

1911.
NEW ZEALAND.

INSPECTION OF MACHINERY:

ANNUAL REPORT OF THE DEPARTMENT FOR 1910-11.

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

THE HON. THE MINISTER IN CHARGE OF THE INSPECTION OF MACHINERY DEPARTMENT TO HIS
EXCELLENCY THE GOVERNOR.

MY LORD,— Inspection of Machinery Department, Wellington, 7th July, 1911.

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 Right Hon. Baron Islington, 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.

SIR,—

Inspection of Machinery Department,
Customhouse Buildings, Wellington, 20th April, 1911.

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, 1911.

The work of the Department has covered practically every district of New Zealand, and, as machinery is introduced in the backblocks in the country for dairying, sawmilling, and general farm-work, so much further has the Inspector of Machinery to go in each succeeding year.

The work generally has gone on smoothly throughout the year. Very few prosecutions were made, and these were mostly taken against owners for employing uncertificated engine-drivers to take charge of engines and boilers that required to be in charge of certificated drivers. In some districts it is very difficult for an owner to replace a certificated driver, who leaves his position hastily, owing to there being no qualified unemployed drivers available. During the year I visited most of the outside offices of the Department, and have discussed with the local Inspectors many points with reference to the working of their districts, and the work connected with the surveying of ships. During these visits I have also met a great many of the shipowners, ironmasters, and engineers.

The engineering trade has not been very busy during the year. The gas and oil engine and gas-producer engine seem to be displacing the steam-engine, except where steam is required for manufacturing purposes. Most of the engines referred to are imported, and are sold at prices against which it would be almost impossible for firms in the Dominion to compete. This is not only a great monetary loss to the Dominion, but it also restricts the education of our young and rising engineers in the engineering trade, who miss the opportunity of seeing such machinery manufactured and handled while they are serving their apprenticeship. The gas-engine has evidently come to stay as a cheap power, and in Great Britain and on the Continent of Europe the experiment is being tried of introducing this engine as motive power for the propulsion of ships.

Circular instructions were issued during the year to all Inspectors with respect to the making of a very rigid and careful inspection of boilers that had been over twenty years in use; special rules for