter has been assisting in the Wellington District since his appointment, but goes to Christchurch shortly as one of the inspectors in the Canterbury District. Mr. A. Bethune, who has been in the Southland part of the Otago District for some years, goes to Dunedin to be permanently stationed there as senior officer. His place in Southland was filled by the transfer of Mr. P. Grant from the Auckland District. Mr. C. Suisted, who had been attached to the Head Office staff for some years, was transferred to Auckland to replace Mr. W. Douglas. The latter was promoted to take charge of the southern portion of the Auckland District, with his office at Hamilton. The work in the southern portion of the Auckland District has increased very rapidly of late years, owing to the extension of the railway and the opening of large tracts of new country. The survey of all the steamers and vessels on the Waikato River, Rotorua lakes, Taupo Lake, and at the ports of Raglan and Kawhia on the west coast, will all be included in the work to be done in this new section of the Auckland District by the Inspector stationed at Hamilton.

Mr. A. R. Stone was appointed Chief Clerk to the Department during the year. He was transferred from the Public Works Office in Auckland, where he had been employed in the same capacity for some years. His service with the Public Works Department extended over a period of twenty years. He began his new duties on the 10th January, 1908.

* Plying on Lake Wakatipu.

† Oil-engine vessels.