

11. *Examination of Marine Engineers.*

These examinations have been fully maintained during the year, and have been held at the periods and places as set out in the book of regulations, but to suit the convenience of several candidates special examinations have been held at various places. No friction has occurred in the conduct of the examinations; also, the work has been done in a very efficient manner. It requires considerable tact in dealing with the candidates in the oral part of the examination to bring out the knowledge possessed by the candidate, so as to be fair both to the Examiner and to the applicant.

New Zealand engineers on the whole are very apt pupils, and numbers have passed a capital examination in all subjects, which are now very numerous. This is necessary now, as the absence of sails is very noticeable in steamships, and the engineer must be prompt in overcoming difficulties at sea. One or two of the new standard ships visited New Zealand during the year; they have for masts short poles just sufficient to carry a wireless equipment and the derricks.

New Zealand engineers have done exceptionally good work during the war in all positions, and some of them have had bestowed upon them well-earned decorations. New Zealand has every reason to be proud of her engineering sons.

Examinations for certificates of competency were held at the following places throughout the Dominion: Auckland,* Wellington,* Christchurch,* Dunedin,* Invercargill,* Hamilton,* Greymouth,* Timaru,* Napier,* Nelson,* Queenstown, Hokianga,* Russell,* Raglan, Picton,* Te Koporu,* Wanganui,* Westport, Dargaville, Havelock,* Kawhia, Mangonui, Palmerston North, Parenga, Pembroke, Rotorua, Awanui, Whangarei,* Whakatane, and Thames.

The total number of applicants who sat for examination amounted to 277; of this number 240 passed their examinations and 37 failed.

Examinations were held in the following grades: First-class marine engineer, second-class marine engineer, third-class marine engineer, river engineer for steam vessels, marine engine-driver, first-class marine engineer for auxiliary-powered vessels, second-class marine engineer for auxiliary-powered vessels, and river engineer for auxiliary-powered vessels.

Quite a number of new examination papers were worked out at Head Office and circulated to the district offices.

12. *Examination of Land Engineers and Engine-drivers.*

Examinations were held at all the principal centres throughout the Dominion, and several examinations were held also in the country districts to meet with urgent requirements due to the exigencies of the war and for the convenience of various applicants and steam-users.

A full list of places where examinations were held is as follows: Auckland,* Blenheim, Christchurch,* Dunedin,* Featherston, Gisborne,* Greymouth,* Hamilton,* Havelock, Hokianga, Invercargill,* Kaikoura, Kohukohu, Manaia, Martinborough,* Napier,* Nelson,* New Plymouth,* Opuake, Palmerston North,* Picton, Rotorua, Stratford,* Tauranga,* Te Rehunga*, Timaru*, Waipatiki*, Wanganui,* Wellington,* Westport,* and Whangarei.

The examinations held were for extra first-class engineers, first-class engine-drivers, second-class engine-drivers, winding-engine drivers (steam), locomotive- and traction-engine drivers, locomotive-engine drivers, and traction-engine drivers.

Reciprocal certificates were issued to applicants from other States as follows: Canada, 1; New South Wales, 4; Queensland, 1.

The total who sat for these examinations was 446; of this number 88 failed.

New examination-papers for all first-class engine-drivers' examinations were completed in Head Office, and at each quarterly examination throughout the year new papers were forwarded to all district offices. The questions are a good practical test, and contain the knowledge necessary for applicants to become competent in their daily duties.

13. *Examination of Electric-tram Drivers.*

Examinations for electric-tram drivers' certificates were held at Auckland, Christchurch, Dunedin, Invercargill, Napier, New Plymouth, Wanganui, and Wellington. The number who sat for examination totalled 118, nine out of this number failing.

Owing to the shortage of men through enlistment several special examinations were held to suit the convenience of the tramway employees. As far as possible every application was met.

14. *Board of Examiners.*

The Board of Examiners, consisting of the Chief Inspector of Machinery of the Marine and Inspection of Machinery Department, the Inspecting Engineer of the Mines Department, and the Electrical Engineer of the Public Works Department, with Mr. J. G. Macpherson as Secretary, sat in Wellington on nine days during the year to issue certificates to candidates, and for other business with which the Board deals.

Mr. Parry, Chief Electrical Engineer for the Government, who has been a member of the Board for some years, resigned in March. His successor has not yet been appointed.

15. *Districts and Inspectors.*

Changes in the Department were necessary during the year. Mr. Calvert, Senior Inspector of Machinery, retired on superannuation. Mr. Calvert was one of the Department's most valued officers, and had always held the esteem of the shipowners and steam-users throughout the Dominion. Mr. W. R. Douglas, of Napier, was promoted and transferred to Wellington to fill Mr. Calvert's place.

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