

ment of the harbour be still left in the hands of a Harbour Board, provision should be made that the Board obtain suitable expert advice on such points:—

- A. There should be obtained full hydrographic particulars of the Buller River and watershed, with a view to a reduction of the gravel-supply by the modification of the flood currents. There should be considered either the possible use of the Orowaiti overflow as a means of carrying off a portion of the flood-water to assist in the reduction of the velocity of the current of the river, or the temporary retention of the whole of the flood-waters as a means of securing scour.
- B. A comprehensive scheme of dredging within the river limits and on the bar should be considered, including the question of whether larger dredges should be employed, and of what class. It should also be considered whether the dredging within the river limits should not include the reduction of the river-bed to suitable gradients.
- C. In order to determine the amount and rate of the littoral drift, information should be obtained by systematic soundings of the bar and roadstead at more frequent intervals, and particularly after each disturbance.
- D. That if the breakwaters be made coterminous, careful observations be made upon the effect on navigation and on the depth on and the position of the bar, with a view to ascertaining whether either or both of the breakwaters should be extended, and to what length, and with what constriction of the waterway, if any.
- E. That so soon as full observations shall have been made and data obtained, calculations be made by some competent authority as to the probable effect on the flood levels in the tidal compartment due to the constriction or otherwise of the harbour-mouth if the breakwaters be further extended, and also as to whether the existing tidal compartment should not be enlarged or further encroachment thereon prevented.

Finally, we have to inform Your Excellency that, pursuant to the authority in that behalf contained in section 11 of the Commissions of Inquiry Act, 1908, we passed the following resolution:—

“That as this inquiry was undertaken at the request of the Westport Harbour Board, and the said Board was duly cited as a party, the costs of and incidental to the said inquiry be borne and paid by the said Board to the extent following, that is to say: the said Board to repay to the Marine Department the amount of the Commissioners’ fees and expenses, and all other charges, costs, and fees paid by the Marine Department in connection with the inquiry, except the fees and expenses paid to Mr. A. T. Maginnity, the counsel appointed to represent the various Government Departments; and that the said Board do further pay the sum of £15 15s. to Mr. F. F. Munro, the Chairman of the said Board, to cover his expenses in attending before the Commission on behalf of the Board at Westport and Wellington, and the sum of £15 15s. to Mr. Charles N. Greenland, the Secretary of the Board, towards the expenses he may have incurred in connection with the said inquiry.”

And we do order the said fees, costs, and expenses be paid by the said Board accordingly.

Given under our hands and seals, at Wellington, this tenth day of November, one thousand nine hundred and thirteen.

J. S. EVANS, Chairman.  
WILLIAM FERGUSON, Member.  
GERALD FITZGERALD, Member.