No. 19.—RETURN OF VESSELS SURVEYED FOR SEAWORTHINESS, ETC.—continued.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.			
1913. Mar. 5	S.s. Waikana	Dunedin	This vessel was making a trip from Dunedin to the Kaik on the 1st March, 1913, when she grounded. An hour later, as the tide rose, with the use of her own engines			
Mar. 8	S.s. Waimea	Wellington	the vessel came off. On examination it was found that the rudder-stock was twisted half a turn. The rudder was unshipped and the stock was straightened. On the 8th March, 1913, about 3.40 a.m., this vessel during foggy weather ran ashore in Ohariu Bay on the voyage from Wanganui to Wellington. She remained ashore until 7.45 a.m., and on arrival in Wellington a survey was			
Mar. 14, 15, 17, 18	S.s. Kowhai	Dunedin	made. Several dents were discovered in hull-plating on the bottom of vessel on the starboard and port sides. The vessel was placed on the slip, and about forty rivets were renewed. This vessel was steaming from Dunedin to Oamaru on the 12th March, 1913. When near Taiaroa Heads she was driven on the Mole by a heavy north-east gale, and remained fast until next day. The vessel was towed off by a tup			
			and a dredge, and was taken to Port Chalmers, where she was docked. The following repairs were made: A fractured plate 17 ft. by 4 ft. 6 in. by § in. on the starboard side in the way of stokehold was cut out and renewed one floor-plate was straightened; 10 ft. of bulb-angle framing and 12 ft. of stringer angles were renewed; a number of rivets were renewed in the forward part of the			
			stern-frame; 110 rivets were renewed in the bottom of the hull under No. I tank, and sixty rivets were renewed in the margin angles forward; all the broken coment was renewed; a new electric engine and dynamo were fitted.			
Mar. 16, 17, 18, 19	S.s. Tokomaru	Dunedin	On the voyage from St. John's, Canada, to Port Chalmers, heavy weather was met with, during which the stern-post was fractured. On arrival at Port Chalmers the vessel was docked and the following repairs effected: Two straps, 6 ft. 9 in. by 9 in. by 3 in., were riveted over the cracked portions of the stern-post between the third and fourth rudder-pintles; the rudder-pintles were turned up and the gudgeons were bushed; the propeller-shaft was drawn, and the stern-bush relined with lignum-vitæ; the stokehold-casing was also repaired where necessary.			

No. 20.—Return showing the Revenue from the Inspection of Machinery Department (including the Examination of Marine Engineers, Land-engine Drivers, and Electric-tram 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, Landengine Drivers, and Electric-tram Drivers, and the Survey of Steamers and Sailing-ships), during the Financial Year ended the 31st March, 1913.

Receipts.	£	s.	d.	Expenditure.		£	s.	d.
Inspection of boilers and machinery (less				Salaries (less refunds)	٠.	9,788	12	7
refunds)	9,725	7	6	Advertising, books, &c		15	8	6
Examination of land engine-drivers (less				Office furniture, &c		.0	12	6
refunds)	697	2	6	Collection of inspection-fees		150	0	0
Examination of electric-tram drivers (less				Office equipment and requisites		44	2	9
$ \text{refunds} \qquad \dots \qquad \dots \qquad \dots $	102	0	0	Postage and telegrams		267	-	10
Survey of steamers (including auxiliary-				Printing and Stationery		65	18	9
powered vessels)	2,748			Rent, cleaning offices, fuel, and light		233	6	6
Survey of sailing-ships	356		-	Telephones (less refund)		81	4	6
Survey of vessels for seaworthiness				Travelling-expenses (less refund)		2,864		
Examination of marine engineers	298			Contingencies		34	13	· O
Examination of plans of vessels	9	10	0					
${\mathfrak L}$	14,082	0	0		£	13,545	18	8