

an improvement, as shown by the following summary of vessels which called at Westport for bunkering during the past twelve years :—

Year.	Number of Vessels.	Quantity of Bunker Coal taken.
		Tons.
1925-26	20	..
1926-27	44	..
1927-28	51	54,993
1928-29	54	54,083
1929-30	57	61,546
1930-31	24	25,969
1931-32	10	7,637
1932-33	7	6,872
1933-34	14	12,703
1934-35	21	16,376
1935-36	34	20,647
1936-37	23	22,039

Little Wanganui Harbour.—This port was maintained in a satisfactory working-condition through the year.

The beacon marking the rock edge at the south side of the entrance was re-erected. This beacon is an iron tripod bolted to concrete footings on the rock. It had previously been wrecked by heavy weather.

A new row-boat was supplied for the use of the Port Pilot, the old one having seen its day.

The matter of extending downstream the port wharf so as to permit of greater facility in handling and loading timber was investigated, and a preliminary proposal approved. Detail plans have now been prepared.

Tokomaru Bay Wharf.—Proposals for the reconstruction of wharf and approach viaduct submitted by the Tokomaru Bay Harbour Board have been reported on for the Local Government Loans Board.

Waikokopu Harbour.—The operations at this harbour have been carried out by the Wairoa Harbour Board on behalf of the Public Works Department.

During the year eighty-six coastal vessels worked the port and handled 5,932 tons of general cargo and 392,226 square feet of timber. In addition, seven oversea vessels worked the port and lifted 1,350 quarters of beef, 50,678 carcasses of lamb, 1,261 carcasses of pork, 2,417 packages of sundries, 670 bales of wool, 81 bags of hides, 29 casks of tallow, 500 cases of jellied veal, and 104 tons of general cargo.

Exports are well below those of the previous year on account of the difficulty experienced by the freezing companies in obtaining shipping space.

Necessary repairs have been carried out to wharf and buildings. Soundings show no appreciable change in depth.

New Plymouth Harbour.—A report has been submitted on a proposed loan for harbour-works.

Whangapara Wharf, Great Barrier Island.—Plans, &c., in connection with the wharf have been approved and a contract let for same. The contractor has ordered materials, but so far none has come to hand and no work has been done on the site.

Elmslie Bay Wharf, French Pass.—The new wharf in Australian hardwood with a tee 75 ft. long by 32 ft. wide, with 132 ft. of 8 ft. wide approach spans, has been completed, together with the erection of a shed for storage and two sets of launch steps. The formation of track approaches to the wharf has also been completed.

Torea Wharf, Queen Charlotte Sound.—Repairs of a minor nature have been carried out.

Portage Wharf, Kenepuru Sound.—General repairs have been carried out, the main items being the resheathing of the piles and renewal of major portion of the decking.

Onahau Bay Wharf, Queen Charlotte Sound.—An addition to this wharf has been made by the erection of a tee 15 ft. by 5 ft. on 53 lb. of steel-rail piles.

Waitaria Bay Wharf, Kenepuru Sound.—Extensive repairs have been completed, including the replacement of single caps with double caps, the renewal of practically all the decking, and renewal and repair of handrail.

Thames Harbour.—A small channel was previously dredged out over a distance of 226 ft. beyond the edge of the wharf. Dredging operations this year were extended another 334 ft., and the channel was excavated to a width of 50 ft., and a depth of 7 ft. at low water. Operations ceased when the dredger was submerged during the stormy weather, and has not been resumed. The total work carried out is—Berthage, 277 ft. long by 60 ft. wide by 9 ft. deep at low water; channel beyond the wharf, 660 ft. long by 50 ft. wide by 7 ft. deep at low water.

Okarito Harbour.—The Okarito Harbour Co. has not carried out any further work during the year, but has been watching developments at the entrance.

Continued northerly weather caused considerable erosion of the beach during the greater part of the year, but during the past three to four weeks southerly winds have caused a considerable building-up south of the present outlet.

During the year the outlet channel has moved a considerable distance southwards and is now approximately midway between its position in 1934 and the north training wall.