

SESSION II.  
1918.  
NEW ZEALAND.

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# WATERSIDE ACCIDENTS COMMISSION

(REPORT OF THE), TOGETHER WITH RECOMMENDATIONS.

*Laid on the Table of the House of Representatives by Leave.*

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## REPORT.

### COMMISSION.

Hon. T. M. WILFORD, Minister of Marine (Chairman).  
 Captain C. McARTHUR (representing shipping interests).  
 Mr. J. MARCHBANKS (representing Harbour Boards).  
 Mr. L. GLOVER } (representing the New Zealand Waterside Workers' Federation).  
 Mr. J. ROBERTS }

To inquire into and report on the following matters:—

- (1.) Are existing regulations and methods of inspection of all gear used for loading and discharging of all ships and hulks, and for handling cargo on wharves, sufficient to ensure that all gear is in good and safe working-order?
- (2.) If not, what provision should be made—(a) In respect of the main ports; (b) in respect of other ports?
- (3.) What steps can be taken to prevent or minimize accidents to workers engaged in what is known as waterside work?

The Waterside Accidents Commission, having completed its investigations, has the honour to furnish its report.

In all twenty-seven recommendations, numbered from 1 to 27, were unanimously agreed upon by the Commission, while nine extra recommendations, lettered from A to I, were decided by the Chairman of the Commission, as it was impossible to obtain unanimous decisions as to those recommendations, though in regard to several the differences of opinion were so narrow that a decision was simple.

The Commission took evidence at Auckland, Wellington, Napier, Lyttelton, Port Chalmers, and Dunedin, and in all 176 witnesses were examined and cross-examined by each member of the Commission. We desire to record our thanks to all those concerned in waterfront work for their readiness and willingness to assist in the investigations made and in arriving at the conclusions set out herein, and we wish to recognize the readiness of the shipping companies, the Harbour Boards, and the waterside workers to get all information available, which was most marked and made our task a pleasant one.

*Inspection of Gear.*—To the members of the Commission it came as a surprise to find that the Inspectors of Gear under the Marine Department were not legally authorized to inspect any gear other than gear on ships. After taking evidence it was unanimously decided that Inspectors of Gear under the Marine Department should have their powers extended to include the inspection of all running-gear and all subsidiary appliances used for discharging and loading cargo and coal from or into not only ships, but also hulks, store-ships, or lighters, or handling it on wharves. The extension of the Inspectors' powers in that direction is really necessary, for accidents occur unfortunately on hulks, and lighters, and wharves, and it was considered by the Commission that owners of gear should not be their own Inspectors, but that the inspection of such gear should be made by some neutral or disinterested person. To effect that purpose amendments will have to be made in the Harbours Act and in the Shipping and Seamen Act, and the Commission is of