1910.

NEW ZEALAND.

INSPECTION OF MACHINERY:

ANNUAL REPORT OF THE DEPARTMENT FOR 1909-10.

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.

Inspection of Machinery Department, Wellington, 28th June, 1910.

MY LORD,—

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

I have, &c.,

J. A. MILLAR,
Minister in Charge of the Inspection of Machinery Department.

His Excellency the Governor of the Dominion of New Zealand.

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

Inspection of Machinery Department,
Customhouse Buildings, Wellington, 27th April, 1910.

SIR,—

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, 1910.

I have pleasure in recording probably the best year's work yet accomplished by the Department. The whole staff has worked most loyally with this object in view, and I have to bear testimony to the zeal displayed by the officers all through the year. All the shipping-survey and inspection of vessels is practically up to date. Each year shows an increase in the number of vessels to be dealt with, and the size of the modern intercolonial liners now demands a very much closer and more lengthened and careful survey.

All the candidates offering for the examinations for marine engineers and land engine-drivers were taken up, and this branch of the work of the Department has been attended to very closely.

The work thrown on the Department by the passing of the Inspection of Machinery Amendment Act, 1908, has resulted in a large increase in the number of the inspections of steam-jacketed pans, steam-receivers, and steam-vessels used in many and varied manufactures. The danger in the use of these appliances has been clearly shown by the pressures hitherto carried on some of them. This in some cases was much in excess of the pressure warranted by the materials and scantlings of which the steam-vessels were made. Hand-sketches giving full dimensions of all steam-vessels under pressure inspected for the first time were sent in by each Inspector, and the scantlings and strength of all parts of them were carefully gone into before a pressure was given. Special rules for copper dished ends and for cast-iron structures were sent out from the Head Office for the guidance of each Inspector, in order to insure uniform practice in dealing with such appliances throughout the Dominion.

Special rules for the calculation of the nominal horse-power of Pelton wheels were also issued to each Inspector. As the horse-power of each machinery prime mover decides the amount of the fee to be charged for inspection, definite rules are necessary to enable the horse-power to be assessed,

A considerable correspondence has taken place with the New Zealand agents of American manufacturers over the construction of locomotives, with manufacturers of British boilers, particularly of those used for motor-wagons, and also with the agents of one firm which manufactures water-tube boilers. All the correspondence has been of a very pleasant nature, and all points, so far as they have gone, have been amicably settled. Quite a number of locomotives have recently been imported into New Zealand for employment on tramways connected with sawmills. A southern engineering firm has made several in recent years, and I see nothing to prevent all of these locomotives being made in the Dominion.

The pressures used for new traction-engines on roads and for engines of the portable type are going up steadily every year, each maker submitting new and revised plans to the Department for its ruling. As a rule, the pressure asked for is for another 10 lb. on the pressure granted on the former design. I can see no great use for such an increase, unless it be the desire to catch the market with an engine carrying the highest pressure. The workmanship in this type of machinery is of the highest class, and all parts are made of the best material.

The oil-engine, the gas-engine, and the gas-producer plants are still being largely used for power purposes. Some firms in New Zealand are making very good oil-engines that do all they are built for, and compare favourably with the imported article for finish, usefulness, and price.

I visited a great many shipowners throughout the Dominion during the year, and discussed with them the surveying of ships generally, the Board of Trade methods as set out in their books of instructions, and the methods adopted in the past by the Surveyors of Ships throughout the Dominion. As a result of these interviews the mode of procedure in dealing with the survey of steamships was somewhat modified, in order to lessen the expense to the shipowner and to fall in with times most suitable to him for the survey of his vessels. Many other minor points have been altered without at all impairing the efficiency and value of the surveys. I was met very courteously wherever I went, and it was pleasant for me to know that the Department's efforts to make ships safe for those who have to travel in them were appreciated whole-heartedly by the owners. Modern steamships are now simply filled with machinery and labour-saving devices for all purposes. The application of steam for so many purposes on ships, and the use of electric and hydraulic power, has added to the cost and to the time and expense required for the survey, to say nothing about the size of ships as compared with those of even ten years ago. On the completion of my investigations with the shipowners, special circular instructions were issued to each Surveyor of Ships on the methods to be adopted in future surveys.

During the year I was able to visit most of the district offices throughout the Dominion, and to discuss with the local Surveyors and Inspectors various points connected with their respective districts.

Boilers inspected.

The number of boilers inspected this year total 6,208. At the end of the financial year there were still a number of boilers uninspected, but I hope to overtake the arrears next year. The districts in arrears are mostly in the North Island, some parts of which are most inaccessible unless in very fine weather. Very little friction has arisen with steam users and owners and the Department. The practice of submitting plans and specifications of a new boiler before a pressure can be granted, which has been in vogue for some years now, has tended to uniformity in the granting of pressures throughout the Dominion. It is better for the firms to submit plans before the actual building or ordering of a new boiler, as points in dispute can be discussed and modifications made to insure the pressure guaranteed, provided the workmanship is satisfactory. As pressures increase, the Department has to exercise the greatest care for the safety of employees and those living near steam-boilers carrying high pressures, for in the event of an explosion the results might be very disastrous both to life and property. Altogether 500 plans of new boilers have been submitted to the Department and dealt with during the past year. All the running machinery attached to steam-boilers was also inspected.

Government Boilers and Machinery.

A grand total of 146 have been examined and thoroughly inspected this year—viz., 99 boilers, 12 lifts, 16 oil-engines, 5 gas-engines, and 14 electric motors.

Repairs were effected where required, and fencing to machinery in motion attended to.

Defects of Boilers and Fittings.

Defects of boilers and fittings number 1,375 this year. A number of written notices to effect repairs, and numerous oral instructions to repair boilers and renew and overhaul fittings, were given by the Inspectors on their annual visits. This year the fitting of gauge-glass protectors over the water-gauge-glass mountings has been nearly completed. Most of the boilers in use now have this fitting, which should tend to lessen the risk of injury when a water-gauge glass bursts. With the high pressures in use there is always a danger of the gauge-glass bursting at any moment.

The defects found in boilers were not confined to any one particular class of boilers, but were common to all classes in use. The defective fittings cover a wide range also. The owners are very willing, in almost all cases, to meet the wishes of the Department and to keep their steam plants in good and safe working-order.

Return No. 2 gives a complete list of the defects discovered.

New Boilers.

The total number of new boilers added to our registers during the year is 490, and their combined horse-power amounts to 4,524½. Of this number, 303 were made in the Dominion, and their total horse-power is 3,190. 187 were imported, with a total horse-power of 1,334½.

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

District.	Local.		Imported.		Total.	
	Number.	Horse-power.	Number.	Horse-power.	Number.	Horse-power.
Auckland	50	910	31	304½	81	1,214½
Auckland South	14	188	14	99½	28	287½
Hawke's Bay	19	197	12	78	31	275
Taranaki	11	132	5	21½	16	153½
Wellington North	8	184½	7	95	15	279½
Wellington	55	389¾	53	165	108	554¾
Marlborough	3	54½	2	10½	5	65
Nelson North	7	48	3	23	10	71
Nelson South	5	129	5	123	10	252
Westland	16	339	1	1½	17	340½
Canterbury	64	239	24	159½	88	398½
Canterbury South	1	16	11	69½	12	85½
Otago	14	67	7	45	21	112
Southland	36	296¼	12	139	48	435¼
Totals	303	3,190	187	1,334½	490	4,524½

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

Under this heading this year there were a total of 5,767 inspections made, as follows : 1,450 gas-engines, 1,552 oil-engines, 2,583 lifts and motors (including water and electric motors, &c.), and 182 steam machinery.

The fencing around lift-wells has received special attention this year, and safety tests under working-conditions have been made of all lifts both for passengers and cargo before certificates were issued. On some lifts, used for the carriage of cargo only, the attendant has been permitted to travel if sufficient protection for his safety, both overhead and around him, has been made. The electric lift is being generally installed in place of those worked by hydraulic power in all buildings of any height where the electric current is available. Some of these electric lifts are fitted up most elaborately and, in the hands of careful attendants, are most economical. On all passenger-lifts, excepting those that work automatically, an attendant always rides on the lift and controls its movements.

Fencing of Machinery.

The usual attention was given to the fencing of machinery in motion at all the works visited by the Inspectors during the year. The principal sources of danger were fly-wheels, gearing, belting, and pulleys attached to machines on floors, and all received close attention. The fitting of fast and loose pulleys on machines has been insisted on wherever practicable.

Return No. 4 gives full particulars of the guarding done.

Examination of Engine-drivers.

There have not been so many candidates for these examinations during the past year. Those who sat were taken up either at the set times as provided by regulation or on dates convenient to the candidates. Altogether 660 candidates sat, and out of this number 424 passed.

The different grades and classes of examinations were as follows : Extra first-class engineers, first- and second-class stationary-engine drivers, locomotive and traction engine drivers, and winding-engine drivers connected with coal and gold mines.

Examinations have been conducted at the following places during the year : Auckland,* Blenheim,* Christchurch,* Dunedin,* Greymouth,* Hamilton,* Havelock, Invercargill,* Kaikoura, Masterton, Maungaturoto, Napier,* Nelson,* New Plymouth, Opotiki, Pahiatua, Palmerston North,* Reefton,* Thames, Timaru,* Wanganui,* Wellington,* and Westport.*

Returns Nos. 7 to 13, inclusive, give the detailed lists of candidates who passed these examinations, together with the grades and classes of examination.

Amended regulations for the examination of engine-drivers came into force on the 1st May, 1909. Every candidate must now be a British subject. Applicants for locomotive and traction or winding certificates must also produce a medical certificate of fitness. The syllabus for the first-class engine-driver's certificate was revised and extended, and definite rules set out for the conduct of all examinations.

Reciprocal certificates were issued to applicants who held certificates from other States as follows : Victoria, 7 ; New South Wales, 6 ; Western Australia, 1 ; Tasmania, 3 ; and Queensland, 1 : total, 18.

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

The Board of Examiners are the Chief Inspector of Machinery (Chairman), the Engineer-in-Chief and the Inspecting Engineer of the Public Works Department, and the Inspecting Engineer of the Mines Department. This Board sat on seven occasions during the year, and dealt with and signed all certificates issued for engine-drivers.

Accidents.

I am glad to be again able to report that no boiler-explosion has occurred during the past year. This ought to be a convincing proof of the utility of the compulsory inspection of boilers and steam-vessels as carried out in New Zealand.

A number of accidents to employees have to be recorded, some of them proving fatal. A great number of these accidents are due to carelessness, more especially those connected with woodworking machinery. The speeds of most of the machines used in woodworking establishments are high, and an attendant manipulating these should be always alert and attentive. The guarding of saws has been specially dealt with for years; but it is impossible to take away all the risk by guarding, as in doing so the efficiency of the machine would be impaired.

Returns Nos. 5 and 6 give full particulars of each reported accident.

Postal and Police Departments.

I have to again thank the Postal and Police Departments for very many services rendered throughout the year in the collection of the inspection fees, and giving effect to the statutory requirements relative to the certificates required for machinery and for drivers of same.

Examination of Marine Engineers.

The examination of marine engineers has been fully maintained during the year, and nothing has occurred to mar the efficient and smooth working of the system adopted at these examinations throughout the Dominion.

Examinations were held at Auckland,* Awanui, Christchurch,* Dunedin,* Gisborne,* Greymouth, Hamilton,* Invercargill,* Napier,* Nelson,* New Plymouth, Russell, Timaru,* Wanganui,* Wellington,* and Whangarei.

By the regulations examinations were held on certain dates at specified places, but when convenient to an Examiner a candidate, if an urgent case, is examined at a time suitable to him. This has been done in many cases at the Head Office during the year.

The nominal horse-power of a marine engine must not be less than 66 n.h.p. to provide qualifying service for a candidate for the second-class engineer's certificate, and not less than 99 n.h.p. for a candidate for the first-class engineer's certificate. The Board of Trade have a set rule for computing the minimum nominal horse-power of a steamship, but do not object to the nominal horse-power being made higher. During the year the Department wrote to several shipowners who had ships a little below the above horse-powers that could provide qualifying service for marine-engineer applicants if raised slightly. The rule for nominal horse-power as adopted by Lloyd's Registry was taken as a basis in such cases, and the nominal horse-power of several ships has been raised. These ships therefore become qualifying ones, and give marine engineers so many more opportunities for serving the qualifying time required. The shipowners kindly co-operated in the matter, and arranged for the altering of the nominal horse-power of their steamers in the cases desired.

During the year the total number of candidates who sat for examination was 297. Of this number, 70 failed. The different classes for which candidates sat were first-class marine engineer, second-class marine engineer, third-class marine engineer, river engineer, marine-engine driver, first-class engineer of auxiliary sea-going powered vessels, second-class engineer of auxiliary sea-going powered vessels, and restricted-limits engineer of auxiliary-powered vessels.

The fees payable for these examinations amounted to £268.

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

Explosives.

During the year 235 permits were issued at Wellington for the carriage of explosives on ships.

Surveys of Steamships and Auxiliary-powered Vessels.

This division of the Department's work has received close attention during the year, and at the four principal ports especially the work has been fairly heavy.

During the year the total number of vessels of the above class surveyed was 363. The fees received for these surveys amounted to £2,026.

Thirty-three of the steamers surveyed were fitted with new propeller-shafts, 9 had new sets of engines fitted, and 6 were provided with new boilers.

I have enumerated some of the details of survey of several of the ships dealt with. In very few cases, however, were vessels surveyed without repairs or renewals of some kind being done either to the hull, machinery, or equipments. During the past year a great deal of attention was given to the proposal that boilers of cargo-vessels built under the rules of Lloyd's Registry should be permitted to

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

run with pressures granted by that body in Great Britain. There is a difference in the scantlings of some part of the boilers built under Lloyd's rules and those built under the Board of Trade rules. It was eventually decided to permit the cargo-vessels having boiler certificates from Lloyd's Registry to retain their pressures.

A large number of vessels ran successful excursions, and without mishap, throughout the year, and nearly all the intercolonial steamers throughout the summer months had extra passenger accomodation fitted.

Return No. 15 gives the total number of steamers and of auxiliary-powered vessels surveyed by the Surveyors of the Department during the year. It also gives their names and registered tonnage, the nominal horse-power and indicated horse-power of steam-vessels, the brake horse-power of auxiliary-powered vessels, and the nature of machinery and propeller.

S.s. "Arapawa."—This new steel vessel was surveyed for the first time this year. Her principal dimensions are 120 ft. 6 in. by 22 ft. 1¾ in. by 8 ft. 7½ in.; tonnage, gross 291·23, registered 128·37. Her machinery is of the triple-expansion type, with cylinder-diameters of 11 in., 18 in., and 31 in., and a stroke of 22 in. She was built for Wellington owners.

S.s. "Mararoa."—This vessel had 528 new common and 44 new stay-tubes fitted to her main boilers. Other portions of her main boilers were repaired also, 578 sq. ft. of new plating fitted, and several new stiffening-angles fitted to bunkers. A new thrust-shaft was fitted to main engines; a sheathing-plate by ash-shoot exhaust was fitted to the vessel's hull, and all sea-cocks were thoroughly examined.

S.s. "Mokoia."—This vessel had several plates and angles renewed close to the galley, and one plate in ship's side; one length of main steam-piping repaired, and tested by hydraulic pressure; and eighteen stays renewed in main boilers. All the rivets in the rudder were renewed, and three new pintles and bushes fitted. All the deck equipments received a very complete overhaul.

S.s. "Maheno."—This vessel was laid up for a long time to effect repairs to the high-pressure turbine engine. About 23,000 new blades were fitted to this engine, and a general overhaul was given to the other part of the vessel's machinery, including all auxiliary engines. The main steam-piping was tested by hydraulic pressure, and the three propeller-shafts were withdrawn for survey.

S.s. "Gosford."—This wooden vessel received a very extensive overhaul to hull and machinery, including a new stem. The hull below the water-line was sheathed throughout with totara, extensive repairs to the rudder were made, new crank-shaft for main engines was fitted, and general repairs to main boiler were effected.

S.s. "Goshawk."—This is a new wooden ferry-steamer built for the Devonport ferry service in Auckland. The vessel's principal dimensions are 120 ft. by 32 ft. by 10 ft.; tonnage, gross 238·7, register 121·94. The engines are of the compound type, having cylinders of 13 in. and 26 in. diameter, with stroke of 18 in. This vessel can carry 947 passengers in Auckland Harbour.

S.s. "Jane Douglas."—This vessel has been practically rebuilt. A great number of new plates were fitted to the hull, and several sheathed. A number of the reverse frames and floor-plates throughout the ship were renewed. The intercostal plates in engine-room were renewed, and extensive repairs made to the bulkheads. Gusset plates in the chain-locker and new decks were provided. The compound engines, with all fittings, and the old boiler were removed, and a new set of triple-expansion engines and a new boiler fitted.

S.s. "Kapui."—This vessel had her own machinery removed, and replaced by the machinery taken out of the s.s. "Fingal." All the main and auxiliary steam-pipes were tested, and a new propeller-shaft fitted.

S.s. "Kiritona" (twin-screw, auxiliary-powered).—This is the first survey of this vessel, which has been built of wood, in Auckland, for the New Zealand Shipping Company for cargo purposes at Napier. The principal dimensions of the vessel are 87 ft. by 24 ft. by 8 ft. 9 in.; tonnage, gross 136·49, register 75·26. The machinery consists of two sets of oil-engines, each engine being of 75 brake horse-power.

S.s. "Kurow."—This new steamer was surveyed for the first time this year. Her principal dimensions are 315 ft. by 44·6 ft. by 20·6 ft.; tonnage, gross 2,580·97, register 1,564·2. Her machinery is of the triple-expansion type, with cylinder-diameters of 22½ in., 38 in., and 62 in., with a stroke of 42 in. This vessel is used for cargo purposes.

S.s. "Loyalty."—This vessel has had the old boiler removed and a new one fitted. The new boiler was made in New Zealand. The vessel generally had a thorough overhaul to hull and machinery.

S.s. "Mana."—This vessel had a new boiler fitted on board, and a big overhaul to her machinery. The hull and ship's frames and floor-plates were thoroughly surveyed, and a number of renewals of parts made. The coal-bunkers were practically renewed. The new main steam-pipes were tested by hydraulic pressure, and the propeller-shaft drawn for examination.

S.s. "Monica."—This new vessel was built of wood, in Auckland, for Lyttelton owners. The principal dimensions of the vessel are 77 ft. by 16 ft. by 7 ft., tonnage, gross 61·84, register 29·45. The machinery is of the compound type, having cylinders of 7½ in. and 16 in. in diameter, and a stroke of 9 in. This vessel can carry a total of 276 passengers in smooth water in Lyttelton Harbour.

S.s. "Ngapuhi."—This vessel's main boiler was removed, and a new one was fitted on board. A number of necessary repairs were made to keelsons and reverse frames of hull, and all the defective plating of bunkers was renewed. Several deck-angles around casing by funnel were renewed, and one propeller-shaft drawn for survey and inspection.

P.s. "Osprey."—This vessel had a fairly extensive overhaul to her paddle-wheels and rudders, and ten of the angle-iron brackets under sponsons were renewed. Several necessary repairs were effected to main engines.

S.s. "*Pateena.*"—The two main boilers of this vessel received a thorough overhaul. Both were turned round to have the defective portions of shell-plating underneath dealt with. After the repairs were completed a satisfactory hydraulic test of both boilers was made. Several new plates in bunkers were renewed, and some plates were sheathed where thin. A number of new rivets were put into the hull of the vessel, the main cables and the steering-gear thoroughly overhauled, and the propeller-shaft withdrawn for survey.

S.s. "*Pupuke.*"—This new wooden vessel was built in Auckland for the new ferry service at Lake Takapuna. The principal dimensions of the vessel are 95 ft. by 28 ft. by 8 ft.; tonnage, gross 137·93, register 68·23. The machinery is of the compound type, with cylinders of 13 in. and 26 in. diameter, and a stroke of 18 in. This vessel can carry 738 passengers in Auckland Harbour.

S.s. "*Ruruhau*" (auxiliary).—This vessel's hull had a very complete overhaul, all the ballast and cement being removed for purposes of examination. Several of the frames were renewed, all the hull-planking refastened, the lining inside renewed, keelson refastened, new rudder-gudgeons provided, and a new oil-engine and shafting fitted into vessel.

P.s. "*Westland.*"—The main boiler of this vessel was found to be so bad that it had to be lifted out of the vessel to be repaired. After the necessary repairs to the boiler were effected, it was subjected to a hydraulic test, and found satisfactory. The frames of this ship, fore and aft, were renewed where necessary, the rudder repaired, the sponsons refastened, the plating of bunkers and paddle-boxes repaired and renewed where necessary, and the main and auxiliary steam-pipes tested throughout by hydraulic pressure.

S.s. "*Aupouri.*"—At the last survey this vessel had a considerable overhaul, consisting of extensive repairs to hull and in the engine-room and stokehold compartment, which necessitated the lifting-up of the main engines about 4 ft. to get at the work under the engine-beds. Two keel-plates and two bilge-plates were taken out, straightened, and put back; four broken floor-plates 18 ft. by $\frac{3}{8}$ in., and three 12 ft. by $\frac{3}{8}$ in., were cut out, and new floor-plates fitted, and one new floor-plate 7 ft. by 18 in. by $\frac{1}{2}$ in. in the forward end of engine-room renewed. All the hull-plating under engines was taken out, straightened, and replaced, all the reverse frames in stokehold and engine spaces renewed, a new strengthening girder riveted to top of floors from front of boiler to after bulkhead in engine-room, and a great number of rivets in other parts of vessel renewed.

S.s. "*Awaroa.*"—This vessel had her hull stiffened up by four new hardwood keelsons (extra) fitted from forehold under boiler to stokehold. The dimensions of these were 26 ft. by 12 in. by 7 in. Two of the old keelsons were faced with hardwood doubling-pieces 14 ft. by 7 in. by 9 in. These keelsons were fastened through every frame with Muntz-metal bolts and nuts. Several repairs were also effected to the main boiler, some machinery defects attended to in the engine-room, and the propeller-shaft drawn for survey.

S.s. "*Breeze.*"—This is a new vessel, and has undergone her first survey in New Zealand this year. She is of steel, and of the following dimensions: 165·4 ft. by 28·2 ft. by 11·5 ft., of 552·51 gross tons burden, and 286·18-tons register. She was built in Holland. The machinery is of the triple-expansion type, has cylinders 13 in., 21 in., and 34 in. in diameter, a stroke of 2 ft., and indicates 468-horse power. This vessel is owned by the Canterbury Steamship Company, Christchurch.

Surveys of Ships for Seaworthiness.

Fifty-two special surveys for seaworthiness were made during the year, and the supervision of the repairs necessary was carried out to completion in each case by the Surveyor of Ships making the survey. The repairs in some cases covered a period of several weeks. The accidents that necessitated the surveys happened to both steamers and sailing-vessels, and took place all round the coasts of New Zealand, one or two being on the high seas.

The causes for these surveys include the stranding of vessels, collision with another vessel, collision with wharves, fires, defects in fastenings in wooden hulls, defective rudders, crank-shaft fractures, loss of propeller-blades, leakage to hull caused through stress of weather, circulating-pipe fractures, main steam-pipe fractures, piston-rod breaking, partial stripping of the blades of a rotor of a turbine engine, &c.

Return No. 17 gives a full description of each seaworthiness survey made.

Government Steamers.

The Government steamers surveyed this year comprise the s.s. "Amokura," s.s. "Antrim," s.s. "Ben Lomond," Defence launches "A" and "W," s.s. "Hinemoa," s.s. "Janie Seddon," s.s. "Mountaineer," o.e.v. "Reremoana," s.s. "Tawera," o.e.v. "Tewhaka," and s.s. "Tutanekai"—a total of 12.

Training-ship "*Amokura.*"—This vessel had a fairly extensive overhaul to her machinery, including the withdrawal of the pistons of each cylinder of her main engines, the fitting of new neck-brasses and the turning-up of all three piston-rods for these cylinders, a complete overhaul to the slide-valves and valve gearing and to the starting-engine, new baffle-plates for all furnaces of main boilers, new sludge-doors for boilers, smoke-box door refitted, propeller-shaft sighted and propeller taken off, overhaul of hawse-pipes, repairs to rudder, and several other minor repairs. The work was carried out by a Wellington firm, and after completion a trial trip was made in the harbour, and the machinery ran to the entire satisfaction of the Surveyor of Ships, who had supervised the repairs throughout.

S.s. "*Ben Lomond.*"—This vessel runs on Lake Wakatipu. At the last survey the fore deck was sheathed with 2 in. planking, and repairs to the stays of the main boiler and to the smoke-box, and also to the outer-shell seams of the boiler, were made; the water-gauge mountings were renewed; the stern tube was drawn, bored out, and new propeller-shaft fitted, and the thrust-bearing was overhauled.

S.s. "*Tutanekai.*"—This vessel received a considerable overhaul to her main engines, bunkers, and to ballast-tank No. 2. Main engines: the pistons and piston-rods of both sets of main engines were overhauled, the neck-brasses for these rods were renewed, the slide-valves were trued up and neck-brasses renewed. All drag-links were rebushed with gun-metal bushes, feed-pumps overhauled, and thrust-bearings relined. All the main shafting was relined up and propeller-shafts drawn, the starting-engines thoroughly overhauled, the electric-light engine, the ash-hoist, the steering-engine, the forced-draught engine, the ballast donkey-engine, the deck windlass and winches, were all overhauled where required, and several of their parts renewed. Several pipes were repaired in the engine-room. The funnel-apron and ventilators for engine-room and bunkers also received attention. Repairs were effected to donkey and main boilers, and both were relagged with asbestos pulp and sheet iron. No. 2 ballast-tank received a general overhaul, having fresh stays fitted to act as ties to the plating forming sides of the tank. The whole of this work was done by a Wellington firm, and to the satisfaction of the supervising Surveyor of Ships, who was appointed to act as inspector while the repairs were being effected.

Additional Steamers and Vessels Surveyed for the First Time.

Thirty-two new steamers, and vessels fitted with oil-engines as auxiliary power, have been surveyed for the first time during the year. The names of these vessels are "A.H.B.,"* "Arapawa," "Breeze," "Catherine,"* "Clematis,"* "Fannie,"* "Gisborne,"* "Goshawk," "Hipi," "Ivy," "Kairaki," "Kapuni," "Kia Ora," "Kiritona,"* "Kurow," "Mihi Moana,"* "Monica," "Moturata,"* "Novelty," "Orete,"* "Psyche,"* "Pupuke," "Rahutai," "Ripple,"* "Southern Isle,"* "Sparrow," "Tamure,"* "Te Aroha,"* "Tofua," "Waikana," "Waimea," and "Wakaiti."*

The sailing-vessels surveyed for the first time were the "Bankfields" and the "Weathersfield."

Sailing-ships.

Twelve sailing-ships were surveyed during the year, and most of them had repairs effected to them. The barquetine "Ilma" received a considerable overhaul, which included the fitting of thirty angle-iron reverse bars $2\frac{1}{2}$ in. by $2\frac{1}{2}$ in. by $\frac{3}{8}$ in., and forty-two short reverse angles to carry two longitudinal stringers. These stringers were made up of double angles 3 in. by 3 in. by $\frac{3}{8}$ in., and were 150 ft. long. Doubling-plates were fitted to bulwarks where required, and the pintles of rudder were rebushed.

Return No. 16 gives the names of these vessels, their gross and registered tonnage measurements, class of vessel, and the number of times surveyed.

The total fees for these sailing-vessel surveys amount to £79.

Districts and Inspectors.

No new appointments of Inspectors of Machinery were made during the year. Inspector Walker, of the Otago District, assisted in the Southland District for some weeks; Inspector McKenzie, of the Canterbury District, assisted in the Westland District for two months; Inspector Williamson, of the Timaru District, assisted in the Marlborough District for some weeks; Inspector Cullen, of the Palmerston North District, assisted in the Taranaki District for a month; and Inspector Mackenzie, of the Wellington District, assisted in the Auckland District for two months.

The following are the returns in detail, numbered from 1 to 19:—

1. Number and class of boilers inspected, and fees payable thereon; the machinery inspected, and the fees payable; 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, and locomotive and traction certificates of competency and service have been granted during the year.
14. List of persons who were examined and passed for marine engineers' certificates of 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 owners of additional boilers and transfers which require to be in charge of certificated engine-drivers.

I have, &c.,
Robert Duncan,
Chief Inspector of Machinery, Chief Surveyor of Ships, and Chief Examiner of Marine Engineers and Land Engine-drivers.

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

* Oil-engine vessels.

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, 1910.

Boilers.

Class.	Not exceeding 5-horse Power.	Exceeding 5- but not exceeding 10-horse Power.	Exceeding 10-horse Power.	Total.
Stationary	1,698	988	1,679	4,365
Portable	198	1,255	390	1,843
Total	1,896	2,243	2,069	6,208

Machinery.

Class.	Number.
Hydraulic lifts	272
Gas-lifts	43
Electric lifts	233
Steam-lifts	44
Oil-lifts	3
Gas, hydraulic, and electric-motor hoists	336
Water-engines, water and electric motors, and water-wheels	1,341
Peltons	211
Turbines	100
Gas-engines	1,450
Oil-engines	1,552
Steam machinery	182
Total	5,767

Summary.

Boilers	6,208
Machinery	5,767
Total	11,975

(*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 31st March, 1910.

Fees payable—On boilers, £7,160; on machinery, £2,071; for engine-drivers' certificates issued, £387 10s.: total, £9,618 10s.

The cash actually received for boilers and machinery inspected, and paid into the Public Account, amounted to £9,406 15s. The difference is represented by unpaid fees and fines paid. The cash actually received and paid into the Public Account for engine-drivers' application fees amounted to £650 10s. This amount includes fees for certificates not yet issued.

(*c.*) RETURN showing the NUMBER of SERVICE and COMPETENCY CERTIFICATES issued to WINDING, LOCOMOTIVE, and TRACTION, and to STEAM STATIONARY ENGINE DRIVERS during the Financial Year ended 31st March, 1910.

Class of Certificate.	Number of Certificates issued.	Fees received.	Total.	
			Number of Certificates issued.	Fees received.
Hydraulic winding—		£ s. d.		£ s. d.
Competency	1	1 0 0	...	...
Steam winding—				
Competency	11	5 10 0	...	...
Competency	14	14 0 0	26	20 10 0
Locomotive and traction—				
Competency	47	23 10 0	...	...
Competency	109	109 0 0	156	132 10 0
Steam stationary—				
Service—First class ...	8	2 0 0	...	...
Competency—				
Extra first class	7	7 0 0	...	...
First class	83	83 0 0	...	...
Second class... ...	35	17 10 0	...	...
Second class...	125	125 0 0	258	234 10 0
			440	£387 10 0

No. 2.—RETURN of DEFECTS found on Inspection of Boilers during the Financial Year ended the 31st March, 1910.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
A number of rivets in shell bad	...	2	2
All screwed stays in firebox bad	2	...	2
Angle-iron collar on top of uptake defective	...	2	2
Back end-plate pitted	...	1	1
Back tube-plates bulged	...	2	2
Back tube-plate thin	...	1	1
Barrel of boiler wasted	...	2	2
Boilers dirty inside	...	63	63
Bottom of firebox wasted	...	1	1
Bottom of shell thin	3	5	8
Bottom row of tubes bad	...	2	2
Brickwork-setting defective	1	17	18
Bulged slightly at back end	...	4	4
Bulged under bottom of shell	...	4	4
Compensating-ring round manhole wasted	...	1	1
Corroded internally	...	12	12
Coupling-pins in longitudinal stays bad	...	2	2
Cracked at back tube-plate	...	2	2
Cracked in firebox (pressure reduced)	...	2	2
Cracked slightly at a number of rivet-holes	...	11	11
Cracked slightly in firebox	...	4	4
Cracked under bottom of shell	...	2	2
Cross-tubes thin	...	2	2
Crown of boiler wasted	...	2	2
Crown of firebox bad	...	1	1
Crown of firebox badly bulged	2	1	3
Crown of firebox slightly bulged	...	3	3
Crown of firebox wasted	...	10	10
Crown of steam-dome wasted	...	1	1
Eighteen tubes bad	...	3	3
Eleven rivets in front end-plate defective	...	1	1
Eleven screwed stays in firebox bad	...	1	1
End-plate at top half defective	...	1	1
Fifty screwed stays in firebox bad	1	...	1
Fifty-two screwed stays in firebox bad	1	...	1
Firebox badly pitted	...	1	1
Firebox bulged at back end and crown leaking	...	1	1
Firebox general waste	8	8	16
Firebox-sides bulged	...	2	2
Firebox-sides thin	...	4	4
Firebox thin (pressure reduced)	...	3	3
Firebox thin at back left-hand corner	...	1	1
Firebox wasted on outside shell	...	1	1
Five rivets in foundation-ring bad	...	1	1
Five stay-tubes defective	...	1	1
Forty-four screwed stays bad	...	1	1
Forty-three screwed stays bad	...	1	1
Forty-two screwed stays bad	...	1	1
Forty screwed stays bad	...	3	3
Foundation-rings round bottom of firebox defective	...	7	7
Four stay-tubes bad	...	1	1
Fourteen tubes bad	...	2	2
Front plates wasted	...	4	4
Front tube-plates wasted	...	4	4
Front tube-plate wasted (pressure reduced)	...	1	1
Furnace-crowns down	...	3	3
Furnace-crowns wasted	...	4	4
Furnaces thin at bottom	...	3	3
Furnaces thin at sides	...	4	4
Furnaces weak; have been strengthened	...	2	2
Galloway tubes thin	...	1	1
General deterioration (pressure reduced)	...	106	106
Girders on crown of firebox wasted	...	5	5
Girder-stays defective	...	2	2
Grooved at front end of furnaces	...	2	2
Grooved on end-plate at edge of angle-irons	...	1	1
Grooved on furnace-crowns	...	2	2

No. 2.—RETURN of DEFECTS—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Gusset stays defective	...	2	2
Laminated plates in bottom of shell	...	3	3
Laminated plate in furnace	...	1	1
Leaking at corners of foundation-ring	...	1	1
Longitudinal stays wasted	...	3	3
Manhole-doors bad	...	12	12
Manhole-door rivetting bad	...	1	1
Manhole-door spigots defective	...	11	11
Manhole-openings in shell wasted	...	13	13
Mudhole-doors bad	...	34	34
Mudhole-door dogs bad	...	3	3
Mudhole-door studs bad	...	11	11
Nine rivets in front tube-plate defective	...	1	1
Nine tubes bad	...	1	1
One hundred and six screwed stays bad	1	...	1
One longitudinal stay bad	...	5	5
Patches defective	...	15	15
Pitting badly in places	...	4	4
Pitting on crown of firebox	...	3	3
Pitting on crown of firebox (pressure reduced)	...	1	1
Pitting slightly internally	...	14	14
Rivets in gusset stays defective	...	4	4
Rivets in manhole compensating-ring bad	...	1	1
Rivets in mud-drum flange defective	...	1	1
Rivets in tube-plate defective	...	1	1
Seams leaking	...	9	9
Several rivets bad in furnace	...	1	1
Several rivets bad in shell	...	11	11
Several rivets in foundation-ring bad	...	1	1
Several screwed stays in firebox bad	...	17	17
Several stay-nuts on firebox-crown bad	...	1	1
Several tubes bad	...	28	28
Shell wasted at circumferential seams	...	3	3
Shell wasted at crown of boiler	...	1	1
Shell wasted at manhole-openings	...	1	1
Shell wasted at mudhole-openings	...	82	82
Shell wasted considerably	...	1	1
Shell wasted externally	...	6	6
Shell wasted where blow-off cocks jointed to boiler	...	7	7
Shell wasted where check-valve chests jointed to boiler	...	2	2
Shell wasted where safety-valve chests jointed to boiler	...	6	6
Shell wasted where stop-valve chests jointed to boiler	...	4	4
Six nuts on girder-stays bad	...	1	1
Sixteen screwed stays in firebox bad	...	1	1
Sixteen tubes bad	...	1	1
Sixty-two screwed stays in firebox bad	1	...	1
Stay-nuts on back tube-plate defective	...	1	1
Steam-dome flange defective	...	1	1
Ten screwed stays in firebox bad	...	1	1
Ten tubes bad	...	2	2
Thirteen screwed stays in firebox bad	...	1	1
Thirty-eight tubes bad	...	1	1
Thirty screwed stays in firebox bad	...	1	1
Thirty-six screwed stays in firebox bad	...	1	1
Throat-plates thin	...	3	3
Top row of tubes bad	...	1	1
Top tube-plates thin	4	8	12
Top tube-plates thin (pressure reduced)	...	2	2
Tubes bad	...	90	90
Tube-ends leaking	...	2	2
Tube-plates bad	8	...	8
Tube-plates bulged	...	1	1
Tube-plates wasted	...	13	13
Tube-plates wasted (pressure reduced)	...	2	2
Twelve screwed stays in firebox bad	...	2	2
Twelve tubes bad	...	2	2
Twenty-eight screwed stays in firebox bad	...	2	2
Twenty-five screwed stays in firebox bad	...	2	2

No. 2.—Return of Defects—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Twenty-one screwed stays in firebox bad	...	1	1
Twenty-six tubes bad	...	1	1
Twenty tubes bad	...	1	1
Two stay-nuts bad	...	1	1
Uptakes bad	2	3	5
Uptakes wasted	...	7	7
Vertical stays wasted	...	2	2
Wasted at crown of firebox round fusible plug ...	...	3	3
Wasted at front end of boiler (pressure reduced) ...	...	1	1
Wasted internally (pressure reduced)	...	1	1
Wasted round bottom of firebox	...	5	5
Wasted round bottom of uptake	...	1	1
Wasted round furnace-door	...	7	7
Totals	34	854	888

Digesters found to be defective on Inspection during Financial Year ended the 31st March, 1910.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
A number of rivets defective	...	1	1
All rivets in bottom end bad	1	...	1
All rivets in top end bad	3	...	3
All rivets in top end and crown-plate bad	1	...	1
Crown-plates much wasted	1	...	1
Defective seams	...	4	4
Eighty-nine rivets bad	...	1	1
Eighty rivets bad	...	2	2
Fifty rivets bad	...	1	1
Forty rivets bad	...	1	1
Four hundred and sixty-seven rivets bad	1	...	1
General deterioration (pressure reduced)	...	1	1
New steel end fitted to replace cast-iron one... ...	...	1	1
Nineteen rivets bad	...	1	1
Ninety-eight rivets bad	...	1	1
Ninety rivets bad and seams defective	1	...	1
Ninety-six rivets bad	...	1	1
One hundred and seven rivets bad	...	1	1
Rivets in two seams bad	1	...	1
Seams defective; were recaulked	...	2	2
Seventy rivets bad and seams defective	...	1	1
Seventy-two rivets bad	...	2	2
Several rivets bad	...	2	2
Sixty-eight rivets bad	...	1	1
Sixty rivets bad	...	1	1
Sixty-seven rivets bad	...	1	1
Thirty-eight rivets and top conical plate bad... ...	...	1	1
Twelve rivets bad	...	1	1
Twenty rivets bad	...	1	1
Two hundred and sixty rivets bad	1	...	1
Two hundred rivets bad	1	...	1
Vertical stays defective	...	1	1
Totals	11	30	41

Defective Fittings found on Inspection of Boilers, for which Notice was given to renew or repair during the Financial Year ended the 31st March, 1910.

2 Bends of main steam-pipe bad: have been renewed.
15 Blow-off cocks bad: have been renewed.
3 Blow-off cocks defective: were repaired.
12 Blow-off pipes bad: have been renewed.
1 Crank-shaft of engine fractured: has been renewed.
2 Feed check-valve chests and valves bad: were renewed.
1 Feed check-valve chest defective: was renewed.
2 Feed check-valves defective: have been renewed.
2 Feed-pumps defective: have been repaired.

DEFECTIVE FITTINGS found on Inspection of Boilers, &c.—*continued.*

23 Ferrules fitted under spring-balance safety-valve levers.
1 Fly-wheel of engine defective: was repaired.
22 Fusible plugs found defective: have been replaced.
138 Guards fitted to water-gauge glasses.
2 Injectors defective: have been renewed.
1 Main steam-pipe defective: was repaired.
12 Manhole-doors bad: have been renewed.
34 Mudhole-doors bad: were renewed.
11 Mudhole-door studs bad: were renewed.
2 New bolts fitted to cylinder-cover.
1 New bolts in axle-bracket.
1 New bolts in fly-wheel bracket.
2 New cylinders fitted.
5 New brakes fitted.
1 New brake-nut fitted.
1 New key in fly-wheel.
1 New main stop-valve fitted.
1 New pins fitted in friction-clutch.
1 New piston-rod fitted.
1 New reducing-valve fitted.
3 New tapered plugs fitted.
2 New worms fitted to steering-gear.
13 Safety-valves bad: have been renewed.
1 Safety-valve defective: was put in order.
5 Safety-valve levers cut to correct length.
2 Safety-valve seats bad: have been renewed.
1 Safety-valve spring bad: was renewed.
9 Spring-balances defective: were renewed.
1 Spring-balance defective: was repaired.
32 Steam-pressure gauges defective: have been renewed.
2 Steam stop-valves bad: were renewed.
1 Studs in safety-valve chest defective: were renewed.
17 Test-cocks bad: have been renewed.
10 Test-cocks defective: were repaired.
1 Traction-engine driving-gear bracket patched.
6 Traction-engines' steering-gear defective: was put in order.
1 Valve-chest for pump defective: new one fitted.
26 Water-gauge mountings bad: have been renewed.
11 Water-gauge mountings defective: were repaired.
1 Water-gauge pipes bad: was renewed.

Total 446

No. 3.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended the 31st March, 1910.

Number.	Type.	Description of Repairs.
1	Cornish ...	Brickwork repaired.
5	" ...	Furnaces patched where wasted.
1	" ...	Gusset stay repaired.
1	" ...	Patch 3 ft. by 1 ft. riveted on outside of shell.
1	" ...	Top half of boiler-end cut out and new plate fitted.
1	Cornish tubular ...	Five new tubes fitted.
1	" ...	Four new tubes fitted.
1	" ...	Retubed.
1	" ...	Retubed, and patch fitted under bottom of shell.
1	Dryback marine ...	Brickwork repaired, and several new rivets put in shell.
2	" ...	Retubed.
2	" ...	Strengthening girders fitted to three furnace-rings, and defective rivets renewed in circumferential seams, also a sheathing patch fitted on shell.
2	Lancashire ...	Several rivets renewed in gusset stays.
1	" ...	Three new Galloway tubes fitted.
1	" ...	Twenty-two new bolts fitted in gusset stays.
1	Lancashire tubular	Circumferential seams pared and caulked.
1	"	Eight stay-nuts renewed at back end.
1	"	Eleven rivets renewed in front plate and flue.
1	"	Retubed.
1	Locomotive ...	Corners of foundation-ring caulked.
1	" ...	Eleven new screwed stays fitted in firebox, and patch on front tube-plate.
1	" ...	Five new screwed stays put in firebox.
1	" ...	Forty new screwed stays put in firebox.
1	" ...	Four new tubes fitted.
1	" ...	New firebox, and all new screwed stays fitted, also compensating-rings to mudhole-openings.

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

Number.	Type.	Description of Repairs.
3	Locomotive ...	Patches fitted on throat-plate.
1	" ...	Patches renewed.
1	" ...	Retubed.
1	" ...	Retubed, and new front tube-plate fitted.
1	" ...	Seams caulked, stays rejointed, and sight-holes cut.
1	" ...	Several rivets renewed in foundation-ring.
1	" ...	Several stay-nuts on firebox-crown renewed.
1	" ...	Several tubes renewed.
1	" ...	Three patches fitted in firebox.
1	" ...	Two sight-holes bored in firebox, and plugs fitted.
1	Manure-dryer ...	Longitudinal seams caulked.
1	Marine	Patches fitted on shell under check-valve and blow-down cock, also leaky seams pared and caulked.
1	" ...	Patches in combustion-chamber extended.
1	" ...	Retubed.
1	Multitubular ...	Compensating-ring round manhole-opening reriveted.
14	" ...	Brickwork repaired.
1	" ...	Bulge cut out of bottom of shell, and patch riveted on.
1	" ..	Bulge cut out of bottom of shell, and new mud-leg fitted.
4	" ...	Circumferential seams on bottom recaulked.
2	" ...	Compensating-rings fitted round manhole-openings.
4	" ...	Compensating-rings fitted round mudhole-openings.
1	" ...	Compensating-rings fitted round mudhole-openings, and new doors fitted.
1	" ...	Compensating-ring fitted round mudhole-opening, and new dog for door.
1	" ...	Compensating-ring fitted round mudhole-opening, new door fitted, and five new rivets put in shell.
1	" ...	Cracked portion cut out of bottom of shell, and patch 22 in. long riveted on.
1	" ...	Defective portion of plate cut out of bottom of shell, and patch 48 in. by 18 in. riveted on.
1	" ...	Eighteen new tubes fitted.
1	" ...	Five new rivets put in gusset stay.
1	" ...	Five new stay-tubes fitted.
1	" ...	Five new tubes fitted.
1	" ...	Four new stay-tubes fitted.
1	" ...	Four rivets renewed in bottom circumferential seam.
1	" ...	Fourteen new tubes fitted.
2	" ...	Front tube-plates patched.
1	" ...	Laminated portion of plate cut out of bottom of shell, and riveted patch fitted.
4	" ...	Manhole-doors repaired.
3	" ...	Manhole-door spigots renewed.
1	" ...	Manhole-door spigot reriveted.
1	" ...	Manhole-opening dressed out, new manhole and new mudhole doors fitted.
1	" ..	Mud-drum reriveted to shell.
1	" ...	Mudhole-doors repaired.
2	" ...	New bottom-plates put in shell.
1	" ...	New flanged plate fitted and riveted to the bottom of steam-dome.
7	" ...	New manhole-doors fitted.
1	" ...	New manhole-door fitted and compensating-ring round manhole-opening reriveted.
1	" ...	New manhole-door fitted and compensating-ring round mudhole fitted.
2	" ...	New spigots riveted on manhole-doors.
1	" ...	New spigot riveted on manhole-door, and compensating-ring fitted to mudhole-opening.
3	" ...	New studs fitted in mud-doors.
1	" ...	Nine rivets in front tube-plate renewed.
6	" ...	One new longitudinal stay put in boiler.
2	" ...	One new tube fitted.
1	" ...	Patch fitted at back end and compensating-ring to mudhole-opening.
1	" ...	Patch fitted on back tube-plate.
1	" ...	Patch fitted on bottom of shell under seams.
1	" ...	Patch fitted on bottom of shell 48 in. by 18 in., and thirty-eight new tubes fitted.

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

Number.	Type.	Description of Repairs.
1	Multitubular ...	Patch fitted on front tube-plate.
3	" ...	Patches fitted on shell under main stop-valve chest.
4	" ...	Patches fitted on shell under safety-valve chest.
1	" ...	Patches on bottom of shell rejointed.
1	" ...	Patches renewed.
1	" ...	Plate cut out of bottom of shell on account of being laminated, and new plate fitted.
8	" ...	Retubed.
1	" ...	Retubed, and additional girders fitted on crown of firebox.
1	" ...	Retubed, and compensating-rings fitted to manhole and mudhole openings.
1	" ...	Retubed, and compensating-ring fitted to mudhole-opening.
1	" ...	Retubed, and new shell-plate fitted in bottom.
1	" ...	Several new rivets put in shell.
1	" ...	Several new tubes fitted.
1	" ...	Small patch fitted on bottom of shell.
1	" ...	Three new rivets put in manhole compensating-ring.
1	" ...	Three new tubes put in.
1	" ..	Tubes expanded, one new stay-tube and one new longitudinal stay fitted.
1	" ...	Two new plates fitted in bottom of shell.
1	" ...	Two new stay-nuts fitted on longitudinal stays, and one new rivet in mud-drum.
2	" ...	Two new tubes fitted.
1	" ...	Two patches fitted on shell, and three new longitudinal stays fitted.
6	Portable ...	A number of new screwed stays fitted in firebox.
1	" ...	All mudhole-openings fitted with compensating-rings.
1	" ...	All new screwed stays fitted in firebox, four new longitudinal, ten new tubes, and compensating-ring fitted to mud-door.
1	" ...	All screwed stays in throat-plate and one in side of firebox renewed.
2	" ...	Compensating-rings fitted to manhole-openings.
1	" ...	Compensating-ring fitted to manhole-opening, and four new screwed stays in firebox.
18	" ...	Compensating-rings fitted to mudhole-openings.
1	" ...	Compensating-ring fitted to mudhole-opening, and foundation-ring caulked.
2	" ...	Compensating-rings fitted to mudhole-openings, and new doors fitted.
2	" ...	Compensating-rings fitted to mudhole-openings, and several new rivets put in shell.
1	" ...	Compensating-ring fitted to mudhole-opening, and several new screwed stays put in firebox.
1	" ...	Crack in firebox chain-pinned.
1	" ...	Eight rivets renewed in front tube-plate.
1	" ...	Fifty new screwed stays fitted in firebox.
1	" ...	Fifty-two new screwed stays fitted in firebox.
1	" ...	Five new rivets put in foundation-ring.
1	" ...	Flanged plate riveted round fire-door.
2	" ...	Forty new screwed stays fitted in firebox.
1	" ...	Foundation-ring repaired and three new screwed stays fitted in firebox.
1	" ...	Four new mud-doors fitted.
1	" ...	Girders on crown of firebox repaired.
1	" ...	New coupling-pins fitted in longitudinal stays.
1	" ...	New dog and stud fitted to mud-door.
1	" ...	New firebox-crown fitted.
1	" ...	New girders fitted on crown of firebox.
5	" ...	New mudhole-doors fitted.
2	" ...	New studs fitted in mud-doors.
1	" ...	Nine new tubes fitted.
1	" ...	One new longitudinal stay fitted.
2	" ...	Patches fitted on crown of firebox.
2	" ...	Patches fitted on foundation-ring.
1	" ...	Patches fitted on front tube-plate.
1	" ...	Patch fitted on shell under blow-off cock.
5	" ...	Patches fitted on sides of firebox.
1	" ...	Patches fitted in firebox, and twelve new screwed stays put in.
1	" ...	Patches fitted in firebox, patch on front tube-plate, and twelve new screwed stays put in firebox.

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

Number.	Type.	Description of Repairs.
1	Portable ...	Patch fitted on front tube-plate, and eight new screwed stays fitted in firebox.
2	" ...	Patches in firebox rejointed.
12	" ...	Retubed.
1	" ...	Retubed, front tube-plate reriveted, and compensating-rings fitted to mudhole-openings.
1	" ...	Retubed, new girders fitted to crown of firebox, and four compensating-rings fitted to mudhole-openings.
1	" ...	Seven rivets renewed in front plate, and landings caulked.
1	" ...	Seventy new screwed stays fitted in firebox.
7	" ...	Several new screwed stays fitted in firebox.
1	" ...	Several new tubes put in, and patch fitted in firebox.
5	" ...	Sight-holes bored, and tapered plugs fitted.
1	" ..	Sight-holes bored, tapered plugs fitted, and ten new screwed stays fitted in firebox.
1	" ...	Thirteen new screwed stays put in firebox.
1	" ...	Thirty-four new screwed stays put in firebox.
1	" ...	Three mudhole-openings fitted with compensating-rings.
1	" ...	Three new dogs fitted to mud-doors.
2	" ...	Twelve new screwed stays fitted in firebox.
3	" ...	Twenty-five new screwed stays fitted in firebox.
1	" ...	Twenty-six new screwed stays put in firebox, and four patches on outside shell of boiler.
1	" ...	Two girders on crown of firebox renewed.
1	Semi-portable ...	Compensating-rings fitted to mudhole-openings, and manhole-door reriveted.
2	" ...	Patches fitted in firebox.
1	" ...	Patch in firebox rejointed.
1	" ...	Three new tubes fitted.
1	Semi-tubular ...	Compensating-ring fitted to manhole-opening.
1	" ...	Furnace-crown set up, and sling stays fitted.
1	" ...	New plate fitted in furnace, and compensating-rings to manhole and mudhole openings.
2	" ...	Retubed.
1	" ...	Screwed pins fitted in each end of crack in furnace.
1	" ...	Several new screwed stays fitted in bottom of tube-plate.
4	Traction ...	Compensating-rings fitted to manhole-openings.
6	" ...	Compensating-rings fitted to mudhole-openings.
1	" ...	Coupling-pins in longitudinal stays renewed.
1	" ...	Eighteen new tubes fitted.
1	" ...	Firebox-crown repaired.
1	" ...	Forty-four new screwed stays fitted in firebox.
1	" ...	Forty-three new screwed stays fitted in firebox.
1	" ...	Forty-two new screwed stays fitted in firebox.
1	" ...	New crown fitted in firebox.
2	" ...	New firebox fitted.
1	" ...	New firebox fitted, and doubling-plate put on front of firebox.
1	" ...	New firebox fitted, and new girders on crown of firebox.
6	" ...	New firebox, retubed, and all new screwed stays fitted in firebox.
3	" ...	New firebox, retubed, and new front plate fitted.
1	" ...	New firebox, retubed, new front plate, and new throat-plate fitted.
1	" ...	New front tube-plate, six new tubes, and 106 new screwed stays put in firebox.
1	" ...	New tube-plate fitted in firebox.
5	" ...	Patches fitted in firebox.
2	" ...	Patches fitted on crown of firebox.
1	" ...	Patches fitted on crown of firebox, and two new girder-stays fitted.
2	" ...	Patches in firebox renewed.
1	" ...	Plughole in front tube-plate retapped, new tapered plug fitted, and six new nuts fitted on girder-stays.
15	" ...	Retubed.
1	" ...	Retubed, and all new screwed stays fitted in firebox.
1	" ...	Retubed, and compensating-ring fitted to manhole-opening.
2	" ...	Retubed, and new tube-plate fitted.
1	" ...	Retubed, new front tube-plate, and patch at fusible plug-hole fitted.
1	" ...	Seven new tubes fitted.
3	" ...	Several tubes renewed.
1	" ...	Six new tubes fitted.
1	" ...	Sixteen new screwed stays fitted in firebox.

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

Number.	Type.	Description of Repairs.
1	Traction ...	Sixteen new tubes fitted.
1	" ...	Ten new tubes fitted.
1	" ...	Ten new tubes fitted, and twenty-eight new screwed stays put in firebox.
1	" ...	Thirty new screwed stays fitted in firebox, and fourteen new tubes put in.
2	" ...	Twelve new tubes fitted.
9	Vertical cross-tube	Compensating-rings fitted to mudhole-openings.
1	"	Compensating-ring fitted to mudhole-opening, and patch on shell under blow-off cock.
1	"	Four new rivets put in cross-tube.
1	"	Manhole-door repaired, and four new screwed stays put in firebox.
2	"	New collars fitted on crown of boiler round uptake.
1	"	New cross-tubes fitted.
1	"	New foundation-ring fitted.
1	"	New manhole-door fitted.
1	"	New mudhole-doors fitted.
1	"	New spigot fitted to manhole-door.
1	"	New uptake fitted.
1	"	New uptake, and patch under safety-valve chest fitted.
1	"	New uptake fitted, new cross-tubes, and patch on crown of boiler.
1	"	Patch at bottom of shell extended, and patch fitted on crown under stop-valve chest.
1	"	Patch fitted in firebox.
1	"	Patch fitted on bottom of firebox.
1	"	Patches fitted on bottom of firebox and top of uptake.
1	"	Patches fitted on shell of boiler.
2	"	Patches fitted on shell under blow-down cock.
1	"	Patches fitted on shell under blow-down cock, and compensating-rings round mudhole-openings.
1	"	Patch fitted on shell under safety-valve chest.
1	Vertical field-tube	New tubes fitted.
4	Vertical flue ...	Compensating-rings fitted to mudhole-openings.
1	" ...	Compensating-rings fitted to mudhole-openings, and a row of new screwed stays round firebox.
1	" ...	New foundation-ring fitted.
2	" ...	New mudhole-doors fitted.
2	" ...	New uptakes fitted.
1	" ...	New uptake, and four new vertical stays fitted.
2	" ...	Patches fitted in firebox.
1	" ...	Patches fitted on shell under fire-door.
1	" ...	Patches fitted on uptake, and compensating-rings to mudhole-openings.
6	Vertical tubular ...	Compensating-rings fitted round mudhole-openings.
1	" ...	Eighteen new tubes fitted.
1	" ...	Four new tubes fitted.
1	" ...	Manhole-opening dressed out, and new door fitted.
1	" ...	New firebox fitted.
2	" ...	One new tube fitted.
1	" ...	Patch fitted on shell under feed check-valve chest.
1	" ...	Patch fitted round furnace-door.
22	" ...	Retubed.
1	" ...	Retubed, and compensating-rings fitted to mudhole-openings.
4	" ...	Retubed, and new top tube-plate fitted.
1	" ...	Retubed, new top tube-plate, and compensating-rings fitted round mudhole-openings.
2	" ...	Several new tubes fitted.
1	" ...	Several rivets in shell renewed.
1	" ...	Six new tubes fitted.
2	Water-tube ...	Bottom row of tubes renewed.
1	" ...	Blister on bottom of furnace cut out, and patch fitted.
1	" ...	Five new tubes fitted.
2	" ...	Retubed.
6	" ...	Several new tubes fitted.
1	" ...	Top row of tubes renewed.
477	Total.	

No. 4.—RETURN of NOTICES given to FENCE or REPAIR DANGEROUS PARTS of MACHINERY, &c., during the Financial Year ended 31st March, 1910.

Number.	Machinery.	Particulars.
1	Air-compressing	Belting, pulleys, and machinery.
1	Bacon-factory	Fly-wheel of engine and end of shaft.
1	,,	Machinery.
1	Bakery	Belting.
1	,,	Crank-shaft of engine and belting.
1	,,	Engine.
1	Bone-crushing	Belting and shafting.
1	Boot-factory	Belt-shifter to repair.
1	,,	Driving-belts and pulleys on two machines.
3	,,	Fly-wheel of engine.
1	,,	Machinery.
1	,,	Main driving-belt.
1	,,	Side of fly-wheel and bottom of driving-belt.
1	Box-factory	Fly-wheel of engine, and swinging goose-saw.
2	,,	Machinery.
1	Brass-finishing	Circular saw.
1	Brewery	Fly-wheel, pulley, and engine.
1	Brickmaking	Belting.
1	,,	Belting and machinery.
1	,,	Fly-wheel and one machine.
1	,,	Fly-wheel of engine.
1	,,	Fly-wheel, shafting, and belting.
2	,,	Machinery.
1	Butchery	Belting.
1	,,	Belting and fly-wheel of engine.
1	,,	Fly-wheel, pulley, and shaft.
1	,,	Sausage-machine and belting.
1	Butter-factory	All machinery.
1	,,	Belting
1	,,	Belting, wheels, and pulley.
1	,,	Churn, separator, fly-wheel, and butter-mill.
2	,,	Firewood-saw.
1	,,	Fly-wheel and belting.
1	,,	Fly-wheel of engine, main pulley, and belting.
1	,,	Freezing-machine.
1	,,	Loose pulley to fit
1	,,	Machinery.
1	,,	Main driving-belt.
1	,,	Water-wheel, main belting, pulley, and countershafts.
1	,,	Water-wheel, water-race, churn, and countershaft.
3	Chaff-cutting	Belting.
1	,,	Belting, circular saw, and wheels.
1	,,	Driving-belt, pulley, and machine.
2	,,	End of shafting.
1	,,	Fly-wheel of engine.
2	,,	Fly-wheel of engine, and belting.
1	,,	Fly-wheel of engine, belting, and saw.
1	,,	Fly-wheel of engine, belting, and spur-gearing.
5	,,	Machinery.
1	,,	Main driving-belt.
1	,,	Shafting to guard, and coupling to repair.
1	,,	Water-wheel, water-race, and all machinery.
1	,,	Wheels, shafting, belting, and circular saw.
1	Cheese-factory	Circular saw and pulley.
1	,,	Fly-wheel and belting.
2	,,	Fly-wheel of engine
1	,,	Machinery and firewood-saw.
1	Clothing-factory	Fly-wheel of engine and belting.
1	,,	Machinery.
1	Coach-factory	Circular saw and pulley.
2	,,	Fly-wheel and belting.
2	,,	Fly-wheels of engine.
1	,,	Main pulley and belting.
1	,,	Main shafting on floor.
1	,,	Two belts.
1	Coal-mining	Air-shaft.

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

Number.	Machinery.	Particulars.
1	Coal-mining	Belting and pulley.
1	,,	Shaft and motor.
1	Concrete-mixing	Engine and machinery.
1	,,	Machinery.
1	,,	Mixer.
1	Cordial-factory	Driving-belt and bottling-machine.
1	,,	Engine.
1	,,	Fly-wheel and belting.
1	,,	Machinery.
1	Creamery	Fly-wheel of engine.
1	,,	Machinery and circular saw.
2	,,	Main driving-belts.
1	,,	Pulley.
1	Crushing grain	All machinery.
1	,,	Belt and pulley.
1	,,	Engine, belting, and key in fly-wheel.
2	,,	Fly-wheels of engine.
1	,,	Machinery.
1	Cycle-factory	End of engine-shaft.
1	Dairy factory	Fly-wheel of engine.
1	,,	Fly-wheel of engine and churn.
1	,,	Machinery.
1	,,	Main pulley, churn, belting, outside of water-wheel, and cog-wheels of butter-worker.
1	Electric hoist	Driving-belt and pulley.
1	,,	Guard to repair.
3	,,	Hatchways.
1	,,	Hatchways and driving-belt.
1	Electric lift	Chain-guard fitted to second-floor hatch.
6	,,	Door-catches in cage repaired.
1	,,	Door-opening.
1	,,	Fence repaired.
1	,,	Girders repaired.
1	,,	Hatchways.
1	,,	New safety-gear fitted.
1	,,	New safety-grips and springs fitted.
5	,,	New springs fitted.
2	,,	New steel-wire ropes for balance-weights fitted.
9	,,	New steel-wire ropes for cage fitted.
2	,,	New worm-wheels fitted.
1	,,	Overhead joist renewed.
1	,,	Railing fitted round well.
6	,,	Safety-grips overhauled and springs adjusted.
1	Electric lighting	Belting.
1	,,	Belting and shafting.
1	,,	End of shafting.
1	,,	Engine and belting.
1	,,	Fly-wheel and belting.
1	,,	Fly-wheel of engine.
1	,,	Fly-wheel of engine, and fast and loose pulleys to fit.
1	,,	Machinery.
7	Electric motor	Belting.
1	,,	Live wire of 440 volts to guard.
2	,,	Motor and belting.
1	,,	Pulley and belting.
1	Elevator	Wheel.
1	Engineering	Belting and machinery.
1	,,	Emery-wheel.
4	,,	Machinery.
2	Firewood-cutting	Belting.
3	,,	Belting and circular saw.
7	,,	Circular saws.
1	,,	Circular saw and fly-wheel of engine.
2	,,	Fly-wheel and belt-pulley.
1	,,	Fly-wheel, belting, and circular saw.
1	,,	Fly-wheel, belting, circular saw, and pulley.

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

Number.	Machinery.	Particulars.
2	Firewood-cutting	Fly-wheels of engine.
1	,, ...	Machinery and belting.
1	,, ...	Top of saw-bench to renew.
1	Flax-mill	All belting, fly-wheel, countershaft, and firewood-saw.
2	,, ...	Belting.
1	,, ...	Circular saw.
1	,, ...	Circular saw and machinery.
1	,, ...	Engine, end of countershaft, and bevel-wheels.
1	,, ...	Fly-wheel and belting.
2	,, ...	Fly-wheels of engine.
1	,, ...	Machinery.
1	,, ...	Machinery and belting.
1	,, ...	Main and scutcher belting, engine, and pulley.
2	,, ...	Mill-races to cover.
1	,, ...	Scutcher mouth and shafting.
1	,, ...	Scutcher-mouth reduced in width.
1	,, ...	Scutcher-mouth renewed.
1	,, ...	Scutcher-shafting.
1	,, ...	Water-wheel.
1	Flock-mill	Main driving-belt.
3	Flour-mill	Belting.
1	,, ...	Driving-belt of engine.
1	,, ...	Fly-wheel and belting.
1	,, ...	Machinery, and framework supporting shafting to repair.
1	,, ...	Pinion-wheels on top end of shaft.
1	,, ...	Pulley on end of main shaft.
1	,, ...	Woodwork supporting shafting repaired.
1	Friction hoist	Chains annealed.
1	,, ...	Hatchways.
1	Fruit-preserving	Engine and intermediate shaft.
1	,, ...	Engine and machinery.
1	,, ...	Machinery.
1	Furniture-factory	Bandsaw.
1	Gas-engines	Belting.
15	,, ...	End of crank-shaft.
2	,, ...	Engines.
1	,, ...	Engines and belting.
10	,, ...	Engines and shafting.
1	,, ...	Fly-wheel and belting.
2	,, ...	Fly-wheels and end of shaft.
8	,, ...	Fly-wheels of engine.
2	,, ...	Keys in fly-wheel.
1	Gas-lift	New cross-beam for top of cage and new cap for bearing.
2	,, ...	New steel-wire ropes.
2	,, ...	Safety-grips overhauled and adjusted.
1	,, ...	Two doors repaired.
1	,, ...	Two new lower guides fitted.
1	Gas-works	Belting.
1	,, ...	Engine.
1	Geared elevator	Belting.
1	,, ...	Machinery.
1	General work ..	Belting.
1	,, ...	Fly-wheel of engine.
1	,, ...	Fly-wheel, pulley, belting, shafting, and circular saw.
1	Glass-works	Machinery.
2	Gold-dredging	Tower, framework carrying shafting, pulleys, and spur-gearing to repair.
1	,, ...	Winch-wheels.
1	Grinding bark	Machinery.
1	Hoisting	Fly-wheel and pulley.
1	,, ...	Fly-wheel of engine.
1	,, ...	Set screws and spur-gearing.
1	Hydraulic crane	Twelve feet of new chain fitted.
1	,, ...	Twenty-six feet of new chain fitted.
1	Hydraulic hoist	Fence repaired.

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

Number.	Machinery.	Particulars.
6	Hydraulic hoist	Hatchways.
4	,,	New chains fitted.
1	Hydraulic lift	Braces fitted to guides.
1	,,	Cage repaired, four new springs, and chains annealed.
10	,,	Chains annealed.
1	,,	Chain fitted in front of floor-doors.
1	,,	Fence side of well and repair two doors.
2	,,	Fences to repair.
1	,,	Gate-locks repaired.
1	,,	Guide fitted to spear-grips.
1	,,	Guide for cage repaired.
4	,,	Lift-wells fenced.
1	,,	New chain fitted.
1	,,	New controlling-valve fitted.
1	,,	New gripper-ropes fitted.
5	,,	New leathers for rams.
1	,,	New rope for balance-weight.
2	,,	New springs for safety-gear.
15	,,	New steel-wire ropes fitted to cage.
3	,,	Rails fitted round floor-openings.
1	,,	Rail fitted round platform.
9	,,	Safety-catches overhauled and adjusted.
1	,,	Safety-catches adjusted and guide-bars braced.
1	,,	Safety-catches overhauled and new lever fitted.
1	,,	Starting-gear repaired.
1	,,	Starting-pulley overhauled and covered in.
1	,,	Two slide doors repaired.
1	,,	Valves overhauled.
1	,,	Wire rope fenced.
2	Joinery	Belting.
1	,,	Driving-belt and circular saw.
1	,,	Driving-pulley.
2	,,	Machinery.
1	Laundry	Fly-wheel of engine.
1	,,	Washing-machine.
1	Log-hauling	Engine and wheels.
1	,,	Engine-shafting.
1	,,	Sprocket-wheel and chain.
1	,,	Spur-gearing.
1	Machine shop	Engine and belting.
1	,,	Fly-wheel, pulley, and machinery.
1	,,	Wheel, pulley, and belting.
1	Malting	Belting.
1	Manure-drying	Belting.
1	,,	Belting and machinery.
1	,,	Side of driving-pulley.
1	Merry-go-round	Engine.
2	Milking	Belting.
1	,,	Belting and end of crank-shaft.
1	,,	Belting, fly-wheel, and shafting.
1	,,	Engine and belting.
1	,,	Engine, pump, wheels, and pulley.
1	,,	Engine, vacuum pump, saw, and belting.
6	,,	Fly-wheels and belting.
3	,,	Fly-wheels and end of shaft.
6	,,	Fly-wheels of engine.
1	,,	Fly-wheel, saw, and belting.
6	,,	Machinery.
1	,,	Shafting.
2	,,	Wheel and belting.
1	Mincing	Engine.
3	,,	Fly-wheels and main driving-belt.
3	,,	Fly-wheels of engine.
1	,,	Machinery.
1	Oil-engines	Belting.
15	,,	End of crank-shaft.

No. 4.—Return of Notices given to fence or repair Dangerous Parts of Machinery, &c.—*continued.*

Number.	Machinery.	Particulars.
23	Oil-engines	Engine.
1	,, ...	Engine and belting.
2	,, ...	Fly-wheel and main driving-belt.
4	,, ...	Fly-wheel and pulley.
103	,, ...	Fly-wheels of engine.
3	,, ...	Key in fly-wheel.
2	,, ...	Shafting and belting.
1	Overshot water-wheel ..	Framing supporting wheel to renew.
1	,, ..	Platform to erect; wheel, circular saw, and water-race to guard.
2	Pelton wheel	Wheel and shafting.
1	Pickle-factory	Fly-wheel of engine.
1	Pipe-making	Intermediate shaft.
1	,, ...	Shafting and belting.
1	Planing-mill	All machinery.
1	Pottery	Engine.
1	,, ...	Fly-wheel of engine.
1	Power lift	Belting and lift-opening.
1	,, ...	New door to fit on top floor.
1	,, ...	New safety-catches fitted.
1	,, ...	Safety-catches overhauled and adjusted.
4	Printing	Belting.
1	,, ...	Belting and pulley.
1	,, ...	Driving-wheels.
1	,, ...	Emery-wheel.
1	,, ...	Engine and machinery.
2	,, ...	Fly-wheel of engine.
1	,, ...	Key-lead and wheel.
2	,, ...	Machinery.
1	,, ...	Shafting and pulley.
1	,, ...	Side of driving-belt.
1	,, ...	Side of driving-pulley and belting.
1	,, ...	Two wheels.
1	,, ...	Wheels and belting.
1	,, ...	Wheel and set-screw.
1	Pumping	Engine and belting.
1	,, ...	Engine-shaft, wheel, and belting.
4	,, ...	Fly-wheel and belting.
4	,, ...	Fly-wheel of engine.
1	,, ...	Fly-wheel, shafting, and belts.
2	,, ...	Geared wheels.
3	,, ...	Machinery.
1	,, ...	Pulley and belting.
1	,, ...	Shafting.
2	Quartz-crushing	Machinery.
1	,, ...	Machinery and circular saw.
1	,, ...	Spur-gearing, shafting, bevel-wheels, and water-race.
1	Refrigerating	End of shaft, pulley, and belting.
2	,, ...	Engine.
1	,, ...	Fly-wheel and belting.
1	,, ...	Fly-wheel and pulley.
1	,, ...	Machinery and pump.
1	,, ...	Main driving-belt.
1	,, ...	Wheels and belting.
1	Sash and door factory ..	Belting and circular saw.
1	,, ..	Belting and machinery.
2	,, ..	Circular saw.
1	,, ..	Circular saw and emery-wheels.
1	,, ..	Fly-wheel and belting.
2	,, ..	Machinery.
1	,, ..	Main pulley and belting.
1	,, ..	Shafting, belting, pulley, and wheels.
3	Sawmill	All belting, machinery, circular saw, and emery-wheels.
2	,, ...	All machinery.
3	,, ...	Belting.
1	,, ...	Belting and shafting; and belt-shifting gear to fit to circular saw.

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

Number.	Machinery.	Particulars.
1	Sawmill	Belt-shifting gear to fit to breaking-down and circular saws.
1	,,	Breaking-down saw, circular saw, and two belts.
1	,,	Breast-bench, breaking-down, and firewood saws.
6	,,	Breast-bench saws.
14	,,	Breast-bench saw, firewood-saw, and belting.
15	,,	Circular saws.
4	,,	Circular saws and belting.
3	,,	Circular saws and emery-wheels.
2	,,	Circular saws and engine.
8	,,	Circular saws and firewood-saw.
18	,,	Circular saws, machinery, and belting.
1	,,	Circular saws, side of vertical, and emery-wheels.
1	,,	Countershaft.
4	,,	Emery-wheels.
1	,,	Emery-wheels and feed-gear pinions.
1	,,	End of crank-shaft.
1	,,	Engine and wheels.
1	,,	Fly-wheel, belting, and saws.
1	,,	Fly-wheel, main belting, circular saw, and connecting-rod of breaking-down saw.
1	,,	Fly-wheel, shafting, main belting, and goose-saw.
1	,,	Intermediate shafting and belting.
1	,,	Main belting and Pelton wheel.
4	,,	Main driving-belt and emery-wheels.
3	,,	Main shafting and circular saws.
1	,,	Main shafting, belting, and circular saws.
1	,,	Opening in floor over main shafting.
1	,,	Pulleys, belting, and shafting; and belt-shifting gear to fit to circular saw.
1	,,	Shafting.
1	,,	Shafting, belting, circular saw, and each side of vertical.
1	,,	Side of vertical, main belting, circular saws, and pulley.
1	,,	Stop fitted to swinging-saw.
1	,,	Stop fitted to swinging-saw, and circular saw guarded.
1	,,	Two wheels.
1	Saw-sharpening	Emery-wheels.
1	Seed-cleaning	Belting.
1	,,	Belting and pulley.
1	,,	Belting, machinery, and floor-opening.
1	,,	Main driving-belt.
4	Shearing	Belting.
1	,,	Belting and pulley.
6	,,	Emery-wheels.
1	,,	Emery-wheels and driving-belt.
1	,,	Emery-wheels and engine.
2	,,	End of shafting.
1	,,	Fly-wheel and belting.
1	,,	Fly-wheel and crank-shaft.
1	,,	Fly-wheel and emery-wheels.
1	,,	Fly-wheel, driving-belt, and pulley.
6	,,	Fly-wheel of engine.
1	,,	Machinery.
2	Shop tools	Belting.
1	,,	Belting and emery-wheels.
3	,,	Emery-wheels.
1	,,	Emery-wheels and gearing.
1	,,	End of lathe.
2	,,	Engine.
1	,,	Fly-wheel, pulley, and machinery.
1	,,	Lathe.
1	,,	Main driving-belt, key of fly-wheel, and engine.
1	,,	Shafting.
1	Station-work	Fly-wheel of engine.
1	Steam-hoist	Spur-gearing.
1	Steam-lift	Cage repaired.

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

Number.	Machinery.	Particulars.
1	Steam-lift	Gates repaired.
1	,, ...	New ropes for safety-grips and new eye-bolt for balance-weight.
1	Stone-crushing	Belting.
1	,, ...	Belting and fly-wheel.
1	,, ...	Crusher, engine, and belting.
1	,, ...	Elevator-belting, wheels, and crusher.
1	,, ...	Machinery.
2	,, ...	Main driving-belt.
1	,, ...	Main driving-belt and gearing of elevator.
1	Tannery	Fly-wheel of engine.
1	,, ...	Main belting.
1	Threshing	Belting and firewood-saw.
1	Tinsmith	Machinery.
1	Tool-sharpening	Emery-wheels.
1	Undershot water-wheel ..	Woodwork of wheel to renew and railing to fit.
1	Vibratorium	Belting and set screws.
1	Water-wheel	New shaft fitted.
1	Well-sinking	Fly-wheel of engine.
1	Wire-working	Belting and saw.
2	Wood-working	Bandsaw.
1	,, ...	Bandsaw and end of crank-shaft.
1	,, ...	Bandsaw, fly-wheel, and end of shaft.
1	,, ...	Bandsaw, set screws, belting, and shafting.
4	,, ...	Belting.
1	,, ...	Belting and pulley.
1	,, ...	Belting, emery-wheel, and circular saw.
7	,, ...	Circular saws.
1	,, ...	Circular saws and belting.
1	,, ...	Driving-pulley and belting.
2	,, ...	Emery-wheels.
2	,, ...	Engine.
1	,, ...	Engine and belting.
1	,, ...	Engine, bandsaw, and teasing-machine.
1	,, ...	Engine-pulley, main belting, and end of shaft.
1	,, ...	Fly-wheel and belting.
1	,, ...	Fly-wheel and emery-wheels.
1	,, ...	Fly-wheel and shafting.
1	,, ...	Fly-wheel, bandsaw, circular saw, emery-wheels, and belting.
2	,, ...	Fly-wheels of engine.
1	,, ...	Intermediate shaft and belting.
1	,, ...	Loose pulley fitted to circular saw.
2	,, ...	Machinery.
1	,, ...	Main belting, circular saw, and goose-saw.
1	,, ...	Main belting, fly-wheel, and countershaft-belt.
2	,, ...	Repair fencing.
1	,, ...	Saw-belt and planing-machine.
1	,, ...	Stop fitted to swing-saw.
1	Wool-cleaning	Motor to fence.
1	Wool-dumping	Belting.
1	,, ...	Belting and shafting.
1	,, ...	Fly-wheel, punching-machine, pump, and spur-gearing.
894	Total.	

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery during the Financial Year ended the 31st March, 1910.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
S. Luke and Co. (Limited), Wellington	Shearing ..	Robert Hamilton; 22 years	6th April, 1909; thumb crushed and nail torn off	Hamilton was punching a piece of plate, and by some means got his right thumb between the shears and the plate.
P. Wills and Sons, Wellington	Shirt-ironing ..	Daisy Connelly; 15 years	14th April, 1909; fingers slightly burned	Through inattention Connelly's fingers touched the ironer.
P. and D. Duncan (Limited), Christchurch	Turning-lathe ..	John Petrie; 31 years	14th April, 1909; fingers severely burnt	While polishing a pulley with the aid of a stick, Petrie's left hand was caught between the rest and the lathe.
Wilson's Portland Cement Company (Limited), Warkworth	Drying and Pulverising	J. Austin; 26 years	19th April, 1909; hand injured	While engaged on his work at the machine, Austin's hand came in contact with a moving belt, the fastener of which lacerated his hand.
S. Luke and Co. (Limited), Wellington	Drilling ..	Wm. Looney; 18 years	19th April, 1909; finger crushed	Looney's finger was crushed through his hand slipping while working at this machine. The top of finger had to be amputated.
W. Crabtree and Sons, Wellington	Wood-turning lathe	Chas. Taylor; 27 years	20th April, 1909; fingers cut	The tool Taylor was using jarred, and caused his hand to slip in between the piece of wood in the lathe and the lathe-rest.
P. Bartholomew, Weraroa	Circular saw ..	Cyril Bartholomew; 19 years	28th April, 1909; ear injured	Bartholomew was splitting a piece of timber, when it came back over the saw and struck him under the right ear.
Collins Bros. and Co. (Limited), Wellington	Electric winch	Alex. Armstrong; 14 years	30th April, 1909; arm broken	Armstrong's jacket caught in a key of the winch and drew his arm in, breaking it.
D. Robertson and Co. (Limited), Wellington	Bandsaw ..	P. Davey; 19 years	17th May, 1909; thumb cut	Davey was cutting a piece of wood, when it slipped, causing his left thumb to come into contact with the saw.
Alex. Ross and Co., Wellington	Drilling ..	Walter M. Foot; 24 years	21st May, 1909; finger jammed	Foot's hand slipped while working the machine, and was caught in the drill.
J. Johnston and Sons (Limited), Invercargill	Bolt-screwing ..	Jos. Sherriff; 16 years	25th May, 1909; arm broken	While Sherriff was working the machine the left sleeve of his jacket caught on the head of the rest and drew his arm in.
Alliance Box Company (Limited), Dunedin	Grooving wood	A. Callick; 20 years	26th May, 1909; fingers cut	Callick put his hand on the cutter while engaged at his work, and had two of his fingers cut.
A. and T. Burt (Limited), Dunedin	Milling ..	B. Marshall; 21 years	9th June, 1909; thumb crushed	While at work at the milling-machine Marshall turned to speak to another employee behind, and while thus engaged his right hand came in contact with the pinions of the machine.
Sargood, Son, and Ewen (Limited), Dunedin	Sole-stamping ..	Alfred Early; 14 years	9th June, 1909; finger crushed	Through inattention while working at the machine Early's right index-finger got under the stamper.
C. Stade, Motueka ..	Threshing and chaff-cutting	Wm. Krammer; 29 years	12th June, 1909; skull fractured	While engaged at the machine, the belt of the threshing-mill, owing to the drizzling rain, slipped from the pulley and struck Krammer on the head, fracturing his skull.
C. M. Banks (Limited), Wellington	Guillotine paper-cutter	Geo. Brown; 28 years	16th June, 1909; hand severed	Brown had his hand below the cutter of the machine, when a boy accidently started it, causing the knife to come down on his left wrist.
W. G. Bassett, Wanganui	Sash and door buzzer	T. Clover; 24 years	18th June, 1909; top of thumb cut off and forefinger lacerated	Clover's right hand slipped and came in contact with the knives of the machine.
Aulsebrook and Co., Christchurch	Cream-mixer ..	Bella Craig; 21 years	10th July, 1909; finger cut	Craig's fingers came into contact with the beaters of the mixer while in motion.
A. and T. Burt (Limited), Dunedin	Turret-lathe ..	Harry Poskitt; 15 years	13th July, 1909; fingers crushed	Two of the fingers of Poskitt's right hand were caught in the lathe-rest while in motion.

No. 5.—Return of Non-fatal Accidents in connection with Machinery—*continued*.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Sargood, Son, and Ewen (Limited), Dunedin	Skiver and split-lift	Geo. King; 15 years	19th July, 1909; thumb cut	King put his right thumb on a rotary knife while working at the machine.
A. and T. Burt (Limited), Dunedin	Radial-twist drilling	David Cathro; 22 years	27th July, 1909; hand cut	While drilling a shaft Cathro slipped and his left hand was caught in the machine.
Easson (Limited), Kilbirnie	Wood-working	Con. McGuire; 24 years	3rd August, 1909; rib broken	In trying to put a belt on a a pulley with a piece of wood, the wood came in contact with a spoke of the pulley, rebounded, and hit McGuire on the chest.
J. McAndrews and Co., Paeroa	Sash and door factory	W. Farrow; 17 years	19th August, 1909; fingers cut	Farrow, when sawing a piece of timber, allowed his fingers to come into contact with the saw, two of his fingers being cut
New Zealand Express Company (Limited), Dunedin	Tenoning ..	Ronald Wright; 20 years	24th August, 1909; fingers cut	While Wright was working the tenoning-machine two of the fingers of his right hand came in contact with the knives of the machine.
William Swinnerton, Auckland	Wood-turning ..	Wm. Swinnerton; 42 years	30th August, 1909; forefinger cut off	Through want of care, Swinnerton placed his right hand against the circular saw while it was in motion.
G. Page and Sons, Nelson	Emery-wheel ..	Leonard Page; 25 years	31st August, 1909; eye injured	While Page was grinding a castor it slipped out of his hand and jammed between the guard and the emery-wheel, causing the latter to break, and a fragment of the emery-wheel struck him in the eye.
A. and T. Burt (Limited), Dunedin	Horizontal boring	Frank Parker; 20 years	14th September, 1909; finger crushed	Parker was boring at this machine, when the index-finger of his left hand was caught by a cutter of the machine.
Alliance Box Company (Limited), Dunedin	Cross-cut saw ..	David Timblin; 28 years	20th September, 1909; Hand cut	In working at the bench the back of Timblin's right hand came in contact with the saw.
Sargood, Son, and Ewen (Limited), Dunedin	Heel-trimmer ..	Alfred Paine; 21 years	24th September, 1909; finger cut	Through the slipping of the boot Paine was trimming, his right index-finger came under the knife of the machine.
William Wolland, Wellington	Mincing ..	Herbert Wood; 24 years	5th October, 1909; fingers amputated	When putting the meat through the mincing-machine Wood's left hand came too near the worm of the machine. He lost two joints from each of three fingers.
C. and A. Odlin Timber and Hardware Company (Limited), Wellington	Electric lift ..	Frank Jones; 40 years	14th October, 1909; head cut	Jones was leaning over lift-well to call an assistant below, when the descending lift struck him on the back of his head, cutting him severely.
J. Wilkie and Co. (Limited), Dunedin	Lithographic press	C. A. Clark; 41 years	14th October, 1909; thumb and forearm lacerated	While working at the press, adjusting a leather on the bearers, Clark's left hand was caught by the rollers.
Mark Silverton, Dunedin	Planing ..	David Winton; 29 years	19th October, 1909; fingers amputated	Through Winton using too short a piece of timber in the planing-machine two of the fingers of his left hand came in contact with the knives.
W. Crabtree and Sons, Wellington	Emery-wheel ..	Edward Ibell; 21 years	20th October, 1909; thumb crushed	Ibell was grinding the point of a rivet, which slipped and jammed the top of his thumb between the rest and the emery-wheel.
H. Brown and Co. (Limited), New Plymouth	Shaping ..	Thos. Hobson; 45 years	23rd October, 1909; fingers crushed	Through inattention two of Hobson's fingers were drawn into the machine.
Southland Implement and Engineering Company, Invercargill	Drilling ..	Arthur Weeds; 15 years	29th October, 1909; arm broken	While working at the machine Weeds' arm was drawn round the spindle of drilling-machine.
J. McAndrew and Co., Paeroa	Sash and door factory	S. Silcock; 28 years	29th October, 1909; chest injured	When sawing timber, a piece caught on the saw while it was being passed back, striking Silcock and bruising his chest,

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery—*continued*.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Donaghy's Rope and Twine Company (Limited), Auckland	Carding ..	J. Christian; 22 years	2nd November, 1909; arm fractured	Through inattention Christian's arm was caught in the rollers of the carding-machine.
Ikamatua Sawmill Company, Ikamatua	Saw-sharpening	Wm. Smith; 32 years	4th November, 1909; arm cut	While sharpening a saw at the sharpening-machine the emery-wheel broke, and a fragment struck Smith on the arm.
Wallace and Cooper, Timaru	Drilling ..	Peter McNeil; 34 years	5th November, 1909; arm broken	McNeil was drilling holes in a joint, and, when looking to see if the drill was nearly through, his hand slipped. This caused him to fall on the spindle of the drilling-machine, when a set-screw caught the sleeve of his coat and wound his arm around the spindle.
W. G. Bassett, Wanganui	Bandsaw ..	Jos. Smithies; 18 years	5th November, 1909; thumb cut	Smithies' right thumb came in contact with bandsaw while it was in motion.
Golden Bed Gold-dredging Company, Millers Flat	Gold-dredge ..	S. Neilsen; 52 years	9th November, 1909; hand amputated	In attempting to remove a stone from under the intermediate shaft, Neilsen's left hand was caught between the revolving tumbler and the buckets of the dredge and severely crushed.
Aulsebrook and Co., Christchurch	Mincing ..	S. Feilding; 15 years	16th November, 1909; fingers amputated	After having cleaned and started the machine, Feilding was wiping out the hopper when two of the fingers of his left hand were caught in the worm of the machine.
New Zealand Paper Mills (Limited), Riverhead	Paper ..	A. Ziegler; 21 years	17th November, 1909; fingers crushed	Ziegler's foot slipped while working at the machine, and in trying to recover his foothold his right hand was caught in the rollers of the paper-machine, and the tops of two fingers were crushed.
A. and T. Burt (Limited), Dunedin	Polishing ..	Donald McDonald; 24 years	18th November, 1909; thumb cut	In polishing a frame McDonald's left thumb was caught in the machine.
S. Aburn and Sons, Dunedin	Wood-working	Roland King; 21 years	19th November, 1909; thumb amputated	King was putting a piece of timber over the surface-planer. The timber slipped and the top of his thumb came in contact with the knives of the planing-machine.
H. Brown and Co., New Plymouth	Shaping ..	Alfred Higgs; 28 years	20th November, 1909; thumb cut	Through inattention Higgs' thumb came in contact with the cutting tool of the shaping-machine.
Progress Mines of New Zealand Company (Limited), Reefton	True vanner ..	Thos. McArthur; 25 years	27th November, 1909; arm broken	McArthur was putting the traveller on the flanged pulley, when his right forearm was drawn in between the belt and the pulley.
Robertson and Co. (Limited), Wellington	Turning ..	Percy Davey; 20 years	1st December, 1909; finger cut	While engaged turning a piece of iron at the turning-lathe the second finger of Davey's left hand passed between the iron and the cutting tool.
William Cawthorn, jun., Collingwood	Devil ..	Wm. Cawthorn, sen.; 67 years	3rd December, 1909; arm amputated	Cawthorn attempted to clean the rollers, which were in motion, with his hand, instead of using the proper tool. His hand was dragged into the rollers, and his arm was so badly injured that it had to be amputated.
J. Wilkie and Co. (Limited), Dunedin	Wire-stapling ..	Isa Donn; 21 years	17th December, 1909; finger-nail torn off	The first finger of Donn's left hand was caught in the stapler.
Allan and Lindsay, Oamaru	Circular saw ..	Robert Kighlty; 40 years	23rd December, 1909; thumb cut	Kighlty's right thumb came in contact with the saw.
S. Wood, Linwood ..	Hydro-extractor	A. Rowntree; 56 years	28th December, 1909; face and hand injured	Rowntree was standing on a ladder oiling the fan, when the ladder slipped, and in falling he bruised his face and hand.

No. 5.—Return of Non-fatal Accidents in connection with Machinery—*continued*.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
S. Aburn and Sons, Dunedin	Rotary morticing	John Garland; 23 years	4th January, 1910; thumb broken and cut	Garland's left hand came into contact with the cutters of machine while he was attending to it.
Easson (Limited), Kilbirnie	Sash and door factory	George Bowles; 30 years	4th January, 1910; thumb crushed	Bowles was feeling a bearing of the engine to see if it was hot, when his thumb was crushed between the bearing and the shaft.
Kempthorne, Prosser, and Co. (Limited), Dunedin	Pill-piping ..	H. S. Pithie; 40 years	10th January, 1910; finger crushed	Pithie was putting the cog-wheels into gear, when the middle finger of his right hand was caught in them.
James McAndrew and Co., Paeroa	Moulding ..	H. Morris; 19 years	11th January, 1910; fingers injured	While adjusting pressure-board on the moulder, Morris' hand slipped and was caught by the knives of the machine, two of his fingers being torn away and two lacerated.
James McAndrew and Co., Paeroa	Sash and door factory	Robert Nixon; 59 years	15th January, 1910; finger crushed	When turning over a piece of timber on the bench Nixon slipped and his finger was crushed.
James McLellan, Otaki	Separator ..	J. Lynch; 27 years	17th January, 1910; arm and body bruised	Lynch was putting a belt on the shaft-pulley, when his clothes caught in a key of the pulley, and his arm was drawn in between the belt and the pulley.
Onehunga Sawmilling Company, Onehunga	Swing-goose saw	S. J. F. Wilson; 17 years	19th January, 1910; top of first finger cut off	Wilson's arm was struck by a piece of timber while he was working at the saw, causing his hand to come into contact with the saw.
A. and T. Burt (Limited), Dunedin	Turret lathe ..	Colin Cargill; 16 years	21st January, 1910; thumb-nail crushed	Cargill's left thumb was caught between the rest and the lathe.
J. Bett and Co. (Limited), Palmerston N.	Planer ..	Gordon Oliver; 15 years	21st January, 1910; tip of first finger cut off	While working at the planer Oliver's hand came in contact with the knives of the machine.
S. Luke and Co. (Limited), Wellington	Screwing ..	F. Thompson; 19 years	5th February, 1910; head and limbs bruised	Thompson was putting the belt on the pulley while the machinery was in motion. His arm got caught in the belt, and he was taken round the shaft.
J. McAndrew and Co., Paeroa	Swing saw ..	O. Overall; 35 years	8th February, 1910; thumb and finger cut	Overall was sawing a piece of timber with the swing saw, when his hand came into contact with the saw, causing injury to the thumb and two fingers.
A. and T. Burt (Limited), Dunedin	Plate-roller ..	C. Patey; 20 years	15th February, 1910; nail torn off	While working at the machine Patey's finger was caught in the rolls.
Robertson and Co. (Limited), Wellington	Lathe ..	W. Sullivan; 22 years	16th February, 1910; finger crushed	While employed at a lathe Sullivan's finger was caught in the moving gear, crushing the end of one finger of right hand.
P. and D. Duncan (Limited), Christchurch	Lathe ..	L. Fowke; 18 years	25th February, 1910; lip cut	Whilst working at a lathe a piece of wood flew out, striking Fowke on the face, cutting his lip.
J. and W. Jamieson (Limited), Auckland	Pile-driving winch	J. Innes; 26 years	2nd March, 1910; arm and leg scalded	While Innes was using a wrench on the blow-off cock, the plug of the cock blew out through the thread of the bolts being stripped, the steam scalding his arm and leg.
New Zealand Paper Mills (Limited), Mataura	Paper-making ..	C. H. Stevens; 15 years	3rd March, 1910; finger lacerated	Stevens was shifting rolls of paper on the machine. Another employee, who was holding an iron lever, accidentally struck Stevens on the finger with the lever, lacerating the third finger of his right hand.

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Ross and Glendinning (Limited), Roslyn	Yarn-scouring ..	J. Jeffrey; 16 years	5th March, 1910; fingers crushed	The employee who started the machine did not notice that Jeffrey's hand was leaning against it. The latter's hand was drawn between two of the pinions, which crushed the forefinger and cut off part of the fourth finger of his left hand.
Waihi Gold-mining Company (Limited), Waihi	Locomotive ..	H. Hartley; 48 years	7th March, 1910; leg fractured	Through failure to pick up the running-staff two locomotives came into collision. Hartley, who was the driver of one of them, had his leg fractured.
Parker-Lamb Timber Company (Limited), Auckland	Lathe-cutting ..	B. Williams; 15 years	10th March, 1910; forearm shattered	Williams was cleaning the feed-rollers with a wire nail. His hand was drawn into the rollers, the right forearm being shattered.
J. Bett and Co. (Limited), Palmerston N.	Bandsaw ..	J. H. Fox; 52 years	11th March, 1910; fingers injured	Fox allowed his fingers to come into contact with the saw.
William Cable and Co., Kaiwarra	Shaping ..	D. Campbell; 20 years	14th March, 1910; top of finger injured	While working the machine Campbell's finger was caught in the machine.
Aulsebrook and Co., Christchurch	Lozenze-dough brake	B. Telford; 17 years	15th March, 1910; right thumb injured	Telford was trying to wipe the dust off the rollers, when his thumb was caught between the rollers and severely injured.
Phœnix Company (Limited), Dunedin	Biscuit-dough brake	F. Ashton; 18 years	15th March, 1910; hand crushed	While working at the machine Ashton's fingers were caught between the rollers, and his right hand was crushed.
George Doughty and Co., Wellington	Press ..	A. Thomson; 19 years	15th March, 1910; fingers cut off	A piece of leather got into the cog-wheels of the press. In attempting to get it out Thomson's fingers were caught in the gearing, and the fourth and fifth fingers of his right hand were cut off.
Hogg and Co. (Limited), Dunedin	Saw-bench ..	L. Cleghorn; 19 years	17th March, 1910; fingers cut off	Cleghorn was cleaning sawdust from under the saw with a shovel, the saw being in motion, when his hand came into contact with the saw, causing the loss of the third and fourth fingers of his left hand.
Waitemata Sawmill Company, Auckland	Circular saw ..	W. Rogers; 40 years	21st March, 1910; hand injured	When sawing a piece of timber, a piece flew off, striking Rogers' hand and cutting it open.
Robertson and Co. (Limited), Wellington	Drilling ..	A. Cairns; 16 years	24th March, 1910; finger crushed	Cairns was cleaning the driving-gear of the drill with a piece of waste while the machine was in motion. The waste caught in the cogs, drawing in and crushing the first finger of his left hand.
T. Waddell and Sons, Christchurch	Sand-grinding mill	N. S. Nelson; 17 years	29th March, 1910; ankle-bone broken	In changing the belt from the fixed to the loose pulley, Nelson moved the belt-shifter with his foot. His foot slipping, he was caught in the belt and got his ankle injured.
S. Wood, Linwood ..	Hydro-extractor	S. Wood; 40 years	30th March, 1910; finger severed	While working at the machine Wood became giddy, and, to save himself from falling, he caught hold of the extractor whilst it was in motion, and lost one finger of his left hand.
A. and T. Burt (Limited), Dunedin	Turret-lathe ..	T. Payton; 33 years	31st March, 1910; thumb crushed	While working at the lathe Payton got his hand crushed between the rest and the lathe.

No. 6.—RETURN of FATAL ACCIDENTS in connection with Machinery during the Financial Year ended the 31st March, 1910.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
George Fraser and Sons (Limited), Auckland	Sheer-legs ..	J. H. L. Dobbs; 17 years	17th April, 1909; crushed	A superheater was being raised by a set of sheer-legs. The sheer-legs overbalanced and struck the superheater, which carried away and crushed Dobbs, causing his death.
Pringle and party, Miller's Flat	Gold-dredge ..	J. B. Paterson; 37 years	3rd June, 1909; head and arm crushed	Paterson was engaged oiling the tumbler-shaft while it was in motion. His right arm was caught between the crown and the spur-wheel. He was so severely injured that he died instantaneously. Strict instructions had been issued that the machinery was to be stopped for oiling.
G. W. J. Parsons, Christchurch	Grinding ..	A. J. Black; 38 years	28th June, 1909; head crushed and arm torn	While attempting to overhaul the machinery when in motion, Black's clothing was caught by the gearing. His head and arm were drawn in, and he was so mangled that he died a few minutes after his arrival at the hospital.
J. and G. Marris, St. Helen's	Planing ..	J. Spolander; 38 years	12th August, 1909; crushed	Spolander was trying to change a belt while the machinery was in motion, when he was caught by the belt and taken round the shaft, sustaining such injuries as to cause his death a few hours later.
Kauri Timber Company (Limited), Mercury Bay	Sawmill ..	H. Eyre; 39 years	8th September, 1909; abdomen punctured	A piece of timber that was being sawn broke, and the broken piece was caught by the back of the saw and thrown 30 ft. It struck Eyre on the left side, causing his death in five minutes.
Bowron Bros., Woolston	Tanning ..	F. Jensen; 23 years	24th September, 1909; skull fractured	Jensen was standing on the top of the machine replacing a belt that had slipped off a pulley. His clothes were caught by the revolving shaft, and he was carried round by it. His head came into contact with another shaft, fatally injuring him.
George Winder, Wellington	Electric lift ..	T. Donovan; 20 years	14th October, 1909; head crushed	Donovan went from the third floor through to the back of the balance-weights. When the balance-weights came down they crushed his head. He had no business to be there.
Red Jacks Sawmilling Company, Ngahere	Sawmill ..	Charles McGowan; 25 years	2nd December, 1909; head cut, and arm severed	McGowan was working at the bench, passing the timber through the saw. Getting too near the saw, it caught his felt hat, and drew his head on to it. He put up one arm to save himself, and it was severed near the wrist by the saw.
W. Smart, Hornby ..	Stone-crushing ..	James Steer; 55 years	28th December, 1909; arm and ribs crushed	The belt was running loose on the shaft. Steer, in attempting to put it right, got entangled in the belt, and was wound tightly round the shaft, causing his death.
J. E. Watson and Co. (Limited), Invercargill	Geared lift ..	James Moyle; 38 years	17th January, 1910; ribs fractured, and chest bruised	Moyle was unloading wool from the lift on the top flat. He must have rung the signal for the lift to be lowered before he took off the last bale. A man who was working with Moyle saw the lift descending with Moyle resting on the bales. He evidently attempted to jump off the lift-cage on to the platform of the next floor as the lift descended, and overbalanced himself, finally falling down the well of the lift. He received such injuries as to cause his death.

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

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Enterprise Gold-dredging Company (Limited), Alexandra South	Gold-dredge ..	P. J. Gallagher; 34 years	17th January, 1910; arm torn off, and head crushed	Gallagher was placing a lamp in position on the dredge, when he either slipped or overbalanced himself by the heaving of the dredge, and fell on the main driving-belt. He was pulled under the pulley-wheel of the engine, and killed instantaneously.
Lowburn Gold-dredging Company, Lowburn	Gold-dredge ..	C. A. Smith; 34 years	8th February, 1910; drowned	The buckets of the dredge got out of order. Smith was making an inspection with a lamp in one hand; with the other hand he got hold of the hanger-pin, which unfortunately broke, causing him to fall into the river.

No. 7.—Return of Hydraulic Winding-engine Drivers to whom Certificates of Competency have been granted from the 1st April, 1909, to the 31st March, 1910.

Name of Person.	Class of Certificate.	Date of Issue.	No.
William Patrick Duffy	Winding, competency ...	1909. December 8	430

No. 8.—Return of Steam-winding-engine Drivers to whom Certificates of Competency have been granted from the 1st April, 1909, to the 31st March, 1910.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
Frederick Harrison	Winding, competency ...	May 13	407
Hugh Patterson	" " ...	" 13	408
Robert Crawford	" " ...	" 13	409
David Gillespie	" " ...	" 13	410
Peter Melville Grant	" " ...	" 13	411
William Hamilton	" " ...	" 13	412
Robert Hannah	" " ...	" 13	413
William McCord	" " ...	" 13	414
Peter Andrew Thomas Webb	" " ...	" 13	415
James Healy Davey	" " ...	" 13	416
Edgar Walter Dyer	" " ...	" 13	417
Robert Thomas Bruce Mackie	" " ...	" 13	418
Albert Edwin Martin	" " ...	June 21	419
Michael Joseph Davitt	" " ...	" 21	420
Alexander James Hall	" " ...	August 13	421
John Reed	" " ...	" 13	422
David John King	" " ...	" 13	423
Paul Adams Clifford	" " ...	" 13	424
Alexander Cain	" " ...	" 13	425
Albert Percy Williams	" " ...	" 13	426
John Callum Hugh McDonald	" " ...	November 16	427
Percy John Bagwell	" " ...	" 16	428
George Johnstone	" " ...	" 16	429
		1910.	
Isaac Simpson	" " ...	February 9	431
Thomas Roberts	" " ...	" 9	432

No. 9.—Return of Locomotive and Traction Engine Drivers to whom Certificates of Competency have been granted from the 1st April, 1909, to the 31st March, 1910.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
John Boyd McGregor	Locomotive and traction, competency	May 13	2038
James Budd	Ditto	,, 13	2039
Archibald Neilson Harris	,, ...	,, 13	2040
William Stewart	,, ...	,, 13	2041
Harry Malt	,, ...	,, 13	2042
John William Hammond	,, ...	,, 13	2043
John Scott	,, ...	,, 13	2044
Charles Walter Storer	,, ...	,, 13	2045
Cornelius Mulvihill	,, ...	,, 13	2046
Joseph Bagrie	,, ...	,, 13	2047
Robert John Davidson	,, ...	,, 13	2048
Thomas Donohue Heenan	,, ...	,, 13	2049
Robert Moffat	,, ...	,, 13	2050
George Moffitt	,, ...	,, 13	2051
Arthur Ernest Brown	,, ...	,, 13	2052
John William Cattermole	,, ...	,, 13	2053
George Henry Chadwick	,, ...	,, 13	2054
John Henry Crump	,, ...	,, 13	2055
Stanley Edward Holland	,, ...	,, 13	2056
William Hugh Jeffs	,, ...	,, 13	2057
Alexander McKay	,, ...	,, 13	2058
Charles Edward Wilson	,, ...	,, 13	2059
Edward Henry Young	,, ...	,, 13	2060
Ronald Leslie Cameron Batey	,, ...	,, 13	2061
James Caird	,, ...	,, 13	2062
John Jackson	,, ...	,, 13	2063
James Henry Johnstone	,, ...	,, 13	2064
Vincent Holmes Lynch	,, ...	,, 13	2070
David Saunders	,, ...	,, 13	2071
John Halliday	,, ...	,, 13	2072
Ernest Henry Burbidge	,, ...	,, 13	2073
Arthur Raymond Frost	,, ...	,, 13	2074
George Rae Percy	,, ...	,, 13	2075
Herbert Reynolds	,, ...	,, 13	2076
Charles Henry Foster	,, ...	June 21	2077
Arthur Thomas Hayward	,, ...	,, 21	2078
Hubert Gordon Litchfield	,, ...	,, 21	2079
Patrick Timothy O'Connor	,, ...	,, 21	2080
William Thomas Fowler	,, ...	,, 21	2081
John Craig	,, ...	,, 21	2082
David Craig	,, ...	,, 21	2083
Arthur George Williams	,, ...	,, 21	2084
Raymond Wells	,, ...	,, 21	2085
James Innes	,, ...	,, 21	2086
Dunlop James Smith	,, ...	,, 21	2087
Walter French	,, ...	August 13	2088
Thomas Edward McMahon	,, ...	,, 13	2089
James Dowling	,, ...	,, 13	2090
William Barton	,, ...	,, 13	2091
Seymour Nicholson	,, ...	,, 13	2092
William Reginald Hudson	,, ...	,, 13	2093
Robert Meikle Grant	,, ...	,, 13	2094
Charles Osborne Harrison	,, ...	,, 13	2095
Arthur Preston Burton	,, ...	,, 13	2096
James Archibald Stringer	,, ...	,, 13	2097
Thomas Samuel	,, ...	,, 13	2098
Isaiah Gallagher	,, ...	,, 13	2099
John Thomas Hearn	,, ...	,, 13	2100
Arthur David Johnson	,, ...	,, 13	2101
William John Lovett	,, ...	,, 13	2102
Arthur John Wilson	,, ...	,, 13	2103
James Walter Patterson	,, ...	,, 13	2104
Robert Murray	,, ...	,, 13	2105
Emanuel Shepherd	,, ...	,, 13	2106

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
William Ritchie Robson	Locomotive and traction, competency	August 13	2107
John Lawrie	Ditto	,, 13	2108
Edward Hogan	,,	,, 13	2109
William Walker	,,	,, 13	2110
John Adam Whyte	,,	,, 13	2111
Charles Woodward	,,	,, 13	2112
William David Costello	,,	,, 13	2113
James Allan Johnston	,,	,, 13	2114
Henry George Dance	,,	,, 13	2115
Reginald Curling Ouston	,,	,, 13	2116
Vernon Tennyson Tongs	,,	,, 13	2117
John Morris Stevens	,,	,, 13	2118
George Valentine Corlet	,,	,, 13	2119
Joseph Barber	,,	November 16	2120
Laurence Leslie Cook	,,	,, 16	2121
Francis Robert Nichols	,,	,, 16	2122
James Thomas Stevenson	,,	,, 16	2123
Arthur Butson Tregea	,,	,, 16	2124
Arthur Henderson Birss	,,	,, 16	2125
James Clifford	,,	,, 16	2126
Murdo Stewart	,,	,, 16	2127
Norman Harry Tooke	,,	,, 16	2128
John Marcus Southgate	,,	,, 16	2129
Harry Southgate	,,	,, 16	2130
William Alexander Main	,,	,, 16	2131
Edmund Patrick Bradley	,,	,, 16	2132
George Edward Bray	,,	,, 16	2133
Patrick Cairns	,,	,, 16	2134
George Dorricott	,,	,, 16	2135
John Edgar Hayman	,,	,, 16	2136
John Henderson, jun.	,,	,, 16	2137
Edward Lee	,,	,, 16	2138
William John Patterson	,,	,, 16	2139
Ernest Henry Wilson	,,	,, 16	2140
James Berry	,,	,, 16	2141
Hubert Roland Green	,,	,, 16	2142
James Daniel Bourke	,,	,, 16	2143
Samuel Smith	,,	,, 16	2144
Theophilus Samuel Pinker	,,	,, 16	2145
William Angus	,,	,, 16	2146
Arthur Thurston	,,	,, 16	2147
John Alexander Dickson	,,	,, 16	2148
William John Burke	,,	,, 16	2149
Archibald Campbell	,,	,, 16	2150
James Henry Church	,,	,, 16	2151
John Craighead	,,	,, 16	2152
Herbert Horace Hadler	,,	,, 16	2153
Sydney Wighall Charles Jones	,,	,, 16	2154
James Maddren, jun.	,,	,, 16	2155
Samuel Harvey Maddren	,,	,, 16	2156
William Frederick Moorhead	,,	,, 16	2157
Robert Thomas McMillan	,,	,, 16	2158
Stanley Burdett Quaife	,,	,, 16	2159
William Robert Simpson	,,	,, 16	2160
William Thin	,,	,, 16	2161
Isaac William Thompson	,,	,, 16	2162
Franklin Tripp	,,	,, 16	2163
James Thomas Barnes	,,	,, 16	2164
George Edwin Bowles	,,	,, 16	2165
Henry George Daniel Burgess	,,	December 8	2166
Louis Barrowman	,,	,, 8	2167
John Dick	,,	,, 8	2168
Patrick McCarthy	,,	,, 8	2169
David Wilson	,,	,, 8	2170
Richard John Hastedt	,,	,, 8	2171

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1910.	
John Sime Read	Locomotive and traction, competency	February 9	2172
George Broadfoot Little	Ditto	,, 9	2173
Alexander Best	,,	,, 9	2174
Albert John Kingdon	,,	,, 9	2175
John William Sims	,,	,, 9	2176
Charles Lockhart	,,	,, 9	2177
Joseph Cullimore	,,	,, 9	2178
Robert Kelly	,,	,, 9	2179
Peter Ralston	,,	,, 9	2180
James Naismith	,,	,, 9	2181
George Webster	,,	,, 9	2182
Leonard Kennedy	,,	,, 9	2183
David Browning	,,	,, 9	2184
Anthony John Miles	,,	,, 9	2185
James Ernest McIntyre	,,	,, 9	2186
Alexander McLaws	,,	,, 9	2187
Stephen Seymour Allwill	,,	,, 9	2188
Arthur Feltham Long	,,	,, 9	2189
Clarence Craddock Whitehouse	,,	,, 9	2190
Thomas Yardley	,,	,, 9	2191
Alfred Ernest Waller	,,	,, 9	2192
John Hardy	,,	March 18	2193
Allen Shaw	,,	,, 18	2194
Harry Frank Vaughan	,,	,, 18	2195
Edward Greenslade	,,	,, 18	2196
George Gregory Lockington	,,	,, 18	2197
Albert Thomas Almond	,,	,, 18	2198

No. 10.—Return of Engineers to whom Extra First-class Certificates of Competency have been granted from the 1st April, 1909, to the 31st March, 1910.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
William Thomas Dinneen	Extra first-class stationary, competency	June 21	57
Gordon Charles Webb	Ditto	August 13	58
Herbert Reynolds	,,	,, 13	59
William Houston King	,,	,, 13	60
Ralph Stuart Connolly	,,	November 16	61
Norman Phelps Hopkins	,,	,, 16	62
		1910.	
Walter Sommerville	,,	February 9	63

No. 11.—Return of First-class Stationary-engine Drivers to whom Certificates of Service have been granted from the 1st April, 1909, to the 31st March, 1910.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
Elisha Lingard	First-class stationary, service	June 21	1681
George Augustus Avey	,, ,,	,, 21	1682
George Duthie	,, ,,	,, 21	1683
Joseph Henry Fish	,, ,,	,, 21	1684
John Cock	,, ,,	August 13	1685
		1910.	
Thomas William Lapwood	,, ,,	February 9	1686
Arthur Ameal Lundberg	,, ,,	March 18	1687
Septimus Fletcher	,, ,,	,, 18	1688

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1909, to the 31st March, 1910.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
William Boag	First-class stationary, competency	May 13	1348
James Healy Davey	Ditto	,, 13	1349
Walter Sharp	,,	,, 13	1350
Stanley Bailey Watson	,,	,, 13	1351
Robert Gordon Holmes	,,	,, 13	1352
Archibald Richardson	,,	,, 13	1353
William Alexander Maule Henderson	,,	,, 13	1354
Walter Lewis Child	,,	,, 13	1355
William Richard Read	,,	,, 13	1356
James Stevenson	,,	,, 13	1357
David James Sherriff	,,	,, 13	1358
Gordon Stuart Doig	,,	,, 13	1359
Sylvester John O'Sullivan	,,	,, 13	1360
George Mason	,,	,, 13	1361
Ernest Dennis	,,	,, 13	1362
Stanley Edward Holland	,,	,, 13	1363
Frank Lawrence	,,	,, 13	1364
William Craig	,,	,, 13	1365
Thomas Booth	,,	,, 13	1366
John Peter Grace	,,	,, 13	1367
Arthur Harry Whitaker	,,	,, 13	1368
David Edmond Porter	,,	June 21	1369
Joseph Young	,,	,, 21	1370
Herbert Rowley	,,	,, 21	1371
George Yardley	,,	August 13	1372
Francis James Webster Pope	,,	,, 13	1373
Alexander James Hall	,,	,, 13	1374
Thomas Francis Moran	,,	,, 13	1375
Richard Andrews	,,	,, 13	1376
Thomas Conly	,,	,, 13	1377
Andrew Ramsay Burt	,,	,, 13	1378
John Edwin Coomer	,,	,, 13	1379
Edwin Gordon Malcolm Foord	,,	,, 13	1380
David John King	,,	,, 13	1381
Horace Edgar Herring	,,	,, 13	1382
Alexander Moncur Sommerville	,,	,, 13	1383
John Lawrie	,,	,, 13	1384
Donald Fraser	,,	,, 13	1385
Alfred Marshall	,,	,, 13	1386
James Perry	,,	,, 13	1387
John Bell	,,	,, 13	1388
James McMahon	,,	November 16	1390
William Henderson	,,	,, 16	1391
Allan Hugh McLean	,,	,, 16	1392
Thomas Braithwaite	,,	,, 16	1393
Hugh Wood Gordon Park	,,	,, 16	1394
Patrick Cavanagh	,,	,, 16	1395
James Elijah Webster	,,	,, 16	1396
Thomas Ganley	,,	,, 16	1397
Robert David Williams	,,	,, 16	1398
Charles Herbert Gentil	,,	,, 16	1399
Percy James Green	,,	,, 16	1400
Charles Nepean Kenny	,,	,, 16	1401
Walter Aylmer Kenny	,,	,, 16	1402
Frederick William Savory	,,	,, 16	1403
David Helier Gaudin	,,	,, 16	1404
George Sefton Johnston	,,	,, 16	1405
James Maddren, jun.	,,	,, 16	1406
Samuel Harvey Maddren	,,	,, 16	1407
John Morrison	,,	,, 16	1408
Horace Tippett Parry	,,	,, 16	1409
William Earnest Suckling	,,	,, 16	1410
John Joseph Sutton	,,	,, 16	1411

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
Stanley Victor Croft	First-class stationary, competency	December 8	1412
Henry George Duncan Gage	Ditto	,, 8	1413
Thomas Edward McMahon	,, ...	,, 8	1414
Douglas Freeman	,, ...	,, 8	1415
		1910.	
John Terence Thomson	,, ...	February 9	1416
Hedley Layton Frederick	,, ...	,, 9	1417
Harry Aloysius Lockington	,, ...	,, 9	1420
John Stevens Burgis	,, ...	,, 9	1421
Arthur Hislop	,, ...	,, 9	1422
David Peter Laing	,, ...	,, 9	1423
James William Milne	,, ...	,, 9	1424
William Graham McKenzie	,, ...	,, 9	1425
Donald Benjamin Robb	,, ...	,, 9	1426
Gerard Edwin Sampson	,, ...	,, 9	1427
Norman John Kelly	,, ...	,, 9	1428
John Eric Harding	,, ...	,, 9	1429
Lionel William Sholl	,, ...	,, 9	1430
Thomas Davies	,, ...	,, 9	1431
James Maxwell	,, ...	March 18	1432
Theodore Edward Macmahon	,, ...	,, 18	1433

No. 13.—Return of Second-class Stationary-engine Drivers to whom Certificates of Competency have been granted from the 1st April, 1909, to the 31st March, 1910.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
Alfred Wilson	Second-class stationary, competency	May 13	3096
Frederick McGregor	Ditto	,, 13	3097
James Culshaw	,, ...	,, 13	3098
James Austin	,, ...	,, 13	3099
John Harlen	,, ...	,, 13	3100
Ernest Fergusson	,, ...	,, 13	3101
Thomas Edmund McMillan	,, ...	,, 13	3102
Oliver Cromwell Skilton	,, ...	,, 13	3103
Adolphe Trautvetter	,, ...	,, 13	3104
John Eggers	,, ...	,, 13	3105
John Richard Richards	,, ...	,, 13	3106
William David McIntosh Anderson	,, ...	,, 13	3107
Charles Robert Watson	,, ...	,, 13	3108
Alexander Denton Carruthers	,, ...	,, 13	3109
William Gwyn	,, ...	,, 13	3110
Adam Brockie	,, ...	,, 13	3111
Joseph Harold Jackson	,, ...	,, 13	3112
David Alexander Henderson Hay	,, ...	,, 13	3113
John Ashworth	,, ...	,, 13	3114
John Stanley Chittenden	,, ...	,, 13	3115
John Bertram Congreve	,, ...	,, 13	3116
Joseph Reginald Parker	,, ...	,, 13	3117
Robert Blackball Stewart	,, ...	,, 13	3118
George Francis Stanilaus Watt	,, ...	,, 13	3119
Francis William Henderson	,, ...	,, 13	3120
Ernest Edward Hawken	,, ...	,, 13	3121
Richard Ernest Campbelll	,, ...	,, 13	3122
Richmond Stanley Brooke	,, ...	,, 13	3123
Richard Mayze	,, ...	,, 13	3124
David Bertha McLaren	,, ...	,, 13	3125
Edgar Henry Plumb	,, ...	,, 13	3126
Leslie Dallas Evans	,, ...	,, 13	3127

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
Nicholas Greenwell..	Second-class stationary, competency	May 13	3128
John Dobbie Sporle	Ditto	,, 13	3129
Henry George Daikie	,, ...	June 21	3130
Augustus Claude Coker	,, ...	,, 21	3131
Robert Alexander Murray	,, ...	August 13	3132
William Daniel Bentley	,, ...	,, 13	3133
Thomas William Dalco	,, ...	,, 13	3134
Alfred James Isdale	,, ...	,, 13	3135
Harry Holland	,, ...	,, 13	3136
Thomas William Ollington	,, ...	,, 13	3137
Leonard Hutton	,, ...	,, 13	3138
David Ogilvy	,, ...	,, 13	3139
James Alexander Archibald	,, ...	,, 13	3140
George Adlard	,, ...	,, 13	3141
John Cook	,, ...	,, 13	3142
John Orr Gilmour	,, ...	,, 13	3143
Frederick William Poole	,, ...	,, 13	3144
Charles John McCullough	,, ...	,, 13	3145
James Fotheringham Chalmers	,, ...	,, 13	3146
Alexander Milne	,, ...	,, 13	3147
Peter Wadsworth	,, ...	,, 13	3148
Martin Campbell	,, ...	,, 13	3149
Alexander Allan	,, ...	,, 13	3150
Alfred Ernest Whye	,, ...	,, 13	3151
Arnold Wickliffe Judd	,, ...	,, 13	3152
Ernest Wilfrid Boyes	,, ...	,, 13	3153
Peter Cowan	,, ...	,, 13	3154
Charles Bernard Dent	,, ...	,, 13	3155
Samuel Lush	,, ...	,, 13	3156
Joseph Wallace Smith	,, ...	,, 13	3157
Louis Charles Crequer	,, ...	,, 13	3158
Edward Grey	,, ...	,, 13	3159
Charles Edward Hunsley	,, ...	,, 13	3160
Thomas Inns	,, ...	,, 13	3161
Leonard Jarden	,, ...	,, 13	3162
Albert James Hatcher	,, ...	,, 13	3163
Thomas McAuliffe	,, ...	,, 13	3164
Eric Herbert Penwarden	,, ...	,, 13	3165
William James Francis Stanton	,, ...	,, 13	3166
Henry Whittington	,, ...	,, 13	3167
Albert William Briscoe	,, ...	,, 13	3168
John Dalziel	,, ...	November 16	3169
Martin Christian Andersen	,, ...	,, 16	3170
Henry Alfred Nickolls	,, ...	,, 16	3171
Bertie Alfred Hanlon	,, ...	,, 16	3172
Alfred Ernest Jones	,, ...	,, 16	3173
David Smith	,, ...	,, 16	3174
Anthony Marshall	,, ...	,, 16	3175
Joseph Nicholson Carson	,, ...	,, 16	3176
Charles Henry Cook	,, ...	,, 16	3177
James Frederick Tidswell	,, ...	,, 16	3178
Herbert Nalder	,, ...	,, 16	3179
Thomas Edward Avery	,, ...	,, 16	3180
James Cheetham	,, ...	,, 16	3181
Rowland Preedy Baker	,, ...	,, 16	3182
George Edwin Brooking	,, ...	,, 16	3183
George Ehrke	,, ...	,, 16	3184
Leonard Arthur Watson	,, ...	,, 16	3185
Albert William Corpe	,, ...	,, 16	3186
John Moody	,, ...	,, 16	3187
Colin McKenzie	,, ...	,, 16	3188
Alexander William Anderson	,, ...	,, 16	3189
John Henry Bridson	,, ...	,, 16	3190
Arthur Channing Buckland	,, ...	,, 16	3191
George Dickson	,, ...	,, 16	3192

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
Norman Rive	Second-class stationary, competency	November 16	3193
David Dewar	Ditto	,, 16	3194
Alfred Herbert Bond	,, ...	,, 16	3195
Wilfred Valentine Ganley	,, ...	,, 16	3196
Charles Henry Spinley	,, ...	,, 16	3197
Thomas Boswell	,, ...	,, 16	3198
James Campbell	,, ...	,, 16	3199
James William Smith	,, ...	,, 16	3200
David Malcolm	,, ...	,, 16	3201
James Brown	,, ...	,, 16	3202
Thomas Nylan	,, ...	,, 16	3203
William Hardman	,, ...	,, 16	3204
Charles Edwin Avey	,, ...	,, 16	3205
John Henry Urquhart	,, ...	,, 16	3206
Alfred Ernest Waller	,, ...	,, 16	3207
Robert Francis Duckworth	,, ...	,, 16	3208
Walter Charles Hislop	,, ...	,, 16	3209
Andrew Nicolson	,, ...	,, 16	3210
James Blackie Queale	,, ...	,, 16	3211
Robert Pearn Symons	,, ...	,, 16	3212
John Henry Neale	,, ...	,, 16	3213
John William Smith	,, ...	,, 16	3214
Nicholas Wenmoth	,, ...	,, 16	3215
Thomas James Carroll	,, ...	,, 16	3216
Willmott Armstrong	,, ...	December 8	3217
Hugh Patrick Keenan	,, ...	,, 8	3218
Francis O'Flaherty	,, ...	,, 8	3219
John O'Grady	,, ...	,, 8	3220
Hugh O'Flaherty	,, ...	,, 8	3221
Hubert Loveland Munson	,, ...	,, 8	3222
Walter Bertrand Woods	,, ...	,, 8	3223
William Cottam	,, ...	,, 8	3224
John Thomas Doyle	,, ...	,, 8	3225
William Henry Johnston	,, ...	,, 8	3226
Adam Cook	,, ...	,, 8	3227
Thomas Rothwell	,, ...	,, 8	3228
William Bromley	,, ...	,, 8	3229
		1910.	
James Jamieson	,, ...	February 9	3230
Joseph Cutler	,, ...	,, 9	3231
William Henry Nutsford	,, ...	,, 9	3232
George Wiig	,, ...	,, 9	3233
Hubert Balfour	,, ...	,, 9	3234
Leonard Parker	,, ...	,, 9	3235
James Petrie	,, ...	,, 9	3236
Ralph Cant	,, ...	,, 9	3237
George Francis Scott Fowke	,, ...	,, 9	3238
John Earll Sherwood	,, ...	,, 9	3239
John Flatt Spence	,, ...	,, 9	3240
Isaac Plunkett	,, ...	,, 9	3241
Royden Arthur Gray	,, ...	,, 9	3242
George Alexander Cooper	,, ...	,, 9	3243
James Ramsay	,, ...	,, 9	3244
Hugh Bruce Wallace	,, ...	,, 9	3245
Robert John Windelburn	,, ...	,, 9	3246
William Yuill	,, ...	,, 9	3247
John Marshall McEwan	,, ...	,, 9	3248
Hugh Gray	,, ...	,, 9	3249
William Parkes	,, ...	,, 9	3250
William Wallace	,, ...	,, 9	3251
Pierre Louis Guillard, jun.	,, ...	,, 9	3252
Frederick Charles Purvis	,, ...	,, 9	3253
Charles Willoughby Leyland	,, ...	,, 9	3254
Thomas Fleming	,, ...	March 18	3255

No. 14.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY during the Year ended the 31st March, 1910.

Name of Person.	Rank.	Class for which examined.	Date of Examination.
Henry George Noy	First-class engineer	Foreign trade	5, 6, 7, 8 April, 1909.
Percy Edmund Brewer	,,	,,	4, 5 May, ,,
Reginald Edward Smallbone	,,	,,	5 May, ,,
George Cunningham	,,	,,	3, 6 May, ,,
Amie Augustus Ragg	,,	,,	8, 9 June, ,,
Stephen Bernech	,,	,,	7, 8, 9, 12 June, ,,
Charles James McLean	,,	,,	6, 7, 8 July, ,,
Peter John Shea	,,	,,	6, 8, 9, 10 July, ,,
William Walter Spargo	,,	,,	10, 11, 12 Aug., ,,
Ronquest William Carpenter	,,	,,	8, 9, 10 Sept., ,,
James Allen Knowles	,,	,,	4, 5 October, ,,
Ernest Alfred Edgar Binns	,,	,,	4, 5, 6, 7 Oct., ,,
Edward Looney	,,	,,	25 November, ,,
William Mowatt	,,	,,	25 November, ,,
William Young	,,	,,	25 November, ,,
Laurence Keelan McMurrich	,,	,,	31 December, ,, / 5 January, 1910.
William McCracken	,,	,,	6, 10 January, ,,
Robert Cochrane McCaughey	,,	,,	14,15,16,17 Feb., ,,
James Kennedy Stuart	,,	,,	14,15,16,17 Feb., ,,
Thomas Aquinace Murphy	Second-class engineer	,,	7 April, 1909.
Robert Laurie	,,	,,	4 May, ,,
David Wilkinson	,,	,,	7, 8 June, ,,
John Peter Burns	,,	,,	16, 17 June, ,,
Arthur Ballington Daniel	,,	,,	16, 17 June, ,,
Ridley William Moody	,,	,,	30 June, 1 July, ,,
John Henry Prendeville	,,	,,	22, 23 July, ,,
Lionel Stanhope Dawson	,,	,,	22, 23 July, ,,
Joseph Michael McConville	,,	,,	29, 30 July, ,,
Ivo Roydon Gilmour	,,	,,	2, 3 August, ,,
James Jeffries	,,	,,	10, 11 Sept., ,,
George Murdoch Wilson	,,	,,	8 November, ,,
Charles Broadley	,,	,,	15 December, ,,
Alexander Stuart Ewan	,,	,,	7, 8 February, 1910.
Alexander Lang	,,	,,	7, 8 February, ,,
William Charles Norris	,,	,,	7, 8, 9 Feb., ,,
George Gordon Smith	,,	,,	9, 10 Feb., ,,
John George Whyte	,,	,,	9, 10 Feb., ,,
Percy Edward Barber	,,	,,	22 March, ,,
Harry Rayner Salmon	Third-class engineer	,,	1 April, 1909.
James Graham Adair	,,	,,	5 April, ,,
William Farquharson Bey	,,	,,	5 April, ,,
Peter Carnaham	,,	,,	5 April, ,,
William Herbert	,,	,,	5 April, ,,
Joseph Edmond Hamer	,,	,,	6 April, ,,
Bernard John O'Donoghue	,,	,,	7 April, ,,
Robert Graham	,,	,,	13 April, ,,
Angus McDonald	,,	,,	13 April, ,,
Benjamin Dennitts Smith	,,	,,	3 May, ,,
Ralph Stuart Connolly	,,	,,	4 May, ,,
William Foster	,,	,,	4 May, ,,
Norman Phelps Hopkins	,,	,,	4 May, ,,
William Houston King	,,	,,	4 May, ,,
George Gus Lowrie	,,	,,	4 May, ,,
Duncan Barclay McLaren	,,	,,	4 May, ,,
James Oswald Penman	,,	,,	4 May, ,,
Allan James Rollo	,,	,,	4 May, ,,
Harold Mason Warner	,,	,,	4 May, ,,
Harry Williams Justin	,,	,,	5 May, ,,
Walter Sommerville	,,	,,	7 May, ,,
John Allan	,,	,,	28 May, ,,
Thomas Fogarty	,,	,,	29 May, ,,
William George Reeve	,,	,,	31 May, ,,
Henry Rowland Ackroyd	,,	,,	7 June, ,,
Cecil Roy McLean Baird	,,	,,	7 June, ,,

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.
James Malcolm May	Third-class engineer	Foreign trade	7 June, 1909.
Donald McBean	,,	,,	7 June, ,,
Stuart Taylor Williamson	,,	,,	7 June, ,,
Edgar Blundell	,,	,,	9 June, ,,
Walter Rogers	,,	,,	12 June, ,,
William Thomas Dineen	,,	,,	16, 17 June, ,,
John McLean	,,	,,	17 June, ,,
Gilbert Arnold Stent	,,	,,	19 June, ,,
Reginald Frederick Back	,,	,,	5 July, ,,
Alfred Ernest Doig	,,	,,	5 July, ,,
Joseph Boot	,,	,,	6 July, ,,
James Henry Telford	,,	,,	6 July, ,,
David William King	,,	,,	22, 23 July, ,,
Francis Leslie Crosbie	,,	,,	2 August, ,,
Alexander Kennedy	,,	,,	2 August, ,,
Donald George John McKay	,,	,,	2 August, ,,
Windsor Colin McKenzie	,,	,,	2 August, ,,
John William Cunningham Steele	,,	,,	2 August, ,,
Sydney Salvin Swan	,,	,,	2 August, ,,
William Thomas	,,	,,	2 August, ,,
John Alexander Urquhart	,,	,,	2 August, ,,
Gordon Charles Webb	,,	,,	2 August, ,,
Charles McGhee	,,	,,	3 August, ,,
Alexander Gray Watson	,,	,,	3 August, ,,
Thomas Kidd	,,	,,	2, 3 August, ,,
Harold Humphrey Matthews	,,	,,	2, 3 August, ,,
Charles Jenner Poole	,,	,,	6 August, ,,
Percy James McComish	,,	,,	10 August, ,,
John Alfred Smith	,,	,,	10 August, ,,
Charles Henry Harris	,,	,,	1 September, ,,
Neil Robert Henderson	,,	,,	1 September, ,,
Thomas Christian Mikkelsen	,,	,,	1 September, ,,
Joseph Morrell	,,	,,	1 September, ,,
Thomas Nixon	,,	,,	1 September, ,,
Norman Eric Walker	,,	,,	1 September, ,,
Frederick Corkill	,,	,,	2 September, ,,
Alexander Alison	,,	,,	3 September, ,,
Floyd Gillam	,,	,,	3 September, ,,
Hector Joseph Turner	,,	,,	3 September, ,,
Charles Scott	,,	,,	18 September, ,,
John Brown	,,	,,	4 October, ,,
William McWilliam Burr	,,	,,	4 October, ,,
William Matthew Hancock	,,	,,	4 October, ,,
Robert Gordon Holmes	,,	,,	4 October, ,,
Arthur George Charles Marsden	,,	,,	4 October, ,,
James Ernest Rough	,,	,,	4 October, ,,
Charles Alexander Roulston	,,	,,	4 October, ,,
John Mathew Ryan	,,	,,	4 October, ,,
Cecil Stuart Richardson	,,	,,	19 October, ,,
Neil John McMurrich	,,	,,	20 October, ,,
Wilfred Arthur Binns	,,	,,	3 November, ,,
Albert Charles Beken	,,	,,	4 November, ,,
Charles Edward Lawless	,,	,,	6 November, ,,
William Stephen Rankin	,,	,,	16 November, ,,
John Henderson Bruce	,,	,,	6 December, ,,
Andrew Ferrie Turnbull	,,	,,	6 December, ,,
George Epthorpe Turner	,,	,,	6 December, ,,
Joseph Guy	,,	,,	13 December, ,,
Harold George Isaac	,,	,,	13 December, ,,
Arthur Makgill	,,	,,	13 December, ,,
Albert Victor Bettis	,,	,,	4 January, 1910.
Robert Henderson Cunningham	,,	,,	4 January, ,,
Francis Patrick Hendron	,,	,,	4 January, ,,
George Leonard Leaity	,,	,,	4 January, ,,
Alfred Hedley Wright	,,	,,	4 January, ,,

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.
Robert Harold Gurnell Harwood	Third-class engineer	Foreign trade	4, 5 January, 1910.
Francis Onslow Morath	,,	,,	5 January, ,,
Frank George Thomas	,,	,,	6 January, ,,
Robert David Williams	,,	,,	11 January, ,,
John Eric Lipscombe	,,	,,	1 February, ,,
Cedric Kenny Onslow Graham	,,	,,	1, 2 February, ,,
Charles Gordon King	,,	,,	1, 2 February, ,,
John Dove	,,	,,	2 February, ,,
Edward Harold Ambrose Furby	,,	,,	2 February, ,,
John Francis Melville Lockhead	,,	,,	2 February, ,,
Lionel Patrick McConville	,,	,,	2 February, ,,
Ernest Charles Scully	,,	,,	2 February, ,,
William Anderson	,,	,,	7 February, ,,
Louis Charles Symes	,,	,,	7 February, ,,
Thomas William Turner	,,	,,	7 February, ,,
James Reston Wilson	,,	,,	7 February, ,,
Henry Edgar Struthers	,,	,,	8 February, ,,
Jack Dunbar Townsend	,,	,,	8 February, ,,
Reginald Aubrey Lewis	,,	,,	10 February, ,,
Charles Frederick Bell	,,	,,	7 March, ,,
Edwin Boyd	,,	,,	7 March, ,,
Alexander Albert Douglas	,,	,,	7 March, ,,
John Young Douglas	,,	,,	7 March, ,,
Richard Hawkings	,,	,,	7 March, ,,
Charles Archibald Thompson	,,	,,	7 March, ,,
John Stanley Wells	,,	,,	7 March, ,,
Edward Charles Roi Young	,,	,,	7 March, ,,
William Christopher McCracken	,,	,,	8 March, ,,
William McMichael Livingston	,,	,,	30 March, ,,
Percival Theodore Bowden	River engineer	River trade	2 April, 1909.
Edward Yates Bolton	,,	,,	3 May, ,,
James Templar Mason	,,	,,	3 May, ,,
Arthur Ernest Toyer	,,	,,	3 May, ,,
Harold Charles Binns	,,	,,	3, 4 August, ,,
Robert Rhind	,,	,,	4 August, ,,
Charles Denize	,,	,,	1 September, ,,
George Runels Fulyerd	,,	,,	1 October, ,,
William Holman Joseph Claris	,,	,,	8 October, ,,
Charles Henry Harris	,,	,,	6 November, ,,
Duncan Devenay	,,	,,	13 December, ,,
George Howard	,,	,,	13 December, ,,
William Dale	,,	,,	4 January, 1910.
James Donaldson	,,	,,	4 January, ,,
Robert McLeod	,,	,,	4 January, ,,
John Francis Passell	,,	,,	4 January, ,,
Leslie William Wright	,,	,,	5 January, ,,
John Edward Tregerthen	,,	,,	7 February, ,,
Henry Stuart	,,	,,	8 March, ,,
James Aymos Reynolds	Marine-engine driver	,,	5 July 1909.
Arthur Reginald Howe Francis	First-class engineer (powered vessels other than steam)	Sea-going	4 May, ,,
David Bruce Murdoch	Ditto	,,	4 May, ,,
Aubrey Virtue	,,	,,	5 July, ,,
Frederick Newnham Christian	,,	,,	6 July, ,,
Paul Cuthbert Graham	,,	,,	1 September, ,,
George Grey Andrews	,,	,,	5 November, ,,
Charles Edward Storer	,,	,,	4 January, 1910.
Clarence Ernest Martin	,,	,,	5 January, ,,
Hugh Wood Gordon Park	,,	,,	7 February, ,,
George Nicholls Millett	Second-class engineer (powered vessels other than steam)	,,	1 April, 1909.
Oswald Gardiner Hewison	Ditto	,,	4 May, ,,
James Thomas Lewis	,,	,,	4 May, ,,

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.
Francis Leslie Crosbie	Second-class engineer (powered vessels other than steam)	Sea-going ..	2 August, 1909.
John Henry Allan	Ditto	,, ..	6 September, ,,
Hugh Wood Gordon Park	,, ...	,, ..	4 October, ,,
Charles Victor Thomson	,, ...	,, ..	1 December, ,,
William Alexander Maul Henderson ..	,, ...	,, ..	4 January, 1910.
Gerard Edwin Samson	,, ...	,, ..	4, 5 January, ,,
Reginald Edward Jeffries Scott ..	,, ...	,, ..	4, 5 January, ,,
Thomas John Wesley Mathews ..	,, ...	,, ..	1 February, ,,
John Albert Patrick Glasson ..	Engineer (powered vessels other than steam)	River trade ..	3 May, 1909.
William John Higham	Ditto	,, ..	3 May, ,,
James Hill	,, ...	,, ..	3 May, ,,
William George Krause	,, ...	,, ..	3 May, ,,
John Thomas	,, ...	,, ..	3 May, ,,
Anthony Lennan	,, ...	,, ..	4 May, ,,
Otto Rudolph Neuman	,, ...	,, ..	15 May, ,,
Stanley Howard Empson	,, ...	,, ..	17 May, ,,
Duncan Gillies	,, ...	,, ..	21 May, ,,
Thomas George Walker	,, ...	,, ..	24 May, ,,
Joseph McCaffrey	,, ...	,, ..	4 June, ,,
Arthur Leonard Hill	,, ...	,, ..	7 June, ,,
Gustav Frank	,, ...	,, ..	16 June, ,,
Otto Hjalmar Gustafssan	,, ...	,, ..	1 September, ,,
John Keller	,, ...	,, ..	25 September, ,,
William Scoular	,, ...	,, ..	1 October, ,,
William John Kelly	,, ...	,, ..	15 October, ,,
Josiah Gillender	,, ...	,, ..	1 November, ,,
Florence May McKegg	,, ...	,, ..	6 December, ,,
Reginald Shillito Tonkinson ..	,, ...	,, ..	6 December, ,,
William Allen Smith	,, ...	,, ..	15 December, ,,
Eric Francis Akersten	,, ...	,, ..	4 January, 1910.
David Collins Wilson Flynne ..	,, ...	,, ..	4 January, ,,
Arthur Maxwell Oliver	,, ...	,, ..	4 January, ,,
Leopold Weston	,, ...	,, ..	4 January, ,,
Herbert Elvin Hewlett	,, ...	,, ..	5 January, ,,
Cecil Hunter	,, ...	,, ..	6 January, ,,
George Chapman	,, ...	,, ..	22 January, ,,
Charles Lonie	,, ...	,, ..	24 March, ,,

Total number of applicants, 297. Amount of fees, £267.

Failures to pass examination: For first-class engineer, 3; second-class engineer, 9; third-class engineer, 23; river engineer, 12; marine-engine driver, 2; first-class engineer (powered vessels other than steam), 3; second-class engineer (powered vessels other than steam,) 9; restricted-limits engineer (powered vessels other than steam), 9.

No. 15.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED during the Financial Year ended 31st March, 1910, 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-going Steamers only.	Description of Machinery.	Screw.	Paddle.
Admiral	121	82	28	..	Compound S. condensing	Single	..
Advance (Auckland)	18	12	8	..	High pressure	"	..
A.H.B.	10·54	5·45	15 B.H.P.	..	Oil-engine	"	..
Ahuriri	85	31	17	..	Compound S. condensing	"	..
Aida	2·37	1·93	..	..	"	"	..
Akaroa	76	29	28	96·8	"	"	..
Albany	..	..	8	..	High pressure	"	..
Albatross (Auckland)	217·8	111	37	..	Compound S. condensing	Single at each end	..
Albatross (Auckland)	50·2	42·5	25 B.H.P.	..	Oil-engine	Single	..
Alexander	377	184	72	327·5	Compound S. condensing	Twin	..
Alice	..	3	3½	..	High pressure	Single	..
Anna	28	21	10 B.H.P.	..	Oil-engine	"	..
Antelope	18·8	14	2½ B.H.P.	..	"	"	..
Aorere	72	49	16½	68·2	Compound S. condensing	"	..
Aotea	263	157	33	..	"	"	..
Apanui	243	134	27½	207	Triple-ex. S. condensing	"	..
Aparima	5,703	3,683	284	2,752·8	"	Twin	..
Arahura	1,596	771·2	145	1,652	"	"	..
Arapawa	291·2	128·3	47	231·4	"	Single	..
Ariel	17·2	12·9	2½ B.H.P.	..	Oil-engine	"	..
Aupouri	463	220	55	408·9	Triple-ex. S. condensing	Twin	..
Awaroa	344	210	62	450	"	Single	..
Baden Powell (2)	194	92	30	215	Compound S. condensing	"	..
Baroona	136	78·7	24	..	"	"	..
Beatrice	20	8	10	..	"	"	..
Bell Bird	88	52	14	..	Triple-ex. S. condensing	"	..
Blanche	26	17·56	9	..	High pressure	"	..
Blenheim (2)	150	85	28	206	Compound S. condensing	"	..
Bravo	15	13	5 B.H.P.	..	Oil-engine	"	..
Breeze	552·5	286·18	59	468	Triple-ex. S. condensing	"	..
Breta Tui	..	35·86	40 B.H.P.	..	Oil-engine	"	..
Britannia (Bluff)	23·4	17·5	2½ B.H.P.	..	"	"	..
Britannia (Auckland)	196·5	108·4	40	..	High pressure	..	Paddle.
Canopus	1,063	834	250	1,115·2	Triple-ex. S. condensing	Single	..
Canterbury (Lyttelton)	..	..	24	..	High pressure	Twin	..
Canterbury (Lyttelton)	292	·88	133	..	Compound S. condensing	"	..
Cascade (2)	15·7	10·7	70 B.H.P.	..	Oil-engine	"	..
Catherine	12·95	9·45	30 B.H.P.	..	"	"	..
Chelmsford	122	79	24	61·1	Compound S. condensing	Single	..
Clansman	634	379	90	566	"	"	..
Clematis	17	12·8	36 B.H.P.	..	Oil-engine	"	..
Clyde	130	..	40	..	Compound S. condensing	..	Paddle.
Cobar	158·8	57·8	35	..	"	Single	..
Colleen	19·6	14·7	2½ B.H.P.	..	Oil-engine	"	..
Condor	174	122	24	..	Compound S. condensing	Single at each end	..
Corinna	1,279	820	141	1,066	"	Single	..
Coromandel	99	67	25	..	"	"	..
Countess	141	56·5	28	187·6	"	"	..
Cygnet	124	66	43	177·5	"	"	..
Daphne (Auckland)	192	112·6	40	..	"	"	..
Defender (2)	189	117	36	101	"	"	..
Despatch	35	24	20	..	"	"	..
Dolly Varden	31·4	17·4	26 B.H.P.	..	Oil-engine	Twin	..
Doto	28·5	19·4	30	..	Compound S. condensing	Single	..
Dredge No. 222	1,225	500	120	572	"	Twin	..
Dredge No. 350	941	488	92·8	681	Triple-ex. S. condensing	"	..
Dredge No. 404	479	211	78	358·7	Compound S. condensing	"	..
Duchess	308	95	81	..	Triple-ex. S. condensing	Single	..
Eagle	219	138	70	..	Compound S. condensing	..	Paddle.
Echo	125	98	60 B.H.P.	..	Oil-engine	Twin	..
Elsie (Auckland)	27	20·5	30 B.H.P.	..	"	"	..
Elsie (Picton)	42·48	22·17	11	..	Compound S. condensing	Single	..
Elsie Evans	7·8	5·8	20 B.H.P.	..	Oil-engine	"	..
Endeavour	76	54·4	30 B.H.P.	..	"	"	..
Endon	..	..	5	..	Compound S. condensing	"	..
Energy	63·73	17·9	16	..	"	"	..
Enterprise (Bluff)	18·4	13·8	2½ B.H.P.	..	Oil-engine	"	..
Erlin	5·47	4·11	4	..	Compound S. condensing	"	..
Erskine	126	98	35	..	"	"	..
Eva	..	7	20 B.H.P.	..	Oil-engine	"	..
Eveline	..	..	8	..	High pressure	"	..
Excelsior	6·5	4·9	6·5	..	"	"	..
Express	53	36	25	99	Compound S. condensing	"	..
Fairburn	91·8	68·5	40 B.H.P.	..	Oil-engine	Twin	..
Fairy (2)	45	32	10¾	..	Compound S. condensing	Single	..
Fannie	38·94	9·15	20 B.H.P.	..	Oil-engine	"	..

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-going Steamers only.	Description of Machinery.	Screw.	Paddle.
Fanny	90	55	30	159·3	Compound S. condensing	Single..	..
Ferro	13·9	10·4	20 B.H.P.	..	Oil-engine	" ..	..
Firefloat	..	..	6	..	High pressure	" ..	..
Flora	1,273	838·4	180	1,194·8	Compound S. condensing	" ..	..
Freetrader	132	94	50	..	High pressure	..	Stern wheel.
Gael	95	55	20	..	Compound S. condensing	" ..	..
Gannet (Blenheim) ..	15	10	12	..	"	" ..	..
Gannet (Bluff) ..	23·6	17·7	5 B.H.P.	..	Oil-engine	" ..	..
Gertie	269	118	59	295	Triple-ex. S. condensing	Twin ..	..
Gisborne	67·77	37·93	12 B.H.P.	..	Oil-engine	Single..	..
Gordon	..	..	12	..	Compound S. condensing	" ..	..
Gosford	89	23	30	..	"	" ..	..
Goshawk	238·7	121·9	28	..	"	" ..	..
Greyhound	107	83	60 B.H.P.	..	Oil-engine	" ..	..
Hamurana	..	..	10	..	High pressure	Twin ..	..
Hauroto (2)	1,988	1,276	253	1,352	Compound S. condensing	Single..	..
Heathcote	167	94	35	..	"	" ..	..
Himitangi	323	149	45	237·2	Triple-ex. S. condensing	" ..	..
Hipi	37·55	12·56	11	..	"	Twin ..	..
Hirere	48	18	16	..	Compound S. condensing	" ..	..
Hobsonville	32·5	22·8	15 B.H.P.	..	Oil-engine	Single..	..
Holmdale	266	197	27	110·7	Compound S. condensing	" ..	..
Huia (Auckland) ..	224	200	60 B.H.P.	..	Oil-engine	" ..	..
Huia (Wellington) ..	..	..	2	..	High pressure	" ..	..
Huia (Wellington) ..	127	69	25	120·6	Compound S. condensing	" ..	..
Invercargill ..	223	123	41	196·6	"	" ..	..
Ithaca	17·7	13·2	9	..	"	" ..	..
Ivy	..	..	1·7	..	"	" ..	..
Jane	27	20·3	20 B.H.P.	..	Oil-engine	" ..	..
Jane Douglas ..	95	74	22	71	Compound S. condensing	" ..	..
J.D.O.	129	88	28	..	"	" ..	..
John Anderson ..	52	36	20	..	"	" ..	..
John Townley ..	..	85	39	..	"	Twin ..	..
Kaeo	184	147	60 B.H.P.	..	Oil-engine	" ..	..
Kahu (Auckland) ..	55	26·5	24 B.H.P.	..	"	" ..	..
Kahu (Napier) ..	181·9	99	40	238·9	Compound S. condensing	Single..	..
Kaiaia	44·95	24·36	24 B.H.P.	..	Oil-engine	Twin ..	..
Kaipara (2)	..	..	3·8	..	Compound S. condensing	Single..	..
Kaipatiki	53	19·8	9·5	..	Triple-ex. S. condensing	" ..	..
Kairaki	462·4	181·7	91·6	582·8	"	Twin ..	..
Kaitangata	1,981	1,218	200	908	"	Single..	..
Kaituna (Auckland) ..	8	6	10 B.H.P.	..	Oil-engine	" ..	..
Kaituna (Dunedin) ..	1,976	1,246	200	1,133·7	Triple-ex. S. condensing	" ..	..
Kamona	1,425	903	117	747	"	" ..	..
Kanieri	202	115	20	134·7	Compound S. condensing	" ..	..
Kapiti	242	113	35	207·5	"	" ..	..
Kapui	58·21	29·81	30	..	"	" ..	..
Kapuni	188·4	96·54	30	166.3	"	" ..	..
Karoro	76	51	17	..	"	" ..	..
Kate	..	..	5	..	High pressure	" ..	..
Kawau (Auckland) ..	99	52·7	20	..	Compound S. condensing	" ..	..
Kennedy	226	131	38·9	205·2	"	Twin ..	..
Kekeno	37	18	14 B.H.P.	..	Oil-engine	Single..	..
Kestrel	342	203	43	..	Compound S. condensing	Single at each end	..
Kia Ora	..	8·5	3	..	"	Single..	..
Kini	1,122	702	130	697	Triple-ex. S. condensing	" ..	..
Kiripaka	132·7	74·5	20	96	Compound S. condensing	" ..	..
Kiritona	136·4	75·26	75 B.H.P.	..	Oil-engine	Twin ..	..
Kittawa	1,246	707	120	723·6	Triple-ex. S. condensing	Single..	..
Kiwi	..	..	3	..	High pressure	" ..	..
Koi..	123	53	32	..	Compound S. condensing	Twin ..	..
Komata	1,993	1,194	260	1,193·3	Triple-ex. S. condensing	Single..	..
Koonya	1,090	662	115	742·6	"	" ..	..
Kopu	..	18	13	..	High pressure	..	Paddle.
Koroi	..	..	9·2	..	Triple-ex. S. condensing	" ..	..
Koromiko	2,479	1,541	313	1,448·1	"	" ..	..
Kotare	141	79	20	105	Compound S. condensing	" ..	..
Kotiti	58	42	14	..	"	" ..	..
Kotuku	1,053	662	112	731·8	Triple-ex. S. condensing	" ..	..
Kuaka	45	33	90 B.H.P.	..	Oil-engine	" ..	..
Kurow	2,580	1,564	333	1,124	Triple-ex. S. condensing	" ..	..
Lady Barkly ..	55	39	20	87·3	Compound S. condensing	" ..	..
Lauderdale	1,668	1,071	155	744·6	Triple-ex. S. condensing	" ..	..
Lena	..	..	5	..	High pressure	" ..	..
Little Jack	..	..	1½	..	"	" ..	..
Lomen (2)	..	..	6	..	Compound S. condensing	" ..	..
Loyalty	100·6	24	35	66·2	"	" ..	..
Lyttelton	207	24	80	..	"	..	Paddle.

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-going Steamers only.	Description of Machinery.	Screw.	Paddle.
Magic	93	58·3	60 B.H.P.	..	Oil-engine	Twin	..
Maheno (Dunedin)	35	24	90 B.H.P.	..	"	"	..
Maheno (Dunedin)	5,282	3,276	600	6,188	Turbines	Triple	..
Mahurangi	203·1	94·5	39	..	Compound S. condensing	Single	..
Mahuta	29	13	10¾	..	"	"	..
Maitai	3,393	1,888	490	3,431	Triple-ex. S. condensing	"	..
Mana (Wellington)	134	76·6	25	137	Compound S. condensing	"	..
Mana (Westport)	196	50·5	90	..	"	..	Paddle.
Manapouri	2,060	1,288	220	1,675·5	Quadruple ex. S. conden.	Single	..
Manaroa	122	77·5	24	144·3	Compound S. condensing	"	..
Manchester	882	366	160	..	Triple-ex. S. condensing	Twin at each end	..
Mangaiti	..	..	6	..	High pressure	Single	..
Mangapapa	164	87	28	182	Compound S. condensing	"	..
Manuka	4,505	2,783	357	4,382·9	Triple ex. S. condensing	Twin	..
Manukau	65	45	30	..	Compound S. condensing	Single	..
Manuwai	117	94	5½	..	High pressure	..	Stern wheel.
Maori	3,398	1,432	..	5,859	Turbines	Triple	..
Mapourika	1,202	718	130	1,131	Triple-ex. S. condensing	Single	..
Mararoa	2,598	1,380	530	3,694·9	"	"	..
Mascotte (Auckland)	..	..	5	..	High pressure	"	..
Mascotte (Wanganui)	..	..	12	..	"	"	..
Matarere	..	..	1·7	..	Compound S. condensing	"	..
Matuku	..	..	4	..	High pressure	"	..
Mavis	..	..	4½	..	"	"	..
May Howard	64	55	45 B.H.P.	..	Oil-engine	"	..
Mere Mere	..	..	3	..	High pressure	"	..
Merlin	..	..	4	..	Compound S. condensing	"	..
Mihi Moana	24·28	18·2	5 B.H.P.	..	Oil-engine	"	..
Moa	188	95	33	145·5	Compound S. condensing	"	..
Moana	7·8	5·8	7	..	High pressure	"	..
Moerangi	24	15	27½ B.H.P.	..	Oil-engine	"	..
Monica	61·8	29·4	20	..	Compound S. condensing	"	..
Moturata	24·4	12·5	25 B.H.P.	..	Oil-engine	"	..
Moturoa	..	..	10	..	Compound S. condensing	"	..
Moura	2,026	1,247	275	1,828·4	Triple-ex. S. condensing	Twin	..
Mullogh	69	46	15	..	High pressure	Single	..
Muriel	58·9	15·5	18	..	Compound S. condensing	"	..
Murihiku	558	368	70	552	Triple-ex. S. condensing	Twin	..
Mystery	9·4	7·1	6 B.H.P.	..	Oil-engine	Single	..
Napier	70·8	48	30	92	Compound S. condensing	"	..
Natone	72	49	24	..	"	"	..
Naumai	47	28·6	12	..	"	"	..
Navua	2,929	1,812	221	2,094	Triple-ex. S. condensing	Twin	..
Never Despair	..	..	1½	..	High pressure	Single	..
Ngahere	1,090	556	118	720·4	Triple-ex. S. condensing	"	..
Ngapuhi	691	299	160	697	"	Twin	..
Ngatiawa	451	220	55	400·3	"	"	..
Nile	43·5	7·58	20	32	Compound S. condensing	Single	..
Niobe	..	..	3½	..	High pressure	"	..
Nina	..	..	4	..	Compound S. condensing	"	..
Nora Niven (2)	166	56·6	35	204	Triple-ex. S. condensing	"	..
Norval	56·5	50	20 B.H.P.	..	Oil-engine	"	..
Novelty	199·7	98·5	11	..	Compound S. condensing	"	..
Ohinemuri	114	73	30	80	"	"	..
Ohura	50	34	25	..	Quadruple-ex. S. conden.	Twin	..
Ongarue	..	10	35 B.H.P.	..	Oil-engine	Single	..
Onslow	23	16	14	..	Compound S. condensing	Twin	..
Opawa	110	64	18	68·5	"	Single	..
Opoutia (2)	..	..	5	..	High pressure	"	..
Orete	118·1	91·78	60 B.H.P.	..	Oil-engine	"	..
Orewa	59	37	17	..	Compound S. condensing	"	..
Osprey	219	138	70	..	"	..	Paddle.
Otunui	15·3	11·5	35 B.H.P.	..	Oil-engine	Single	..
Paeroa	91	46	25	70·8	Compound S. condensing	"	..
Pania	55	34	11	..	"	"	..
Pateena	1,212	550	250	1,944	"	"	..
Pearl (Kaipara)	14	9	6	..	High pressure	"	..
Pelican	161	1	57	291·7	Triple-ex. S. condensing	Twin	..
Pelorus	24	18	40 B.H.P.	..	Oil-engine	Single	..
Petone	708	388	82	540	Triple-ex. S. condensing	"	..
Phantom	44	18	11	..	Compound S. condensing	"	..
Pilot (Napier)	30	10	13	..	"	"	..
Pilot (Wellington)	39	26	15	..	Triple-ex. S. condensing	"	..
Pitoitoi (Auckland)	81·1	27·6	13·5	..	Compound S. condensing	"	..
Pitoitoi (Waitara)	72·5	19	15	..	"	"	..
Plucky	81	29	40	271	"	"	..
Poherua	1,174	749	128	710	Triple-ex. S. condensing	"	..

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-going Steamers only.	Description of Machinery.	Screw.	Paddle.
Portare	11·34	8·5	15 B.H.P.	..	Oil-engine	Single	..
Presto	..	..	3	..	Compound S. condensing	"	..
Psyche	10·29	8·35	20 B.H.P.	..	Oil-engine	"	..
Pukaki	1,444	917	110	687·1	Quadruple-ex. S. conden.	"	..
Pupuke	137·9	68·2	28	..	Compound S. condensing	Twin	..
Purau	51	38	18	..	"	"	..
Putiki	408	157	60	321	"	Single	..
Queen of Beauty	20·7	9·4	35 B.H.P.	..	Oil-engine	"	..
Queen of the South	197	121	40	198·3	Compound S. condensing	"	..
Rabutai	18·35	12·48	4	..	"	"	..
Rakanoa	2,246	1,393	200	917	Triple-ex. S. condensing	"	..
Rakiura	17·8	13·4	10 B.H.P.	..	Oil-engine	"	..
Rarawa	1,071	460	140	979	Triple-ex. S. condensing	Twin	..
Reliance	..	..	24	..	High pressure	..	Stern wheel.
Regulus (2)	584·1	227·2	150	668·4	Compound S. condensing	Twin	..
Result	28	18	10	..	"	Single	..
Rimu	358	144	95	449	Triple-ex. S. condensing	Twin	..
Ripple (Auckland)	..	..	5 B.H.P.	..	Oil-engine	Single	..
Ripple (Lyttelton)	412	187	80	214·4	Triple-ex. S. condensing	"	..
Rita	40	17	11	..	Compound S. condensing	"	..
Riwaka	31	19	10·5	..	"	"	..
Rob Roy	105·8	43·6	19	100·3	"	"	..
Rosamond	721	462	90	450·7	"	"	..
Rosetta	12·8	9·6	5 B.H.P.	..	Oil-engine	"	..
Rothesay	18·5	8	4·5	..	Compound S. condensing	"	..
Rotoiti (Auckland)	..	..	2·5	..	Triple-ex. S. condensing	"	..
Rotoiti (Dunedin)	1,158	629	104	1,145·3	"	Twin	..
Rotokohu	14·6	11	8	..	Compound S. condensing	Single	..
Rotorua	7·6	5·7	25 B.H.P.	..	Oil-engine	"	..
Rubi Seddon	528	348	80	..	Triple-ex. S. condensing	Twin	..
Ruru (Auckland)	31	11	10	..	Compound S. condensing	Single	..
Ruru (Napier)	158	57	50	230	"	"	..
Ruruhau	21·4	16	12 B.H.P.	..	Oil-engine	"	..
Sally	28·6	14·2	34 B.H.P.	..	"	"	..
Savaii (2)	55	31	16	..	Compound S. condensing	"	..
Scout	14	10	10 B.H.P.	..	Oil-engine	"	..
Settler	16·6	8·3	7	..	Ordinary condensing	"	..
Shamrock	109	60	120 B.H.P.	..	Oil-engine	Twin	..
Sir William Wallace	44	30	20	..	Compound S. condensing	Single	..
Sonoma	..	..	13	..	High pressure	"	..
Southern Cross	682	403	117	561·3	Triple-ex. S. condensing	"	..
Southern Isle	83·4	58·9	28 B.H.P.	..	Oil-engine	Twin	..
Sparrow	..	..	1½	..	Compound S. condensing	Single	..
Speedwell	42	30	3½	..	High-pressure	..	Stern wheel.
Squall	368	133	60	256	Compound S. condensing	Single	..
Stella	268	157	90	266	"	"	..
Sterling	96	26	39	221	"	"	..
Storm	405	185	70	212	"	"	..
Stormbird	217	129	40	216	"	"	..
Sumner	167	94	35	..	"	"	..
Sunbeam	9·4	7·5	5 B.H.P.	..	Oil-engine	"	..
Swan (Auckland)	5	3·8	1½	..	Compound S. condensing	"	..
Swan (Wellington)	23·7	16·1	10	..	"	"	..
Sylph	..	..	8	..	High pressure	"	..
Tainui	128	59·8	24	149	Compound S. condensing	"	..
Takapuna (Auckland)	77	57	25	..	High pressure	..	Paddle.
Takapuna (Dunedin)	1,036	472	165	1,413·9	Compound S. condensing	Single	..
Talune	2,086	1,370	255	1862·5	Triple-ex. S. condensing	"	..
Tamure	15·29	9·5	10 B.H.P.	..	Oil-engine	Twin	..
Tangaroa	189	109	70	..	Compound S. condensing	"	..
Tangihua	31	20	15	..	Ordinary condensing	Single	..
Taniwha	..	16	16	..	"	"	..
Tarakihi	..	..	4	..	High pressure	"	..
Tarawera	2,003	1,269	250	1,434·7	Compound S. condensing	"	..
Tarewai	22·8	11·4	11	..	"	"	..
Tasman (2)	178·5	87	38	210·3	"	Twin	..
Tawera (Auckland)	..	..	8	..	High pressure	Single	..
Tawera (Gisborne)	52	44	40 B.H.P.	..	Oil-engine	"	..
Te Aroha	106·1	56·9	85 B.H.P.	..	"	Twin	..
Te Awhina	220	1·5	99	..	Triple-ex. S. condensing	"	..
Terawhiti	259·8	46·8	99	846	"	Single	..
Theresa Ward	194	9	95	448	"	"	..
Thistle	96	77	90 B.H.P.	..	Oil-engine	Twin	..
Thomas King	98	70	16	..	High pressure	Single	..
Tofua	4,345	2,634	354	3,264	Triple-ex. S. condensing	Twin	..
Togo	..	..	14	..	Compound S. condensing	"	..
Tongariro	20	4	8·2	..	"	Single	..
Traveller	..	..	7¾	..	"	"	..
Tuakau	..	..	2	..	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.	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-going Steamers only.	Description of Machinery.	Screw.	Paddle.
Tuatea	112	58	28	230	Compound S. condensing	Single	
Tu Atu	40	30	60 B.H.P.	..	Oil-engine	Twin	
Tui	..	20	6½	..	High pressure	Single	
Tuirangi	124·4	71·8	22½	..	Triple-ex. S. condensing	"	
Tuna (Gisborne)	..	..	14	..	Compound S. condensing	Twin	
Tuna (Kaipara)	..	..	3½	..	High pressure	Single	
Te Waipounamu	26·6	19·9	2½ B.H.P.	..	Oil-engine	"	
Uira	..	..	3½	..	High pressure	"	
Variance	25·1	18·8	2½ B.H.P.	..	Oil-engine	"	
Vesper (2)	46·6	19·7	32 B.H.P.	..	"	Twin	
Victoria	149	92	40	..	High pressure	..	Paddle.
Victory	33	17	16 B.H.P.	..	Oil-engine	Twin	
Violet	11	8·2	6 B.H.P.	..	"	Single	
Vivid	21	6	13	..	Compound S. condensing	"	
Waiapu	67	57	15 B.H.P.	..	Oil-engine	"	
Waihora	4,637	2,993	410	1,952·5	Triple-ex. S. condensing	"	
Waikana	153·8	66	23½	..	Compound S. condensing	Twin	
Waikare	3,070	1,901	229	2,441·5	Triple-ex. S. condensing	Single	
Waikato	..	..	4	..	High pressure	"	
Waimarie (Auckland)	245	159	48	..	Compound S. condensing	Twin	
Waimarie (Wanganui)	80	53	20	..	High pressure	..	Paddle.
Waimea	454·4	206·8	100	601	Triple-ex. S. condensing	Twin	
Waione	70	48	80	..	"	"	
Waiora	..	..	5	..	Compound S. condensing	Single	
Waiotahi	278	167	56	364·6	"	Twin	
Wairau	143·2	59·2	20	129	"	Single	
Wairere	60	41	25	..	High pressure	..	Paddle.
Wairoa (Auckland)	99	49	24	143	Compound S. condensing	Single	
Wairoa (Nelson)	69·8	47·5	20	54	"	"	
Wairua	..	..	5	..	"	"	
Waitangi (Auckland)	171	34	66	350	"	Twin	
Waitangi (Matakohe)	45	30	60	..	"	Single	
Waitohi	24	18	10	..	"	"	
Waiwera (Auckland)	..	..	6	..	"	"	
Waiwera (Henley)	..	..	16 B.H.P.	..	Oil-engine	"	
Waiwiri	..	..	7¾	..	Compound S. condensing	"	
Wakaiti	19·6	14·7	34 B.H.P.	..	Oil-engine	Twin	
Wakapai	..	..	10	..	Compound S. condensing	Single	
Wakatere	441	157	140	..	"	..	Paddle.
Wakatu	157	95	30	149	"	Single	
Wanaka	2,421	1,572	280	1,006·5	Triple-ex. S. condensing	"	
Waterlily	25 6	18·1	10 B.H.P.	..	Oil-engine	"	
Wave	39·8	28·8	38 B.H.P.	..	"	"	
Waverley	156	93	25	105	Compound S. condensing	Twin	
Weka (Auckland)	127	86	27	..	"	Single	
Weka (Napier)	89	52	20	129·6	"	"	
Westland	152	8·4	86	401·9	"	..	Paddle.
Whakapara	..	..	2¼	..	"	Single	
Whakarire	819	449	120	629·7	"	Twin	
Whati	..	..	1¾	..	"	Single	
Wootton	151	89·6	33	111	"	"	
Young Bungaree	80·5	1·6	35	153·4	"	"	
Zingara	218·8	99	14	80	"	Twin	

Note.—The figure (2) 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, 1910, with Particulars of Tonnage, &c.

Name of Vessel.	Tons Measurement. Gross.	Register.	Description.	Times surveyed.
Bankfields	859	785	Barque	1
Dartford	1,327	1,274	Ship	1
Ganymede	26·2	19·9	Schooner	1
Ilma	..	318	Barquentine	1
Jessie Craig	680	634	Barque	1
Jessie Nicol	92·8	92·8	Schooner	1
Joseph Craig	751	694	Barque	1
Kereru	123·7	99·7	Ketch	1
Rona	678	617·6	Barque	1
St. Kilda	197·8	189	Schooner	1
Weathersfield	1,111	1,047	Barque	1
Ysabel	148·5	148·5	Schooner	1

The "Bankfields" and the "Weathersfield" have been surveyed for the first time.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS, &c., from the 1st April, 1909, to the 31st March, 1910.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1909. February 20, 21, 22, 24, 25, and 26; March 2, 5, 16, 23, 26, 29, and 31; April 5, 13, 15, 20, 23, 24 and 30	S.s. Ulimaroa ..	Dunedin and Lyttelton	On the 20th February as this vessel was proceeding up Otago Harbour, during a voyage from Lyttelton to Dunedin, she grounded between Quarantine and Goat Islands, remaining fast for about three minutes. The vessel was moving slowly whilst passing between the islands, and the grounding was attributed to the strong ebb tide, setting her over into shallow water. The engines were reversed, and the vessel came off and proceeded to Dunedin, where a survey was made. It was found she had sustained considerable damage to the hull under Nos. 2, 3, 4, and 5 ballast-tanks. A diver went down and succeeded in stopping the leaks from the outside, sufficiently to allow of the ballast being pumped out. The leaks were then covered over with oakum and tallow, and shored from the tank-tops, the whole being then cemented over. These temporary repairs enabled the vessel to proceed to Lyttelton, where she was docked. A further examination of the hull was then made. It was found she had received considerable damage to her plating on the port side, through coming in contact with the rocky bottom. Twenty-two of the plates were dented and cracked, sixty-five of the floor-plates and angle frames buckled, and the lower portions of three bulkheads buckled. This necessitated the following repairs being done: In the A or garboard strake three plates were cut out and renewed, two plates were cut out, straightened, and replaced in position, and one plate straightened in its place. In the B strake two plates were cut out and renewed, eight plates were cut out, straightened, and replaced in position. In the C strake four plates were cut out, straightened, and replaced in position, and one plate straightened in position. In the D strake one plate was straightened in position. In No. 2 tank, the margin plate and angle bar were straightened in position, seventeen floor-plates and angles were straightened in position, the bottom of the after bulkhead straightened and new angle bar fitted. In No. 3 tank, six floor-plates and angle bars were straightened in position, and fifteen floor-plates and the lower part of after bulkhead cut out and renewed. In No. 4 tank, twenty-three floor-plates and angle bars and the lower part of after bulkhead were cut out and renewed. In No. 5 tank, four floor-plates and angle bars were cut out and renewed. The sizes of the hull-plates varied from 18 ft. to 19 ft. 9 in. in length, and from 3 ft. to 5 ft. 6 in. in width, by $\frac{9}{16}$ in. and $\frac{5}{8}$ in. thick; the floor-plates, from 7 ft. to 9 ft. 6 in. in length, and 3 ft. 7 in. wide, by $\frac{7}{16}$ in. and $\frac{5}{8}$ in. thick; the angle frames being $3\frac{1}{2}$ in. by $3\frac{1}{2}$ in. by $\frac{7}{16}$ in.
March 26; April 5, 6	,, Storm ..	Lyttelton ..	On the night of the 25th March, on a voyage from Lyttelton to Wanganui, and when about thirty miles from Lyttelton Heads, this vessel came into collision with the s.s. "Wakatu," and received some damage to the stern. The vessel returned to Lyttelton, where a survey was made. It was found necessary to renew three hull-plates on the starboard quarter, one under the deck in the after tank, and the bulwarks had to be straightened.
April 2 ..	,, Warrimoo ..	Wellington ..	On the 31st March, on a voyage from Dunedin to Sydney, and when just inside Otago Heads, the master had to run his vessel into the bank to avoid running down the Harbour Board's dredge. The bank had a sandy bottom, and the vessel floated off the same day as the tide rose, having received no damage to her hull by grounding. The dredge, however, in passing, grazed along the port side of the vessel, bulging two of the plates in her side abreast of No. 2 hatch. As the frames and riveting were not damaged the vessel was found to be seaworthy, and was permitted to proceed on her voyage.
April 7, 8 ..	Kassa (barque) ..	Oamaru ..	This vessel's certificate having expired, she was surveyed for seaworthiness, and a permit granted for her to clear from New Zealand in continuation of her voyage to Sydney.
April 22 ..	S.s. Maheno ..	Wellington ..	Whilst this vessel was on a voyage from Lyttelton to Wellington on the 21st April, at 10 p.m., and when about forty miles north of Lyttelton, a ring in the after gland of the H.P. turbine broke. It overrode the shaft, causing the shaft to spring and the vanes to touch each other. On arrival at Wellington a new gland and ring was fitted, the bent vanes straightened, and the worst ones removed.
April 24 ..	,, Rakaia ..	Wellington ..	This vessel was lying at the Glasgow Wharf, Wellington. The s.s. "Gertie," which had just arrived from Foxton, collided with her, whilst berthing at the head of the Glasgow Wharf. A strong wind was blowing at the time, which caused the "Gertie" to slew round, and her anchor-fluke came in contact with the hull of the "Rakaia," on the port side, making a small hole in the way of the foremast and about the load water-line. A patch 2 ft. 3 in. by 3 ft. by $\frac{1}{2}$ in. was fitted outside over the hole and secured by $\frac{5}{8}$ in. countersunk screws. This made the vessel quite seaworthy.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1909. April 19; May 25	S.s. Mararoa ..	Lyttelton ..	On the 18th April, on a voyage from Wellington to Lyttelton, this vessel's thrust-bearing was found to be running hot. On arrival in Lyttelton an examination of the shaft and bearing was made. It was then found that the shaft was badly fractured. The defective shaft was taken out and the vessel laid up in Lyttelton, until a new shaft was forged. This was made and finished at Port Chalmers, and afterwards fitted in position on board the vessel.
April 29; May 5	St. Kilda (barquentine)	Wanganui ..	On the 17th April this vessel arrived inside the Wanganui Bar from Hobart. She was taken in tow by one of the Wanganui Meat-freezing Company's twin-screw oil-engine vessels, which was unable to swing the "St. Kilda" quickly enough in the channel, consequently she ran into the South Spit, remaining on the sand-bank until the 22nd April. She then floated off as the tides were making, and part of her cargo of timber had been discharged. The vessel was then towed to the wharf by a tug-boat. A survey was made, and the following repairs were found necessary: Four new iron stanchions and new rail fitted on poop-deck on the starboard side, new cast-iron bracket fitted to windlass, some broken cement in the bottom of vessel amidships removed and recemented.
April 30; May 14	Weathersfield (barque)	Wanganui ..	This vessel was on a voyage from Wellington to Suva on the 25th April. She encountered heavy weather, and, when off Otaki, was carried close to the Hokio Beach. The vessel was anchored at once, remaining there until taken in tow by the tug "Terawhiti," which was sent to her assistance. The vessel was then towed back to Wellington. A survey was made, and the following repairs were found necessary: A patch 14 in. by 14 in. by $\frac{1}{4}$ in. was riveted over a hole in the hull-plating, which had been made by the fluke of the anchor; the steering-gear wheel was renewed; a new anchor-stock was fitted to port anchor, and a new shackle for anchor; and some sails which had been blown away were replaced by new ones.
May 26, 27..	S.s. Storm ..	Lyttelton ..	On the 26th May, it was reported that the crank-shaft of the main engines of this vessel had been bent on the previous day, during the voyage from Picton to Lyttelton. The shaft was taken out of the vessel, put in the lathe and tested, when it was found to be satisfactory.
June 7, 8 ..	,, Wootton ..	Lyttelton ..	On the 2nd June, at 5.45 p.m., whilst on a voyage from Kaiapoi to Wanganui, and when about thirty miles from the latter port, the low-pressure connecting-rod broke. The piston being now free was dashed against the cylinder-cover, breaking it. The machinery being disabled, the vessel was put under sail. About 8 p.m. she was taken in tow by the s.s. "Blenheim," and headed for Wellington. A fresh north-west breeze was blowing at the time, and this increased to a gale with heavy sea. At 6.30 a.m. of the 3rd June the "Blenheim" cast off the tow-line, signalling that she was short of coal. The vessel was then about ten miles off Cape Palliser. She was put before the wind under canvas, making about 7 knots an hour. The engine-room staff succeeded about 6 p.m. in getting the high-pressure engine to work, enabling the vessel to proceed under her own steam and sail, arriving safely at Lyttelton at 5 p.m. on the 4th June. A new connecting-rod and new cylinder-cover were made and fitted, enabling the vessel to resume her voyage.
June 9 ..	,, Rob Roy ..	Wellington ..	On the 9th June, at 2.45 p.m., when on a voyage from Wellington to Havelock, whilst passing Point Jerningham, Wellington Harbour, the vessel grounded, having gone too close in to the point. She remained there until 3.25 p.m., when she came off with the assistance of the tug "Natone," and returned to the wharf. An examination of the vessel was made. She was found to have received no damage, and was allowed to proceed on her voyage.
June 25, 26	,, Thyra ..	Dunedin ..	This vessel was on a voyage from Bunbury, Western Australia, to Port Chalmers. At 9.25 a.m. of the 23rd June, whilst passing Deborah Bay, the vessel grounded. She remained aground until 5 p.m. of the same day, and was then refloated by means of her own engines and the assistance of a tug. An examination of the vessel was made, when it was found she had received no damage.
June 26 ..	,, Kiripaka ..	Lyttelton ..	On the 12th June, whilst this vessel was on a voyage from Wellington to Patea, it was found there was a slight leak in the forehold, close to the stem. The vessel had encountered heavy weather, and the butts of the hull-planking were working. On the return voyage the vessel went on to Lyttelton, where she was placed on the slip. About 8 ft. of the stem was renewed, and twelve new fastenings fitted in the planking forward. This made the vessel quite seaworthy.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1909. June 29; July 27	S.s. Duco ..	Wellington ..	This vessel was surveyed during alterations necessary for converting her into a fishing-vessel. The equipments necessary, owing to the change from a river steamer to a foreign-going steamer, were also inspected.
July 10 ..	„ Petone ..	Wellington ..	On the 6th July, whilst on a voyage from Greymouth to Napier, this vessel lost one of her propeller-blades. After discharging her cargo at Napier she came on to Wellington, was put on the Patent Slip, and the propeller and shaft drawn. Upon an examination being made of the shaft, a serious defect was found in it. This necessitated a new one being made as well as a new propeller. These were placed in position and the vessel proceeded on her voyage.
July 8, 20, 23	O.e.v. Kaeo ..	Auckland ..	This vessel was on a voyage from Gisborne to Auckland, when she fell in with very heavy weather. It was found necessary to beach her at 10 a.m. on the 10th July, in a sheltered place in Tokomaru Bay. The vessel was floated off again on the 26th July, and she proceeded to Auckland, where she was docked and surveyed. The damage sustained by grounding was made good, and included repairs to keel, a considerable amount of caulking to hull-planking, and the fitting of about two hundred sheets of copper.
July 26 ..	S.s. Maori ..	Wellington ..	During a voyage of this vessel on the 26th July, from Lyttelton to Wellington, a flaw was discovered in the neck of one length of her main steam-pipe. On arrival at Wellington the pipe was taken on shore, the flange rebrazed, and the pipe, after repairs, tested to 300 lb. hydraulic pressure before being placed in position.
July 26 ..	„ Himitangi ..	Wellington ..	On the 17th July this vessel arrived at the Foxton Bar from Greymouth, and on attempting to cross she grounded, there being insufficient water on the bar. She remained there until the 24th July, and, after jettisoning most of her cargo of coals, was got off by means of heaving on hawsers, and the use of her own engines. After discharging the remainder of her cargo the vessel sailed for Wellington. On arrival she was placed on the Patent Slip for survey. It was found necessary to renew about a hundred rivets in the keel-plate, under the after end of the forehold and stokehold, also a few in the stern-post. This made the vessel quite seaworthy.
July 27, 29..	„ Rakiura ..	Dunedin ..	On the 20th June, as this vessel was proceeding down Catlin's River on a voyage to Dunedin, she grounded, remaining fast until the 23rd June, when she was got off with the assistance of her own engines. The vessel was also supposed to have touched the ground after having passed the Beacon Rock on her way out. On arrival at Dunedin the vessel was docked and a survey made. The damage was found to consist of two small cracks in the garboard strake-plating on the starboard side, just forward of the collision bulkhead. A sheathing-plate 3 ft. by 2 ft. was riveted over the damaged part, and the broken cement renewed.
July 30, 31..	„ Kotare ..	Dunedin ..	About 11 p.m. on the 29th July, when proceeding up the Victoria Channel off Ravensbourne, on a voyage from Stewart Island to Dunedin, this vessel collided with the s.s. "Pukaki." The bulwarks, covering-board, shear strake-plank, and belting of the "Kotare" were fractured and the port rigging carried away. All the damage was made good and new rigging fitted.
August 2 ..	„ Apanui ..	Auckland ..	On the 1st August, as this vessel was berthing at No. 3 Jetty, Auckland, on the completion of her voyage from Awanui to Auckland, her anchor caught a fender-pile of the wharf, breaking the anchor and starting six rivets in the hull under the hawse-pipe. The accident was caused through putting the vessel ahead instead of astern. A new anchor was put on board and the six rivets were renewed.
August 3 ..	„ Wootton ..	Lyttelton ..	This vessel was lying alongside the wharf at Lyttelton on the 1st August, when it was noticed that she was leaking. On an examination being made, it was found the circulating-pump discharge-pipe had broken between the skin of the ship and the outer planking. The pipe was taken off and replaced by a stronger one.
Sept. 8, 11 ..	„ Jane Douglas	Nelson ..	On the 11th July, as this vessel was leaving Okarito for Hokitika, she went ashore on the north side of the entrance, carried away the tiller, damaged the stern-post, buckled the engine-room bulkhead, dented the hull-plating, and started a number of rivets. Temporary repairs were effected, and the vessel was launched across the spit into the Okarito Lagoon on the 24th August, and proceeded to Nelson for repairs. All the defective rivets and plates were renewed, the stern-post and rudder repaired, and two strong stanchions fitted under the deck on the forehold, making the vessel seaworthy.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1909. September 11	S.s. Paparoa ..	Port Chalmers ..	This vessel was on a voyage from the Bluff to Port Chalmers on the 11th September, when she grounded on a sandspit at the entrance to Otago Heads, remaining aground from 6.50 a.m. to 9.15 p.m. She came off by means of her own engines and the assistance of the tug "Plucky." A survey of the vessel was made, when she was found to have received no damage.
September 23	,, Kiripaka ..	Wellington ..	On the 21st September, as this vessel was crossing the Patea Bar on a voyage from that port to Wellington, she was struck by two heavy seas, which damaged her hull, causing the vessel to leak. On arrival at Wellington she was placed on the Patent Slip and a survey made. The keelson under the centre of forehatch, two deck-beams at the forward end of hatch, and one side stringer and plank on the starboard bow were found to be fractured, also a number of butts of the hull-planking started. A 10 in. by 5 in. by 31 ft. ironbark beam was bolted on either side of the keelson and through the keel of the vessel. Nine new fastenings were put into sister keelsons; one new ironbark bilge-stringer 14 in. by 4 in. by 17 ft. was fitted; two new deck-beams and one new plank were fitted on starboard bilge, and all defective seams and butts were caulked.
October 18 ..	,, Tainui ..	Port Chalmers ..	At 7.30 p.m. on the 7th September, when about eight hundred miles north of Cape Town, on a voyage from London to Wellington, the port propeller was supposed to have struck some floating wreckage. One blade was broken off at the flange, and also six of the studs securing blade to the boss. The vessel was docked at Port Chalmers, and new studs and one new blade were fitted. Several rivets were renewed in each of the after web-frames in way of port propeller-shaft spectacle, and a number of rivets in rudder.
Oct. 26 and 27	,, Kotare ..	Bluff	During a voyage from Dunedin to Invercargill on the 26th October the forward web of the after crank broke, when off Slope Point. The after web of the same crank had been fractured on a previous occasion, and strengthened by fitting a heavy wrought-iron strap round it. This strap was removed and fitted to the broken web, thus enabling the vessel to continue her voyage under reduced power. On arrival at the Bluff a new strap was made and fitted to the fractured web.
October 29 ..	,, Wairoa ..	Auckland ..	As this vessel was lying alongside the Queen Street Wharf, Auckland, on the 19th October, a fire was discovered in the lamp-locker about 10 p.m., which destroyed all the ship's lanthorns and the door of the locker before being extinguished. Several copper pipes in the engine-room were also found to be defective. All the damaged parts were made good.
October 29; Nov. 1	,, Holmdale ..	Wellington ..	On the 29th October, on a voyage from Greymouth to Lyttelton, and when about a mile from Wellington Heads, the propeller-shaft broke at the large part of taper, the propeller being lost. Sail was set, and the vessel was enabled to sail into Wellington Harbour. She was placed on the Patent Slip, where a new propeller and shaft were fitted.
November 5	O.c.v. Uta ..	Wellington ..	At 3.30 p.m. of the 4th November, as this vessel was assisting to turn the s.s. "Tainui" in Wellington Harbour, the exhaust valve and spindle of her engines broke, disabling the vessel. A new valve and spindle were fitted. The remainder of the machinery, on examination, was found to have received no damage.
November 19	S.s. Takapuna ..	Wellington ..	Whilst on a voyage from Picton to Nelson, on the 18th November at about 2 a.m., the vessel grazed Walker Rock at the entrance to Queen Charlotte Sound. The weather at the time was very thick and she was unable to pick up the Beacon. As the vessel appeared to have received no damage, she continued on her voyage to Nelson. On her return to Wellington a survey of the vessel internally was made, and a diver examined the outside of the hull, the vessel being afloat. She was found to have sustained no damage at all.
Nov. 20, 22, 24, 25	,, Taviuni ..	Westport ..	This vessel was surveyed for seaworthiness in order that she might be allowed to make the voyage from Westport to Port Chalmers in tow of the tug "Terawhiti." The hull was found to be perfectly watertight. The necessary equipments were put on board, including a suit of sails and provisions sufficient for about two months, and also a crew.
November 29	,, Mapourika ..	Wellington ..	This vessel was on a voyage from Westport to Nelson on the 27th November, and when entering Nelson Harbour she took the ground. She remained aground forty-one minutes, and floated again as the tide made. All the tanks were sounded and an examination made. The vessel was found to have sustained no damage.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1909.			
Nov. 19, 30	S.s. Warrimoo ..	Dunedin ..	On the 15th November, when this vessel was lying at the Dunedin wharf, a fire broke out amongst the cargo in the forehold, just forward of the forehatch under the deck. It is supposed that the fire was caused by spontaneous combustion. The firemen's and seamen's quarters, and the forepart of the steerage accommodation were damaged. The damage to these places was made good. Several landings in hull-plating were recaulked and a portion of the sparring in the forehold renewed, which made the vessel quite seaworthy.
November 30	„ Koonya ..	Dunedin ..	This vessel was on a voyage from Dunedin to Oamaru on the 29th November, and, whilst proceeding down Otago Harbour, was suddenly enveloped in a fog. While steaming dead slow, her stern took the ground in the vicinity of Quarantine Island at 9.6 p.m., remaining fast until 3.35 a.m. next day. She came off as the tide made, with the assistance of her own engines. The vessel was placed in dock, when it was found on examination there was one dent in the hull-plating on starboard side and two dents in the hull-plating on the port side in the forepeak tank. Repairs were effected to the plating where necessary, a number of rivets were renewed, and several of the landings were caulked. This made the vessel seaworthy.
October 30; November 6	Aramoho (sailing-vessel)	Wanganui ..	The wooden ketch "Aramoho" was built at Wanganui some nine years ago, and was intended for a twin-screw lighter. The lighter was laid up after being launched, the machinery and boiler not being placed on board. After being rigged as a ketch, she was surveyed for seaworthiness in order that she might proceed to Gisborne. The vessel was caulked and repaired where necessary, and the requisite equipments were put on board.
December 15	S.s. Nairnshire ..	Auckland ..	On the 11th December, whilst this vessel was on a voyage from Sydney to Auckland, a fire broke out in No. 2 'tween-decks. It had started amongst several crates which were packed with hay and straw, and was probably caused by spontaneous combustion. After the fire was extinguished an examination of the hold was made. The insulation in No. 2 'tween-decks was found to be damaged. On arrival at Auckland this was repaired, and the vessel found to have received no other damage.
October 8; December 20	„ Rakaia ..	Dunedin ..	On the 30th September, whilst proceeding up the channel in Otago Harbour, this vessel took the ground forward at Logan's Point. The vessel was got off this bank only to go on another on the south side of the channel. She remained aground from 4.45 p.m. of the 30th September till 3 a.m. next day, when she came off with the use of her engines and the assistance of a tug-boat. An examination was made of the vessel, when she was found to have sustained no damage.
December 29	„ Aparima ..	Auckland ..	Whilst this vessel was passing Three Isles, Torres Straits, on the 18th December, on a voyage from Calcutta to Auckland, she went aground during very thick weather. The vessel was got off by means of a kedge-anchor and her own engines, having been aground from 2.53 a.m. till 1.15 p.m. On arrival at Auckland an internal examination was made of the vessel, and a diver was employed to examine the outside of the hull. The vessel was found to have sustained no damage.
1910.			
January 13	„ Aotea ..	Helensville ..	This vessel, which trades on the Wairoa River at Kaipara, was surveyed for some defects in her fastenings and floor-frames and for propeller-shaft examination.
January 17, 20, 24, and 27,	„ Aparima ..	Dunedin ..	This vessel was surveyed at Dunedin, and a further examination made of her hull, when it was found that the cement in thirteen spaces on the starboard side and twelve spaces on the port side in No. 1 ballast-tank was displaced. All the broken cement was taken out and the spaces recemented.
January 31; February 1	„ Gertie ..	Wellington ..	On the 26th January, on a voyage from Greymouth to Foxton, after crossing the Manawatu Bar, this vessel stuck on a sand-bank in the river and remained fast. An attempt was made to tow her off by the s.s. "Kennedy" and the use of her own engines. This, however, failed, as the tide was falling. An anchor with a long length of wire cable was then put out, and when the tide rose the vessel was hove off by means of this and her own engines, about 9 p.m. the same day. When going astern off the sand-bank the rudder-head was considerably twisted. On arrival at the Foxton Wharf this was temporarily repaired to enable the vessel to proceed to Wellington. The rudder was then unshipped, straightened, thoroughly repaired, and replaced in position.
February 10	„ Himitangi ..	Wellington ..	On the 28th January, on a voyage from Greymouth to Foxton, when crossing the bar at 10.50 a.m. this vessel took the ground, remaining fast until 10.15 p.m. of the 29th, when she was got off by means of kedge-anchors and the use of her own engines. A survey was made on arrival at Wellington, when the vessel was found to have sustained no damage.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1910. February 16	Ganymede (barque)	Auckland ..	Some members of the crew stated that this vessel touched a reef in Surprise Island Lagoon on the 4th January. A Surveyor visited the vessel, made an inspection, and found that no damage had been sustained. The master also stated the vessel did not touch anything.
February 16	S.s. Wairoa ..	Auckland ..	On the 24th October, 1909, at the commencement of a voyage from Ngunguru to Auckland, and whilst inside Ngunguru Harbour, the vessel went aground. She was loaded at the time, and evidently rested on top of a rock. She was got off on the following day by means of her own engines. On a survey being made, it was found that five frames and one plank in the bottom of the vessel were broken amidships and the bottom set up. The frames were put back into position, and check pieces fitted on either side where fractured, and a 12 in. by 6 in. hardwood stringer fitted over the damaged frames, and the whole well bolted together and other damage made good, making the vessel seaworthy.
February 22, 23, and 28	,, Kini ..	Wellington ..	This vessel was leaving the Railway Wharf, Wellington, for Greymouth on the 19th instant, and when being slewed round her rudder fouled the wharf, twisting the rudder-head. The rudder was unshipped, a new head welded on, new pintles fitted, and repairs to plating effected, and the rudder then replaced in position on board.
February 28	,, Lady Barkly	Nelson ..	On the 22nd instant this vessel was on a voyage from Awaroa to Nelson, and when about thirty miles from Nelson the low-pressure crank-web broke. When the vessel was at Awaroa the propeller struck a submerged object and this might have been the cause of the broken crank-web. Temporary repairs were made, enabling the vessel to proceed to Nelson at a reduced speed, where permanent repairs to the crank were effected.
March 12 ..	,, Manaroa ..	Wellington ..	During a voyage from Motueka to Wellington on the 8th March, about 11 p.m., this vessel was going into Waikawa (French Pass), and when rounding the reef, with the engines going half speed, she struck the outer edge of it. The vessel proceeded to French Pass, where she anchored at 1 a.m. of the 9th. Soundings of the holds were taken, and the vessel was found to have made no water. She left at 5.30 a.m. for Wellington. On arrival she was placed on the Patent Slip for an examination. It was found that she had sustained damage to her planking on the starboard bilge. The defective planking was renewed and a new stringer stiffening-beam fitted, making the vessel seaworthy.
March 16, 18	,, John Anderson	Lyttelton ..	On the 15th March this vessel was on a voyage from Little Akaroa to Lyttelton, when she touched some submerged object off Long Lookout Point, damaging the propeller, so that it would not clear the rudder-post. The vessel was anchored, and later in the day was towed into Lyttelton by the s.s. "Cygnet." On a survey being made it was found that the propeller-shaft was bent, also one of the blades, and the paint scrubbed off the hull in three places. The propeller shaft and blade were straightened and the shoe under aperture re-riveted.
March 22 ..	,, Storm ..	Dunedin ..	At 1.35 a.m. of the 13th instant, as this vessel was entering the Bluff Harbour, on a voyage from Dunedin, and during a westerly gale with flood-tide and heavy rain-squall, she collided with the top red beacon, breaking two of her propeller-blades. On the vessel's return to Port Chalmers she was docked and a new propeller and shaft fitted.
March 23 ..	,, Kiripaka ..	Wellington ..	On the 16th March this vessel was in ballast trim on a voyage from Wanganui to Wellington. After crossing the bar, she was struck by a heavy sea under the stern. This carried away two of the propeller-blades. She continued her voyage with the remaining blade and the assistance of her sails. On arrival at Wellington the vessel was placed on the Patent Slip, and a new propeller fitted.

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, 1910.

Receipts.	£	s.	d.
Inspection of boilers and machinery (less refunds)	9,406	15	0
Certificates of land-engine drivers (less refunds)	650	10	0
Survey of steamers (including auxiliary-powered vessels)	2,026	0	0
Survey of sailing-ships	79	0	0
Survey of vessels for seaworthiness ..	223	0	0
Examination of marine engineers (less refunds)	271	10	0
	£12,656	15	0

Expenditure.	£	s.	d.
Salaries	8,174	9	0
Advertising, books, &c.	22	8	6
Office furniture, &c.	38	10	0
Collection of inspection-fees	150	0	0
Office equipment and requisites	52	6	5
Postage and telegrams	272	14	7
Rent, cleaning offices, fuel, and light ..	267	5	7
Telephones	76	19	2
Travelling-expenses (less credits) ..	2,446	7	10
Contingencies	16	1	6
	£11,517	2	7

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers.

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, in Inches.	Class of Driver required.	Additional Boilers; Names of late Owners of Transferred Boilers; and also showing where Size, &c., of Cylinders are now amended.
		AUCKLAND DISTRICT.				
Adams, J., and Co.	Auckland	Bacon-factory	30	8½ and 14	First class	Number of cylinders amended.
Allen, W.	Dargaville	Sawmill	30	11	Second class	Late J. Allen, Dargaville.
,,	,,	Box-factory	16	10	,,	Additional.
Auckland City Council	Auckland	Destructor	115	13 and 22	First class	Number and size of cylinders amended.
,,	Freeman's Bay	,,	115	10	Second class	Size of cylinder amended.
Auckland Electric Tramway Company	Auckland	Electric traction	123	18¾, 27, and 38½	First class	Size of cylinders amended.
,,	,,	,,	123	18¾, 27, and 38½	,,	,,
Auckland Farmers' Freezing Company	Westfield	Freezing	76	19 and 28, 10 and 8	,,	Additional.
Auckland Harbour Board	Auckland	Harbour-work	19	Two 8¼	Second class	Late Ferro-concrete Company, Auckland.
,,	Calliope Dock	Hoisting	59	14 and 14	First class	No cylinders last year.
,,	,,	,,	42	14 and 14	,,	Additional.
Avondale Brick and Pottery Company	Avondale	Brickworks	40	26	,,	Size of cylinder amended.
Batty, Jos.	Drury	Chaffcutting	8	Compound, 6½ and 10½	Locomotive and traction	Size of cylinders amended.
Bellamy, S.	Waitoa	Sawmill	40	14¼	First class	Size of cylinder amended; late H. J. Henn, Waitoa.
Bond Bros.	Devonport	Sawmill	23	12	Second class	Additional.
Browne, S. J.	Mangawai	Hauling logs	8	7 and 11	Locomotive and traction	Size of cylinders amended.
Carder Bros.	Ponsonby	Tile-works	38	11⅞	Second class	Additional.
Chambers, John, and Son	For sale	Idle	25	Nil	,,	Late Kathleen Gold-mining Company, Coromandel.
,,	,,	,,	25	,,	,,	Ditto.
Colonial Sugar-refining Company	Chelsea	Sugar-refining	190	11, 18½, 12, 14, 16, and 18	First class	Number of cylinders amended.
,,	,,	,,	168	Ditto	,,	Number and size of cylinders amended.
,,	,,	,,	168	Two 24	,,	Number of cylinders amended.
,,	,,	,,	35	Two 24	,,	,,
,,	,,	,,	35	Two 24	,,	,,
,,	,,	,,	35	Two 24	,,	,,
,,	,,	,,	35	Two 24	,,	,,
,,	,,	,,	35	Two 24	,,	,,
,,	,,	,,	35	Two 24	,,	,,
,,	,,	,,	35	Two 24	,,	,,
Comrie and Madill	Pukekohe	General work	5	7½	Locomotive and traction.	Additional.
Coulthard and Company	Titoki	Sawmill	23	10	Second class	,,
Duder, R. and R.	Devonport	Brickmaking	50	14	,,	,,
Faithful, McConnel, and Co.	Puriri	Log-hauler	20	Two 8	,,	,,
Ferguson Mining and Smelting Syndicate	Waiomio	Smelting	59	13 and 16	First class	Number of cylinders amended.
,,	,,	,,	59	13 and 16	,,	,,
Fewell, Robert	Paeroa	Sawmill	17	13	Second class	Late Forest and Clark, Paeroa.
Finlayson Bros.	Dargaville	Idle	25	Nil	,,	Late Kauri Timber Company, Auckland.

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, in Inches.	Class of Driver required.	Additional Boilers; Names of late Owners of Transferred Boilers; and also showing where Size, &c., of Cylinders are now amended.
		AUCKLAND DISTRICT—*continued.*				
Foreshore Dredging Company	Thames	Dredging	20	18 and 13	First class	Additional.
Frost, E. C.	Waimuku	Hauling timber	$6\frac{3}{4}$	$7\frac{1}{2}$	Locomotive and traction	Late W. Craig, Tuakau.
Gamman Bros.	Oropi	Sawmill	28	17	First class	Additional.
,,	,,	,,	27	17	,,	,,
Gamman, G. A., and Co.	Tauranga	Steaming	50	Nil	Second class	Engine not now connected.
Gibbons, R. P.	Tangowahine	Sawmill	52	$13\frac{1}{2}$ and 14	First class	Number of cylinders amended.
Gibbons, R. P., and Co. (Limited)	Hikurangi	Hauling logs	9	Two $6\frac{1}{2}$	Locomotive and traction	Size of cylinders amended.
Hagger, W. H.	Kaimaumau	Hauling	$2\frac{1}{2}$	$5\frac{1}{2}$	Ditto	Size of cylinder amended.
Hawkins, Thomas	Awakino	Locomotive	9	Two 6	,,	Late Mitchelson Timber Company, Auckland.
Hellaby, R. and W.	Richmond	Steaming and wool-scouring	45	$6\frac{1}{2}$	Second class	Number of cylinders amended.
Horne, A. J. W.	Rangitaike River	Flaxmill	16	$8\frac{3}{4}$ and $14\frac{3}{4}$	First class	Additional.
Kaponga Gold-mining Company	Coromandel	Pumping and winding	25	Two 10 and one 20	First class and winding	Number of cylinders amended.
,,	,,	Pumping	68	20	First class	Additional.
Kauri Timber Company	Auckland	Sawmill	35	Two 20	,,	Number and size of cylinders amended.
,,	Great Barrier Island	,,	50	16	,,	Additional.
,,	,,	,,	50	16	,,	,,
,,	,,	,,	50	16	,,	,,
,,	,,	,,	50	16	,,	,,
,,	Koutu	,,	56	16	,,	Late New Zealand Timber Company, Koutu.
,,	,,	Log-hauling	50	14	Second class	Additional.
,,	,,	Sawmill	56	16	First class	Late New Zealand Timber Company, Koutu.
,,	Te Kopuru	,,	50	20	,,	Number of cylinders amended.
,,	,,	,,	22	$14\frac{3}{8}$	,,	Size of cylinder amended.
,,	,,	,,	65	20	,,	Number of cylinders amended.
King, G. E.	Tangowahine	Hauling logs	11	Two 6	Locomotive and traction	,,
Lamb, R. S., and Co.	Hore Hore	,,	9	Two $6\frac{1}{2}$	Ditto	,,
,,	,,	,,	9	Two 6	,,	Size of cylinders amended.
Lane, H., and Son	Opua	Log-hauling	12	Two $9\frac{1}{8}$	Second class	Additional.
Levesey, J. W.	Mareretu	Flaxmill	22	10	,,	Late Hall and Co., Kamo.
Leyland and O'Brien	Auckland	Sawmill	36	12	,,	Size of cylinder amended.
Manders and Co.	Puhi Puhi	,,	77	Two 12	First class	Late Mander and Bradley, Puhipuhi.
Maungatapere Dairy Company	Maungatapere	Butter-factory	17	9	Second class	Size of cylinder amended.
New Zealand Crown Mines Gold-mining Company	Karangahake	Dynamo	107	14, $20\frac{1}{2}$, and 30	First class	Additional.
,,	,,	,,	107	14, $20\frac{1}{2}$, and 30	,,	,,
New Zealand Paper-mills Company	Riverhead	Paper-mills	42	17 and 34	,,	Size of cylinders amended.
,,	,,	,,	42	17 and 34	,,	,,
,,	,,	,,	76	$16\frac{1}{2}$ and 32	,,	Additional.
New Zealand Portland Cement Company	Limestone Island	Cement-works	96	16 and 24	,,	Size of cylinders amended.

New Zealand Portland Cement Company	Limestone Island	Cement-works	96	16 and 24	First class	Size of cylinders amended.
Northern Roller Mills	Auckland	Flour-mill	80	Compound, two 16 and 30	„	Number and size of cylinders amended.
Northern Timber Company	„	For sale	86	14	Second class	Additional.
Rayner, Dr.	Karekare	Sawmill	51	Two 11	First class	Late Karekare Sawmill Company, Auckland.
Rawene Sawmilling Company	Rawene	„	40	14¼	„	Size of cylinder amended.
Strongman, J.	Pukekohe district	Stone-crushing	6	8⅜	Locomotive and traction	Late Adam Madill, Tuakau.
Sundberg and Anderson	Dargaville	Sawmill	30	12	Second class	Size of cylinder amended; late W. Allen Dargaville.
Suttie Bros.	Onehunga	Tannery	22	Two 8 and 15	„	Size of cylinders amended.
Takapuna Tramways Company (Limited)	Takapuna	Hauling	16	Two 9½	Locomotive and traction	Additional.
Talisman Consolidated Gold-mining Company	Karangahake	Mining machinery	95	18½ and 34	First class	Number and size of cylinders amended.
„ „	„	„	95	18½ and 34	„	„
„ „	„	„	95	18½ and 34	„	„
„ „	„	„	95	18½ and 34	„	„
Thames Valley Dairy Company	Thames Valley	Dairy	21	10	Second class	Additional.
Waihi Gold-mining Company	Waihi	Battery	54	12 and 20, 15 and 30, 12¼ and 20	First class	„
„	„	Winding, No. 2 shaft	70	Two 11¼ and two 9½	Winding	Size of cylinders amended.
„	„	„ „	70	Two 11¼ and two 9½	„	„
„	„	Pumping and winding, No. 5 shaft	145	60 and 110, 35 and 70, 15 and 30, and two 12	First class and winding	Number of cylinders amended.
„	„	Pumping and winding	64	Ditto	Ditto	„
„	„	Ditto	64	„	„	„
„	„	„	88	„	„	„
„	„	„	88	„	„	„
„	„	Pumping, winding, and air-compressing	56	60 and 110, 35 and 70, two 12, two 18, one 14, four 8, 6 and 10, compound, 14 and 30	„	Number and size of cylinders amended.
„	„	Ditto	145	Ditto	„	„
„	„	„	56	„	„	„
„	„	„	88	„	„	„
„	„	„	88	„	„	„
„	Waikino	Various	8	10	Locomotive and traction	Size of cylinder amended.
„	„	Crushing	40	21, 12, and 14	First class	Size of cylinders amended.
Waihi Consolidated Gold-mining Company	Waihi	Winding	50	Two 10	Winding	Late Waihi Gold-mining Syndicate, Waihi.
„	„	„	63	Two 10	„	„ „
Waihi Paeroa Gold-extraction Company	„	Mining	50	11 and 22	First class	Size of cylinders amended.
Waihi Paeroa Gold-mining Company	„	„	50	11 and 22	„	„
White Pine Timber Company	Naumai	Hauling	16	Two 8	Locomotive and traction	Additional.
Wilson's Portland Cement Company	Warkworth	Cement-works	70	17½ and 29½	First class	Size of cylinders amended.
„	„	„	72	14 and 28	„	Additional.

No. 19.—RETURN showing the NAMES of OWNERS OF ADDITIONAL BOILERS AND TRANSFERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, in Inches.	Class of Driver required.	Additional Boilers; Names of late Owners of Transferred Boilers; and also showing where Size, &c., of Cylinders are now amended.
AUCKLAND SOUTH DISTRICT.						
Austin, O. E.	Te Aroha	Flax-mill	25	11	Second class	Late Otway Bros., Waihou.
Bartholomew Timber Company	Near Rotorua	Hauling logs	19½	Two 11	Locomotive and traction	Additional.
Gardner and Sons	Manunui	,,	17	Two 8½	Second class	Late Punga Punga Timber Company, Manunui.
,,	,,	Traction	8	Two 7	Locomotive and traction	Late Punga Punga Timber Company, Taumarunui.
,,	,,	Sawmill	73	17	First class	Ditto.
Henn, H. J.	Waitoa	,,	40	18	,,	Additional.
Northern Timber Company	Taupiri	Log-hauling	15	Two 9	Second class	,,
Ongarue Sawmilling Company	Ongarue	,,	15	Two 8½	,,	Late J. Bennett, Ongarue.
Roe, A. W.	Mamaku	Traction	12	Two 6	Locomotive and traction	Additional.
Roper and Winger	Taumarunui	Sawmill	17	9	Second class	Number of cylinders amended.
Steele, W.	Mamaku	,,	32	12	,,	Additional.
Taringamutu Totara Sawmilling Company	Taringamutu	,,	39	12½	,,	,,
,, ,,	Taumarunui	Hauling	17	Two 10	Locomotive and traction	,,
Taumarunui Sawmilling Company	,,	Sawmill	25	13	Second class	Size of cylinders amended.
Taupiri Coal Company	Huntly	Air-compressor	6	Two 9	,,	Late Taupiri Extended Coal Company, Huntly.
,,	,,	Traction	18	Two 10	Locomotive and traction	Additional.
,,	,,	Winding	42	Two 8, two 9, and two 11	First class and winding	Number of cylinders amended.
,,	,,	,,	30	18	Ditto	,,
,,	,,	,,	35	Two 20	,,	Late Taupiri West Coal Company, Auckland.
,,	Taupiri West	,,	14	Two 9	Winding	Late Taupiri West Coal Company, Huntly.
Thames Valley Co-operative Dairy Association	Manawaru	Butter-factory	16	9	Second class	Late Manawaru Co-operative Dairy Company, Aratiatia.
Whitechurch Bros.	Waituna	Flax-mill	14	Two 8½	,,	Additional.
CANTERBURY DISTRICT.						
Alston, E. A.	Christchurch	General	8	9	Locomotive and traction	Late G. W. Bailey, Templeton.
Anderson's (Limited)	Lyttelton	Engineers' shop	12	7 and 11½	Second class	Additional.
Andrews, J. C.	Waikuku	Twine-making	90	12 and 21	First class	,,
Aulsebrook and Co.	Christchurch	Confectionery	18	8½ and 12¾	,,	Size of cylinders amended.
Blakemore, J. T.	Springston	General	8	9	Locomotive and traction	Late Henry Page, Springston.
Boag, J., jun.	Brookside	,,	8	6½ and 10	Ditto	Size of cylinders amended.
Bowron Bros.	Woolston	Tannery	16	18	First class	Number and size of cylinders amended.
,,	,,	,,	20	18	,,	,,
,,	,,	,,	17	18	,,	,,
Burley, W. E.	Christchurch	Planing-mill	26	12	Second class	Late W. Scott, Christchurch.

Canterbury Frozen Meat Company	Belfast	Manure, &c.	36	9½ and 16	First class	Number and size of cylinders amended.
"	"	"	36	9½ and 16	"	"
"	"	Freezing	40	9, 14½ and 25, 9, 14½ and 25, 8 and 14, 10 and 17	"	"
"	"	"	40	Ditto	"	"
"	"	"	70	Two 9, 14½ and 25, 8 and 14, 10 and 17	"	"
Christchurch Brick Company	Addington	Brickmaking	30	12 and 22	"	Size of cylinders amended.
Christchurch City Council	Christchurch	Electricity	103	Two 3, two 12, and two 19, 3, 13, and 19, 3, 9, and 15, two 3, two 8, and two 12	Three first class	Number and size of cylinders amended.
"	"	"	103	Ditto	"	"
"	"	"	208	"	"	"
Christchurch Dairy Company	"	Dairy	24	7 and 11	Second class	Number of cylinders amended.
Christchurch Gas Company	"	Gasworks	36	12, 9, and 7	First class	Size of cylinders amended.
"	"	Hauling	7	Two 7	Locomotive and traction	Additional.
"	"	Pumping	20	7	Second class	Number and size of cylinders amended.
Christchurch Meat Company	Islington	Freezing and generating electricity	40	16 and 30, 10 and 18, 15 and 27	First class	Number of cylinders amended.
"	"	Ditto	40	Ditto	"	"
"	"	"	80	"	"	"
"	"	"	80	"	"	"
Creed, W. R.	Waiau	Road wagon	4	4½ and 6	Locomotive and traction	Late George Oakley, Templeton.
Duncan, P. and D.	Christchurch	Engineers' tools	15	8 and 9	Second class	Number and size of cylinders amended.
"	"	Steam-hammers	30	6, 8, and 8½	"	"
Flower, F. H.	Kaikoura	General	8	9	Locomotive and traction	Additional.
Gibbs, H.	Halswell	"	8	6¼ and 10¾	Ditto	"
Harrison, H.	Scargill	"	8	6½ and 11	"	"
Jones, Truman	Hororata	"	8	9½	"	Late Jones and Patterson, Hororata.
"	"	"	8	6 and 10	"	Late W. Gerard, Snowden.
"	"	"	8	6½ and 10	"	Late Jones and Patterson, Hororata.
Langesen, W. E.	Hapuka	Sawmill	8	9½	Second class	Additional.
"	"	"	8	9	"	"
Lemmon Bros.	Doyleston	General	8	6½ and 11	Locomotive and traction	"
Lyford, F.	Kaikoura	"	8	9½	Ditto	"
Lyttelton Harbour Board	Lyttelton	Electric light	43	9 and 14, 9 and 14	First class	"
"	"	Pumping	15	Two 13⅛	"	Number of cylinders amended.
"	"	"	15	Two 13⅛	"	"
"	"	"	15	Two 13⅛	"	"
"	"	Hauling	16	Two 8	Locomotive and traction	Additional.
Maddren Bros.	Christchurch	Rope and twine works	20	12 and 21	First class	Size of cylinders amended; late Scott Bros., Port Chalmers
Manning and Co.	"	Brewing	50	Two 7	Second class	Number of cylinders amended.
Mathers, J.	Saltwater Creek	Threshing	8	6½ and 11½	Locomotive and traction	Size of cylinders amended.

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers—*continued*.

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, in Inches.	Class of Driver required.	Additional Boilers; Names of late Owners of Transferred Boilers; and also showing where Size, &c., of Cylinders are now amended.
		CANTERBURY DISTRICT—*continued*.				
Mathews, Mrs. B.	Rangiora	General	8	9	Locomotive and traction	Additional.
Mills and Cullen	Greendale	„	10	7 and 11	Ditto	Late J. W. McCrostie, Greendale.
Montgomery, H.	Southbridge	Threshing	8	9	„	Late W. R. Smith, Southbridge.
Moore and Strachan	Kaiapoi	General	9	6½ and 10½	„	Late W. Doubleday, Kaiapoi.
McKay, A.	Kirwee	Chaffcutting	6	8	„	Late J. Calder, Halkett.
McLaren, W. A., and Co.	Christchurch	General	8	6¼ and 10¾	„	Additional.
McLaren and Co.	Rangiora	Crushing stones	8	9	„	Late Henry Gibbs, Lincoln.
Nelson Bros.	Hornby	Freezing	30	13 and 25, 18 and 29	First class	Number of cylinders amended.
New Zealand Produce and Provision Company	Belfast	Soap-works	17	9	Second class	Late Oleo and General Produce Company of New Zealand, Belfast.
Pitcaithly and Co.	Halswell	Hauling	8	6¾ and 11	Locomotive and traction	Size of cylinders amended.
Pulley, P. J.	North Loburn	General	8	8¾	Ditto	Late Pulley and Feather, North Loburn.
Pulley and Feather	„	„	8	8¾	„	Size of cylinder amended; late R. Bailey.
Smith, Hay	Clarkville	„	8	6 and 10½	„	Size of cylinders amended.
Smith and Smith	Christchurch	Road-work	4	4½ and 7	„	Additional.
Terry Bros.	Lincoln	General	8	6 and 10½	„	Late D. Crump, Springston.
Union Steamship Company of New Zealand (Ltd.)	Lyttelton	Hoisting	21	5 and 5	Second class	Number and size of cylinders amended.
Vangioni and Walker	Akaroa	Brickmaking	16	7 and 11¼	„	Additional.
		CANTERBURY SOUTH DISTRICT.				
Adams, S. J.	Waimate	Sawmill	16	9¼	Second class	Size of cylinder amended.
Anderson, W. and D.	Methven	General	8	6 and 10	Locomotive and traction	Late J. T. Kilworth, Methven.
Andrews, Matthew	Pleasant Point	„	8	6½ and 11	Ditto	Additional.
Ashburton Woollen-mills	Ashburton	Woollen-mills	30	Nil	Second class	Engine not now connected.
„	„	„	30	„	„	„
Bell, W. H.	Tinwald	Chaffcutting	8	6¾ and 11	Locomotive and traction	Size of cylinders amended.
Buckingham, R. J.	Waimate	General	7	8½	Ditto	Additional.
Canterbury Farmers' Co-operative Association	Timaru	For sale	8	9	„	Late J. C. Fleming, Geraldine.
Canterbury Frozen Meat Company	Fairfield	Freezing	160	9, 14, and 25	First class	Number of cylinders amended.
Clark, W. J.	Levels	General	8	6½ and 11	Locomotive and traction	Late Reid and Gray, Timaru.
Crothers, D. H.	Ashburton	„	9	6⅝ and 10⅝	Ditto	Late H. J. Crothers, Ashburton.
Dann, Edwin	Woodbury	„	8	8¾	„	Late J. Wooding, Woodbury.
Doak, D. J.	Wakanui	„	8	6½ and 11	„	Additional.
Douglas, J.	Rakaia	„	7	8	„	Size of cylinder amended.
Farm Steam-power Company	Waimate	„	8	9	„	Additional.
Frost, L.	Lismore	„	8	6 and 10	„	Size of cylinders amended; late J. Burgess, Mayfield.

Gaiger and Alexander	Timaru	General	8	6¾ and 11	Locomotive and traction	Late Wigley and Thornley, Timaru.
Hall, E., and Son	Temuka	Pile-driving	8	9	Ditto	Late Thomas Ward, Fairview.
Hardwick, W.	Waimate	General	8	9⅛	„	Size of cylinder amended.
Harrison, H.	Rakaia	„	9	6¾ and 11½	„	Additional.
Hawkins, T.	Waimate	„	7	8⅜	„	Late Hawkins Bros., Waimate.
Kellahan, J.	Fairlie	Chaffcutting	6	8	„	Late Kellahan Bros., Fairview.
Kellahan, W.	Timaru	General	7	5 and 10	„	Size of cylinders amended.
Knox, S. and M.	Ashburton	Threshing	8	10⅜	„	Late D. Cameron, Methven.
„	„	General	8	6½ and 10½	„	Size of cylinders amended.
Meyers Bros.	Waimate	„	8	9	„	Late Ross and McClintock, Waimate.
Moorhead, John	Lyndhurst	„	8	8¾	„	Late D. Cameron, Springfield.
Moses, William	Willowby	Threshing	8	6¼ and 10½	„	Size of cylinders amended.
McCormick, Lachlan	Pleasant Point	„	8	9	„	Additional.
McIlhennery, James	Ashburton	General	6	8	„	Number and size of cylinders amended; late John Chinnery, Tinwald.
McIntyre, J.	„	„	10	7 and 11½	„	Additional.
Norrish, R.	Orton	Threshing	8	5¼ and 9½	„	Size of cylinders amended.
O'Connor, Brian	Rakaia	General	8	9	„	Late T. Langley, Ashburton.
Rainey, T.	Ashburton	„	8	6¼ and 10½	„	Late John Pearce, Rakaia.
Sheppard and Douglas	Temuka	„	8	9	„	Size of cylinder amended.
Stewart, Arthur	Rakaia	„	8	9	„	Late Stewart and Baxter, Rakaia.
Thompson Bros.	Lyndhurst	Threshing	8	9¼	„	Late G. Thompson, Lyndhurst.
Tozer, Frederick	Levels	General	8	6½ and 11	„	Additional.
Wilson, John T., and Co.	Fairlie	„	8	9	„	Late James Wilson, Allandale.

HAWKE'S BAY DISTRICT.

Andrew, William	South Makaretu	Sawmill	14	Two 9	Second class	Late Andrew and Eggleton, Takapau.
Barry, D.	Gisborne	Steaming	18	Nil	„	Engine not now connected.
„	„	Brewery	30	12	„	Size of cylinder amended.
Benson, Henry	Ormond	Threshing	6	8¼	Locomotive and traction	Late Shanks Bros., Ormond.
Bourke, J. J., and Company	Clive	Wool-washing	50	Nil	Second class	Late M. F. Bourke, Napier.
Bowring and Cattermote	Near Takapau	Hauling	7	8½	Locomotive and traction	Late Murray, Roberts, and Company, Napier.
Colly, John	Gisborne	Sawmill	23	13⅜	Second class	Number and size of cylinders amended: late Alpha Sawmill Company, Gisborne.
Douglas, W. J., and A. F.	Te Mahanga	General	6	10	Locomotive and traction	Late W. J. Douglas, Poukawa.
Frimley Canning Company	Frimley	Steaming	37	7	Second class	Additional.
Gardner, C. F.	Kaiti	Brickworks	58	14½	First class	Late Gardner and Clark, Gisborne.
Hall, F.	Te Karaka	Sawmill	14	10 and 14	„	Additional.
McKay, G.	Kaikora North	Hauling	6	8	Locomotive and traction	Late A. V. Collins, Kaikora North.
Napier Harbour Board	Napier	Locomotive	21	10 and 10	Ditto	Additional.
New Zealand Leather-rubber Company	Hastings	Rubber-works	32	Nil	Second class	„
New Zealand Shipping Company	Tokomaru Bay	Pile-driving	30	Two 8¼	Second class	Late Ferro-concrete Company, Napier.
Peddle, S. W.	Henley	Sawmill	35	15⅜	First class	Late Fairburn Timber Company, Napier.
Phillips, R.	Waipukurau	Hauling	8	6⅜ and 11¾	Locomotive and traction	Late E. Orbell, Takapau.
Russell and Ramsay	Twyford	General	6	8	Ditto	Late W. Ramsay, Twyford.
Seifert, H.	Takapau	Flax-mill	12	7 and 11	Second class	Late McLeod and Seifert, Takapau.

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, in Inches.	Class of Driver required.	Additional Boilers; Names of late Owners of Transferred Boilers; and also showing where Size, &c., of Cylinders are now amended.
		HAWKE'S BAY DISTRICT—*continued.*				
Smith, D. J.	Tokomaru Bay	Hauling	6	Two 5¼	Locomotive and traction	Additional.
Tohara Sawmilling Company	Rakauroa	Sawmill	16	Two 9	Second class	Late W. L. Wilkinson, Rakauroa.
Waiapu County Council	Tokomaru Bay	Hauling	6	Two 5¼	Locomotive and traction	Additional.
Whitehead, T. H.	Takapau	Flax-mill	12	7 and 11	Second class	Late McLeod and Seifert, Takapau.
		MARLBOROUGH DISTRICT.				
Baker and Freath	Seddon	General	6	6 and 10½	Locomotive and traction	Late F. S. Barnes, Seddon.
Bary, A.	Tuamarina	Brickmaking	25	10¾	Second class	Additional.
Bennett, F.	Flaxbourne	Traction-engine and chaffcutting	4	6½	Locomotive and traction	Late A. J. Litchfield, Blenheim.
Brownlee and Company	Ronga Valley	Bush engine	20	Two 8⅝	Second class	Size of cylinders amended.
,,	,,	,,	15	Two 8⅞	,,	,,
,,	,,	,,	15	Two 9	,,	,,
Christchurch Meat Company	Picton	Freezing-works	12	12	,,	Number of cylinders amended.
,,	,,	,,	12	12	,,	,,
,,	,,	Freezing	106	22, 12, and 10½, 6 and 6½, two 6, two 10, two 6, two 4½, and two 3	First class	Number and size of cylinders amended.
,,	,,	By-product plant	12	12, two 5, two 7½, and 6	,,	,, ,,
,,	,,	,,	12	Ditto	,,	,, ,,
,,	,,	Freezing	106	12 and 22	,,	Number of cylinders amended.
Fowler, W. T.	Wairau Valley	General	6	8	Locomotive and traction	Late F. S. Barnes, Seddon.
Ham, Robert	Blenheim and Awatere districts	Traction-engine, threshing, and chaff-cutting	8	9	Ditto	Late Edward Ham, Blenheim.
Marlborough Timber Company	Nydia Bay	Hauling	8½	Two 6½	,,	Additional.
,,	Opouri Valley	Sawmill	73	17	First class	Late Opouri Timber Company, Christchurch.
,,	,,	Locomotive	29	Two 8⅞	Locomotive and traction	Size of cylinders amended.
Patchett, John	Blenheim district	Traction-engine and general work	8	6½ and 11	Ditto	Additional.
Pike, W. D., and T.	,,	Traction-engine and chaffcutting	6	6 and 10	,,	Size of cylinders amended.
,,	,,	General work	6	6 and 10½	,,	,,
,,	,,	Traction-engine and general work	8	7 and 11	,,	Additional.

MARLBOROUGH DISTRICT—*continued.*

Smart, F. A.	Wakamarina	Sawmill	20	8 and 12½	First class	Size of cylinders amended; ate Alpine Gold-dredging Company, Blenheim
Smart Bros.	Blenheim	Traction-engine	8	6½ and 10	Locomotive and traction	Size of cylinders amended.
,,	,,	General work	8	6½ and 10½	Ditto	,,
Smith, G. A.	Picton	Sawmill	35	12	Second class	Additional.
Snowden Bros.	Seddon	Traction	4	6½	Locomotive and traction	Late F. Bennett, Flaxbourne.

NELSON NORTH DISTRICT.

Anglesey, William, jun.	Tadmor	Traction-engine	8	9	Locomotive and traction	Late E. S. Senior, Upper Tadmor.
Baigent, Thomas	East Takaka	Portable engine in sawmill	14	Two 9¼	Second class	Late H. Baigent, Nelson.
Nelson City Council	Nelson	Air-compressing and exhausting gas	20	Two 8, and 5	,,	Size of cylinders amended.
,,	,,	Ditto	20	Two 8, and 5	,,	,,
Nelson Freezing Company	Stoke	Boiling down and heating	24	Two 8, two 4	,,	Number of cylinders amended.
Robertson Bros.	Nelson	Sash and door factory	30	12¾	,,	Size of cylinders amended.
Saunders and Prouse	Mangarakau	Sawmill	45	16¼ and two 6	First class	Number of cylinders amended.
Soper, Rowden	Takaka	Traction-engine, &c.	6	8	Locomotive and traction	Additional.
The Copper-development Company	Aniseed Valley	Sawmill	20	10¼	Second class	Late Maoriland Copper Company, Christchurch.

NELSON SOUTH DISTRICT.

Blackball Coal Company	Blackball	Coal-mining	50	Two 15, and one 14¼	First class	Number of cylinders amended.
Bowater and Bryan	Sergeant's Hill	Pumping	23	8	Second class	Additional.
,,	Westport	Sawmill	32	15	First class	,,
Consolidated Goldfields of New Zealand (Limited)	Blackwater Mines	Winding	50	Two 14 and one 12	Winding	Number of cylinders amended.
,, ,, ,,	,,	,,	50	Two 14 and one 12	,,	Additional.
,, ,, ,,	Progress Battery, Reefton	Traction-engine	8	6¾ and 11½	Locomotive and traction	,,
,, ,, ,,	,, ,,	,,	8	10	Ditto	Late E. Lockington, Reefton.
,, ,, ,,	,, ,,	Smelting	12	Two 8⅝	Second class	Size of cylinders amended.
,, ,, ,,	Reefton	Gold-mining	16	Nil	,,	Late Mosquito Gold-dredging Company, Mosquito Creek.
Karamea Sawmilling Company	Karamea	Sawmill	20	7, 11, and 8	First class	Number of cylinders amended.
Keep-it-Dark Gold-mining Company	Keep-it-Dark Mine	Air-compressor	20	7 and 11¼	Second class	Late A1 Gold-dredging Syndicate, Capleston.
Long and Daley	Blackball	Sawmill	16	Two 9¼	,,	Additional.
Mackenzie and Carew	Nine-mile Road	,,	24	9¾	,,	,,
New Zealand Government State Coal-mines	Point Elizabeth	Air-compressor	36	14 and 12	Exempt	,,
,, ,,	,,	Idle	60	Two 18, two 16, one 7 and 11, and one 5	,,	Number and size of cylinders amended; late Point Elizabeth Coal Company, Brunner.
,, ,,	,,	,,	60	Two 10, one 7 and 11	,,	Ditto.
,, ,,	Seddonville	Main haulage	60	15, 10, and 6½	,,	Number of cylinders amended.
Paparoa Coal Company	Soldiers' Creek, Paparoa	Fan	19	Two 14¼	First class	Number and size of cylinders amended.
,,	,, ,,	,,	8	14¼	,,	Additional.

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, in Inches.	Class of Driver required.	Additional Boilers; Names of late Owners of Transferred Boilers; and also showing where Size; &c., of Cylinders are now amended.
		NELSON SOUTH DISTRICT—*continued.*				
Point Elizabeth Coal Company	Brunnerton	Coal-mining	35	One 12, one 13¼, two 8, and one 7½	First class	Number of cylinders amended.
„ „	„	„	35	Ditto	„	„
Sigley, Joseph	Fern Flat	Idle	30	7 and 11	Second class	Late Fern Flat Gold-dredging Company, Fern Flat.
Taylor and McIlroy	Buller River	Dredge	30	8 and 12¾	First class	Late New Mokoia Gold-dredging Company, Greymouth.
Westport Coal Company	Denniston	Main haulage and electric lighting	84	Two 18, one 16, two 12, four 7, eight 6, one 5, and one 8	„	Number and size of cylinders amended.
„	„	Ditto	84	Ditto	„	„ „
„	„	„	84	„	„	„ „
„	„	„	84	„	„	„ „
„	Kiwi	Air-compressing and fans	50	Three 14½ and two 12	„	Number of cylinders amended.
„	„	Ditto	50	Three 14½ and two 12	„	„
„	Mine Creek	Air-compressor, fan, and dynamo	58	Four 14½, one 20, one 6½, and one 13	„	Additional.
„	„	Ditto	58	Ditto	„	„
Westport Harbour Board	Cape Foulwind	Locomotive	30	Two 10⅝	Locomotive and traction	„
		OTAGO DISTRICT.				
Allandale Coal Company	Pukeviti	Hauling and pumping	20	9 and 14	First class	Size of cylinders amended.
Barewood Gold-mining Company	Barewood	Pumping and winding	20	Two 12	Winding	„
„	„	Auxiliary pumping and winding	16	Two 12	„	„
Buchanan, W.	Beaumont	General hauling	8	6½ and 10¼	Locomotive and traction	Additional.
Clark Bros.	Maheno	Hauling	8	5¾ and 9¾	Ditto	Size of cylinders amended.
Creighton and Reid	Kokonga	Threshing and chaff-cutting	8	9	„	Late J. H. Mitchell, Studholme Junction.
Donaldson, W. and G.	Golden Point	Quartz-crushing	14	6½ and 11	Second class	Late W. and J. Donaldson, Golden Point.
„	Mount Highley	„	16	7 and 11½	„	„ „
Dunedin Hospital	Dunedin	Laundry and heating	56	7	„	Late Lovell's Flat Coal Company, Dunedin.
Dunedin and Kaikorai Tramway Company	Kaikorai	Hauling	48	16 and 14½	First class	Size of cylinders amended.
Glenham Sawmilling Company	Glenham	Sawmill	9	Two 8½	Second class	Size of cylinders amended; late John Young, Makarewa.
Gormack, J.	Clinton	General hauling	8	9	Locomotive and traction	Late Gormack and Main, Clinton.
Graham, T. A.	Allanton	Threshing	8	9	Ditto	Late D. Millar, Maungatua.
Green Island Mineral Company	Abbotsford	Hauling and pumping	28	8	Second class	Additional.
Gwynne, W.	Houipapa	Sawmill	18	10	„	Number and size of cylinders amended.

Harraway and Company	Burnside	Steaming	40	Nil	Second class	Engine not now connected.
Harraway, H.	„	Hauling	5	4⅛ and 6½	Locomotive and traction	Additional.
Heenan, T. D.	Maungatua district	Chaffcutting	4½	6½	Ditto	„
Inch Valley Lime-kilns	Inch Valley	Hauling	30	Two 10	Second class	Late J. Gibson, Palmerston.
Jenkins, George	Kelso	Chaffcutting	6	9	Locomotive and traction	Late Jenkins Bros., Kelso.
Johnstone, George	Georgetown	Threshing	8	9	Ditto	Late W. G. Johnstone, Oamaru.
Kahikatea Sawmilling Company	Kahikatea	Dairy factory and sawmill	18	9½	Second class	Size of cylinder amended.
„	„	Ditto	18	9½	„	Additional.
„	„	Sawmill	17	10	„	Size of cylinder amended; late Ashburn Hall Company, Waikari.
Leonard Bros.	Balclutha	General hauling	8	6½ and 11	Locomotive and traction	Additional.
Leonard, J.	„	„	8	9	Ditto	Size of cylinder amended.
Main, J. A.	Waiwera South	„	8	9	„	Late Gormack and Main, Invercargill.
Mannix Bros.	Duntroon	Threshing	8	9	„	Additional.
Mornington Tramway Company	Mornington	Hauling	16	Two 13, and one 15	First class	Size of cylinders amended.
„	„	„	16	Two 13 and one 15	„	„
Murray, Alexander	Awamangu district	Threshing and chaff-cutting	8	9	Locomotive and traction	Additional.
McDonald, Miss Sophia	Totara	Hauling	4	3 and 5	Ditto	„
McLeod Bros.	Dunedin	Soap-works	20	Nil	Second class	Engine not now connected.
„	„	„	20	Nil	„	„
McPhee, J. O.	Abbotsford	Pottery-works	20	8¼	„	Late John Bailey, Burnside.
McSkimming, P., and Sons	Benhar	Pipe and tile works	20	7 and 11½	„	Size of cylinders amended.
Newbigging Bros.	Moneymore	Threshing	8	9	Locomotive and traction	Late W. Newbigging, Moneymore.
New Zealand Coal and Oil Company	Kaitangata	Fan and winding	16	Two 8	Winding	Size of cylinders amended.
„ „	„	Hauling	70	Two 20	First class	Additional.
Otago Dock Trust	Port Chalmers	Pumping	20	Two 9½, two 14½, and one 6½	„	Number and size of cylinders amended.
„	„	„	18	Ditto	„	„
„	„	„	18	„	„	„
Otago Steam Laundry Company	North-east Valley	Laundry	62	10½	Second class	Number of cylinders amended.
Saunders, James	Ngapara	Threshing	8	9¼	Locomotive and traction	Late Rapson Bros., Kakanui.
Shand, R.	Waikouaiti	Flour-mill	10	18	First class	Size of cylinders amended.
Smellie Bros.	North Taieri	Threshing	7	8½	Locomotive and traction	Number of cylinders amended.
Speight and Company	Dunedin	Brewery	30	8	Second class	Late Sharp Bros., Dunedin.
Stevenson and Cook	Port Chalmers	Air-compressor	20	9¼ and 17	First class	Late Gordon Gold-dredging Company, Dunedin.
Sutherland and Company	Te Houka	Threshing and chaff-cutting	5	6	Locomotive and traction	Late Alexander Sutherland, Te Houka.
Welsh, T.	Shag Point	Threshing	8	8¾	Ditto	Late Walsh and Morrison, Bushey.

No. 19.—RETURN showing the NAMES of OWNERS OF ADDITIONAL BOILERS AND TRANSFERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, in Inches.	Class of Driver required.	Additional Boilers; Names of late Owners of Transferred Boilers; and also showing where Size, &c., of Cylinders are now amended.
		SOUTHLAND DISTRICT.				
Aitken, John	Wendon Valley	Chaffcutting	7	8	Locomotive and traction	Late G. Aitken, East Gore.
Ballock, Robert	Riversdale district	Threshing and chaff-cutting	8	9	Ditto	Late Ballock Bros., Riversdale.
Bichan, George	Mataura	Flax-mill	30	$10\frac{5}{8}$	Second class	Size of cylinder amended.
Bloomfield, H.	Cattle Flat	„	16	7 and $11\frac{1}{4}$	„	Late R. S. Black and Co., Balfour.
Broad, Small, and Company	Waihoeka	Hauling	12	Two $7\frac{1}{2}$	Locomotive and traction	Additional.
Burk, William	Winton	General	8	9	Ditto	„
Butler, J. F.	Morton Mains	Threshing	6	8	„	Late B. Reid, Orepuki.
Caird, J.	Wyndham	Sawmill	20	8 and 13	First class	Late Riverview Gold-dredging Company, Gore.
Cody, P., jun.	Riversdale	Threshing and chaff-cutting	9	9	Locomotive and traction	Additional.
Crosbie, R.	Wyndham	Threshing	8	9	Ditto	Late R. and D. Crosbie, Wyndham.
Edendale Dairy Factory	Edendale	Dairy factory	29	8	Second class	Additional.
French, Walter	Waikaka district	Chaffcutting and threshing	8	8	Locomotive and traction	Size of cylinder amended; late Currie Bros., Gore.
Glenham Sawmilling Company	Glenham	Sawmill	20	Two 10	Second class	Additional.
Gutschlag, William	Gore district	Threshing	8	9	Locomotive and traction	Late J. Stewart, Gore.
Kura Gold-dredging Company	Muddy Creek	Gold-dredge	20	$8\frac{1}{8}$ and $12\frac{3}{4}$	One first class and two second class	Size of cylinders amended.
Kyle, William	Waikaia	Hauling coal	8	Two 5	Winding	Size of cylinders amended; late J. Hughes, Waikaia.
Macalister, James	Otautau	Chaffcutting	$4\frac{1}{2}$	$6\frac{1}{2}$	Locomotive and traction	Late J. R. Healy and Son, Winton.
Maslin, D. W.	Waikaka district	Threshing	6	8	Ditto	Late George Aitken, Gore.
Massey, H. A.	Invercargill	Sawmill	52	Two 14	First class	Number of cylinders amended.
„	Grove Bush	„	$35\frac{1}{2}$	Two $9\frac{1}{2}$	Second class	Additional.
Mataura Collieries Company	Mataura	Hauling on incline	16	7 and $11\frac{1}{4}$	Winding	Late Waimumu Venture Gold-dredging Company, Mataura.
Moore, James, and Sons	Longwood	Sawmill	22	Two 10	Second class	Additional.
Moss, H. F., and Company	„	„	25	$15\frac{1}{2}$	First class	Size of cylinder amended.
McCallum and Company	Stewart Island	„	12	Two $8\frac{1}{2}$	Second class	Additional.
McCartney, James	Gore district	Threshing	8	9	Locomotive and traction	Late George Stevenson, Gore.
McDonald, Peter	Dipton	General work	9	9	Ditto	Additional.
McGeorge's Freehold Gold-dredging Company, No. 3	Waikaka Valley	Gold-dredge	38	9 and 14	One first class and two second class	„
McPherson, A. and D.	Scott's Gap	Sawmill	20	Two 10	Second class	„

Newson and Petrie	Clinton district	General work	6	8	Locomotive and traction	Late John Denniston, Riversdale.
New Zealand Paper-mills Company	Mataura	Paper-mills	35	13	Second class	Late Mataura Paper-mills Company, Mataura.
New Zealand Smelting Company (Limited)	Orepuki	Smelting-works	20	5	,,	Additional.
Patterson's Freehold No. 1 Gold-dredging Company	Waikaka Valley	Gold-dredge	16	7 and 11¼	Three second class	Size of cylinders amended.
Royal Venture Gold-dredging Company	Waimumu	Gold-dredge	20	8 and 13	One first class and two second class	Late Royal Waimumu Gold-dredging Company, Mataura.
Southland Engineering Company	Invercargill	Engineer's shop	14	7 and 13 9/16	Second class	Additional.
Sutherland and Lopdale	Gorge Road, Edendale	Sawmill	14	Two 8½	,,	Late Sutherland and Co., Edendale.
Sutton, Joseph	Winton	Ploughing and threshing	8	9	Locomotive and traction	Late C. Coombes, Winton.
Turnbull, John	Waikaka Valley	Gold-dredge	16	7⅛ and 11	Three second class	Size of cylinders amended.
Watson and Harrington	Waimimi	Sawmill	20	Two 10	Second class	Late Watson Bros. and Harrington, Orepuki.
Watt and party	East Chatton	Gold-dredge	16	7 and 11¼	Two second class	Late Ibbotson and Co., East Gore.
Willowbank Gold-dredging Company	Willowbank	,,	20	8 and 12¾	One first class and two second class	Late Davidson's Freehold Gold-dredging Company, Waikaka.
Woods and Co.	Riverton Bush	Flax-mill	14	7¾ and 11½	Second class	Late Grimwood and Arnold, Winton.
Wyndham Dairy Factory	Wyndham	Cheese-factory	26	8	,,	Additional.
Yorston, Thomas	Waihola	Chaffcutting and threshing	6	8	Locomotive and traction	Late M. Hickey, Waikaia.
TARANAKI DISTRICT.						
Bartle, H. M.	Opunake	Sawmill	25	11	Second class	Late Mills and Rothery, Rahotu.
Joll, T. L., Co-operative Dairy Company	Otakeho	Cheese-factory	21	6½	,,	Late T. L. Joll, Okaiawa.
Manutahi Co-operative Dairy Company	Manutahi	Dairy and cheese factory	16	9	,,	Additional.
McDonald, Alexander G.	Waverley district	General	6	5½ and 7½	Locomotive and traction	Late Wilkes and McDonald, Waverley.
McNeil, Peter	Kapuni district	,,	6	Compound 6 and 10	Ditto	Additional.
New Plymouth Firewood Company	New Plymouth district	Hauling	6	Compound 4 and 7½	,,	Late W. W. Herbert, New Plymouth.
Parkin, T. and R.	Fitzroy district	General	8	6½ and 10	,,	Additional.
Taranaki Bacon-factory	Fitzroy	Bacon-factory	20	8	Second class	Number of cylinders amended; late Taranaki Co-operative Bacon Company, Fitzroy.
Thom, John	New Plymouth	Threshing and chaff-cutting	6	5¼ and 9¼	Locomotive and traction	Late C. E. Rogers, Bell Block.
Wanganui Dairy Company	Aramoho	Dairy factory	30	8	Second class	Late Waverley Co-operative Dairy Company, Aramoho.
Wanganui Harbour Board	Castlecliff Breakwater	Hoisting stones	10	Two 10	Locomotive and traction	Additional.
Wanganui Meat-freezing Company	Castlecliff	Freezing	80	Compound 12 and 28, and 15 and 27	First class	,,
,, ,,	,,	,,	80	Ditto	,,	,,
,, ,,	,,	,,	80	,,	,,	,,
,, ,,	,,	,,	118	,,	,,	,,
WELLINGTON DISTRICT.						
Akitio Timber Company	Akitio	Sawmill	25	14	Second class	Late Armstrong Bros., Akitio.
Alexander Bros.	Whiteman's Valley	,,	37	13	,,	Late W. and T. Burt, Whiteman's Valley.
Benge, H.	Akatarawa	,,	14	Two 8¾	,,	Late Anderson and Jones, Upper Hutt.

No. 19.—RETURN showing the NAMES of OWNERS OF ADDITIONAL BOILERS AND TRANSFERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, in Inches.	Class of Driver required.	Additional Boilers; Names of late Owners of Transferred Boilers; and also showing where Size, &c., of Cylinders are now amended.
		WELLINGTON DISTRICT—*continued.*				
Blackball Coal Company	Hulk "Blackball"	Hoisting	18	Two 7	Second class	Number of cylinders amended.
Booth, William, and Co.	Carterton	Sawmill	40	11½	,,	,,
Cable, William, and Co.	Kaiwarra	Engineers' shop	40	7 and 13	First class	Size of cylinders amended; late Wellington and Manawatu Railway Company.
Ewington, J. C.	Masterton	Hauling, &c.	6	5½ and 8½	Locomotive and traction	Size of cylinders amended.
Fisher and Minton	Carterton	Threshing	6	8	Ditto	Late C. E. Jones, Matarawa.
Gardiner, George, and Sons	Nireaha	Sawmill	23	12	Second class	Additional.
Gardner and Yeoman	Pukehinau	,,	30	13	,,	Number and size of cylinders amended.
Gear Meat Company (Limited)	Petone	Freezing	73	17 and 34	First class	Additional.
,, ,,	,, ,,	Manure-works	50	Nil	Second class	Engine not now connected.
,, ,,	,, ,,	,,	50	,,	,,	,,
Gibbs, Albert J.	Papakiri	Flax-mill	12	7 and 11	,,	Late Tokomaru Flaxmilling Company, Tokomaru.
Green Flax Dressing Company	Foxton	,,	30	6½ and 10¾	,,	Late Bell and Green, Palmerston North.
Karori Borough Council	Karori	Hauling	6	4 and 7	Locomotive and traction	Additional.
Kohatu Quarry Company	Kohatu	Stone-crushing	14	Two 9¼	Second class	,,
,,	,,	Hauling	7½	Two 9 and 16	Locomotive and traction	,,
Levin Co-operative Dairy Company	Levin	Butter-factory	18	11½	Second class	Size of cylinder amended.
Mace and Nicholson	Ngahauranga	Hauling	5	4 and 6¼	Locomotive and traction	Additional.
McDonald and Bevan	Koputarua	Flax-mill	28	8	Second class	Size of cylinder amended.
Newton, John	Kaiwarra	Soap-works	22	6	,,	,,
New Zealand Government Defence Department	Mahanga Bay	Electric light	27	Two 12½	Exempt	,,
New Zealand Government State Coal Department	Wellington	Hauling	6	4 and 7	,,	Additional.
,, ,,	,,	,,	6	5 and 8½	,,	Size of cylinders amended.
Odlin, C. and A.	Reikorangi	Sawmill	25	12	Second class	Late Norman Campbell, Waikanae.
,,	,,	,,	25	12	,,	,, ,,
Orbell, J.	Martinborough	Hauling	6	6 and 10½	Locomotive and traction	Size of cylinders amended.
Otaki Dairy Company	Otaki	Butter-factory	17	8½	Second class	Late Otaki Manakau Dairy Company, Otaki.
Parker and Co	Kaiparoro	Sawmill	12	Two 8½	,,	Late C. Hall and Bust, Kaiparoro.
Prouse Bros.	Wellington	Sawmill	60	12½	,,	Number of cylinders amended.
Pukuweka Sawmilling Company (Limited)	,,	,,	23	12	,,	Late Halley and Ewing, Wellington.
,, ,,	,,	,,	33	12	,,	,, ,,
Ransfield, R.	Manakau	Chaffcutting	14	Two 8½	,,	Size of cylinders amended.
Ross and Redshaw	Shannon	Flax-mill	32	12	,,	Late W. Hamer, Foxton.
Seifert, George	Tokomaru	,,	47	8½ and 16	,,	Additional.
Sheath, F. A.	Mangamahoe	Sawmill	17	11⅛	,,	Size of cylinder amended.
Stewart Timber Company	Wellington	,,	42	20	First class	Additional.
Swainson and Bevan	Koputarua	Flax-mill	19	8¼	Second class	Size of cylinder amended.

Union Steamship Company of New Zealand (Limited)	Hulk "Arawata" ..	Hoisting	21	Two 6, two 6, two 6, and two 7	Second class ..	Number of cylinders amended.
,, ,,	Hulk "Dilpussund" ..	,, ...	20	Two 6, two 6, two 6, and one 5	,, ..	Number and size of cylinders amended.
,, ,,	Hulk "Occident" ..	,, ...	46	Two 6, two 7, two 8, and two 10	,, ..	Number of cylinders amended.
,, ,,	On New Zealand coasts ..	Salvage	25	Centrifugal pumps	,, ..	Additional.
Wellington City Council	Wellington	Electric trams ..	65	17, 24½, and 37½	First class ..	Size of cylinders amended.
,, ...	,, ...	,, ..	65	17, 24½, and 37½	,, ..	Number of cylinders amended.
,, ...	,, ...	Electric light ..	130	7, 8, and 10	,, ..	Number and size of cylinders amended.
,, ...	,, ...	Power-station ..	65	17, 24½, and 37½	,, ..	Size of cylinders amended.
Wellington Gas Company	,, ...	Gas-making ..	30	Nil	Second class ..	Engine not now connected.
Wellington Harbour Board	,, ...	Pumping ..	140	15 and 30	First class ..	Number of cylinders amended.
Wellington Meat Export Company	Ngahauranga	Refrigerating ..	60	19 and 28	,, ..	Size of cylinders amended.
,, ,, ...	,, ...	Hauling	16½	Two 11	Locomotive and traction	Additional.
,, ,, ...	,, ...	Meat-preserving ..	35	Nil	Second class ..	Engine not now connected.
Wills, P.	Wellington	Laundry	87	8	,, ..	Number and size of cylinders amended.

WELLINGTON NORTH DISTRICT.

Abraham, King, and Co.	Foxton	Flax-mill	12	Two 8½	Second class ..	Late Cooley and Bock, Foxton.
Anderson, Sons, and Co. (Limited)	Ohakune	Sawmill	33	14	,, ..	Late E. Pawson and Co., Ohakune.
Broad and Reeves	Oroua Bridge	Flax-mill	23	11	,, ..	Size of cylinder amended.
Cairncross, David	Palmerston district ..	General	8	9	Locomotive and traction	Late Alexander Brookie, Turakina.
Carter, F. J.	Ohakune	Sawmill	16	Two 9	Second class ..	Late Perham, Larsen, and Co., Utiku.
Goldfinch and Co.	,, ...	,, ...	36	14	,, ..	Additional.
Gamman and Co.	,, ...	Idle	20	Nil	,, ..	Engine not now connected.
,, ...	,, ...	Hauling	22½	Two 9½	Locomotive and traction	Additional.
,, ...	Ohakune East	Sawmill	45	20	First class ..	,,
,, ...	,, ...	Hauling	22½	Two 9	Locomotive and traction	Size of cylinders amended.
Hennessy and Gibbs	Foxton	Flax-mill	14	7 and 12	Second class ..	Additional.
Keepa Hihira	Motoa	,, ...	12	7 and 11	,, ..	Late J. Gemmell, Oroua Bridge.
Lawson, John	Rata	Sawmill	8	5 and 8	Locomotive and traction	Size of cylinders amended.
Manawatu Flour-mills	Palmerston North ..	Flour-mills ..	32	9½ and 16	First class ..	Additional.
Melton, John	Apiti district	General	8	8½	Locomotive and traction	Late G. Wood, Feilding.
New Zealand Government Public Works Department	Mangaonoho	Idle	12	8¼ and 12¾	Exempt ..	Size of cylinders amended.
New Zealand Hemp Process and By-products Company	Foxton	Hemp process ..	57	14 and 23	Second class ..	Additional.
Perham, Larsen, and Co.	Rangataua	Sawmill	56	16	,, ..	,,
Quin Bros.	Turangarere	,, ...	8½	Two 6½	Locomotive and traction	,,
Seifert, Louis	Rangitane	Flax-mill	12	7 and 11	Second class ..	,,
Smith and Donald	Mataroa	Sawmill	26	12	,, ..	Size of cylinder amended.
Syme, George	Waitangi	,, ...	30	16	First class ..	Additional.
Tanner, Robert	Karere	General	6	8⅛	Locomotive and traction	Size of cylinder amended.
Warring, Joseph	Marton district	,, ...	7	5¾ and 9	Ditto ..	Size of cylinders amended.

No. 19.—RETURN showing the NAMES of OWNERS OF ADDITIONAL BOILERS AND TRANSFERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, in Inches.	Class of Driver required.	Additional Boilers; Names of late Owners of Transferred Boilers; and also showing where Size; &c., of Cylinders are now amended.
WESTLAND DISTRICT.						
Baxter Bros.	Ho Ho	Sawmill	43	16½	First class	Size of cylinder amended.
,,	,,	,,	43	16½	,,	Late Tyneside Proprietary Company, Brunnerton.
,,	Otira Line	Locomotive	15	Two 9	Locomotive and traction	Number and size of cylinders amended.
Butler, O.	Gladstone's Siding	Sawmill	20	Two 9¾	Second class	,, ,,
Butler Bros.	Ruatapu	Bush engine	16	Two 8	,,	Late Ewan McGregor, Mangaonoho.
,,	,,	Sawmill	43	Three 16	First class	Additional.
,,	,,	,,	43	Three 16	,,	,,
,,	,,	,,	43	Three 16	,,	,,
,,	,,	,,	43	Three 16	,,	,,
,,	,,	Driving erecting plant	25	Two 8 and two 5	Second class	Number and size of cylinders amended; late Tyneside Proprietary Coal Company, Brunnerton.
Cunningham, Gilbert	Slab Hut Creek	Dredge	20	7 and 11¼	,,	Late Slab Hut Creek Gold-dredging Company, Slab Hut Creek.
Dispatch Foundry	Greymouth	Shop tools	37	11 and 20	First class	Additional.
Dobson Stone Syndicate	Dobson	Stonework	20	8 and 12¾	,,	Late Westland Stone Company, Greymouth.
Erickson, G.	Ahaura	General	8	6 and 10	Locomotive and traction	Additional.
Flowery Creek Sawmilling Company	Stafford	Sawmill	32	18	First class	Number and size of cylinders amended; late Tyneside Proprietary Coal Company, Tyneside.
Greymouth Harbour Board	Greymouth	Hauling	9	Two 7	Locomotive and traction	Additional.
Karoro Brick Company	Karoro	Brickmaking	15	8¼ and 11¾	First class	Size of cylinders amended; late Morris and Roberts, Mananui.
Mananui Sawmilling Company	Mananui	Sawmill	60	Two 11	,,	Late Morris and Roberts, Mananui.
Meharry and O'Malley	Kanieri	,,	13	Two 8¾	Second class	Late A. Meharry, Hokitika.
New Trafalgar Gold-dredging Company	Nelson Creek	Dredge	20	Nil	,,	Late Trafalgar Gold-dredging Company, Nelson Creek.
North Brunner Coal Company	Brunner	Coal-mines	24	,,	,,	Additional.
,,	Stillwater	,,	61	$8\frac{7}{16}$ and $12\frac{3}{4}$, and $12\frac{5}{16}$	First class	,,
Red Jacks Sawmilling Company	Ngahere	Sawmill	20	14	Second class	Number and size of cylinders amended; late Cowie and Bice, Totara Flat.
Russell, R.	Greymouth	Steam-laundry	20	Two 9	,,	Number of cylinders amended; late Tyneside Proprietary Coal Company, Tyneside.
Stewart and Chapman	Rimu	Bush locomotive	25	Two 6½	Locomotive and traction	Number of cylinders amended.
Stratford and Blair	Paroa	Hauling logs	20	Two 8¾	Ditto	Size of cylinders amended.
Westland Brick Company	Greymouth	Brickmaking	16	7 and 11¼	Second class	Additional.

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