

448. *Mr. Subritzky.*] You were the Inspector of the "Toroa" when she first came to Auckland? Could you find any fault with the working of her engine with no certificated engineer in charge?—No.

449. And yet the engine comes to Wellington and clews all the engineers up. Can you tell me why that is so?—She was a little older then, and had been knocked about by non-professional men; or novices had been in charge and had disarranged the machinery.

450. You were on board the "Greyhound" when out on her trial trip, with Mr. Jobson?—We had a special trial.

451. Could a marine engineer, no matter of what standing, have worked the engine better?—No.

452. Yet there was no marine engineer on board.—Just so.

453. How is it, then, that the engines are represented to be so hard to work that you must have a first-class mechanic to work them?—They are not hard to work—I never said they were; but I think I said the man in charge of the "Greyhound" and "Toroa"—they are one and the same man as far as I can understand—went about his duties like a professional man. He was a born mechanic.

454. Have you heard from Mr. Jobson that there was anything wrong with regard to the engine of the "Medora"?—No.

455. Are you aware that each time he inspected that engine there were two different engineers working it—brothers?—I did not know.

456. They took it to pieces for his inspection?—Yes. I suppose the family is endowed with mechanical knowledge.

457. And you say you could have started the engine on the "Toroa"?—Yes. I have started engines that had never made a revolution before.

458. The following advertisement was inserted by me in the *New Zealand Herald* on the 18th March, 1899: "Notice,—Wanted, any first- or second-class marine engineer to come on board schooner 'Toroa' and work the oil-engine for one hour; quarter of an hour given to start the engine. Must be responsible for any damage to ship or machinery. I will give £10 to any one who can comply with the above. I have a man who can start the engine in five minutes, and work the same for twenty-four hours. This is open to any first- or second-class marine engineer from 8 a.m. till 12 noon to-day (Saturday), 18th March.—H. SUBRITZKY, schooner 'Toroa,'—18th March, 1899." This was when I was driven into a corner and could not get any man to drive the engine.—I do not remember seeing that advertisement.

459. *The Chairman.*] Would you have accepted that challenge if you had been in Auckland and had seen it?—I do not think it would have been proper for me to have done so, as I was an Inspector; but if I had been an engineer there I would have done so.

460. Could you go on board the "Toroa" and start her?—Yes.

461. If the owners of these vessels say they are prepared to give £100 to any institution if any marine engineer can go on board and blow up an oil-engine in the ordinary way of working it; what do you say to that?—I do not suppose they could blow it up. It could not be done, so far as my knowledge goes.

462. *Mr. Crowther.*] Then, how comes it that you put so much stress on the pressure that these engines are carrying as compared with steam-engines?—I am not putting any great stress on it. I say they are just about the same. I know that oil vapour is just the same as steam vapour.

463. And you spoke of piston-rings: there are grooves for them to fit in?—Yes.

464. And you could not get the piston to work unless they were in these grooves?—Yes.

465. And you cannot put them in wrong: you could not get the piston to work if not in its place?—No.

466. *Mr. Hare.*] Do you know the schooner "Brothers"?—Yes.

467. Have you been on board her?—Yes.

468. And seen her engines?—Yes.

469. What do you think of them?—I think they are a fine piece of machinery.

470. Is it well kept?—Yes.

471. Seems to be working satisfactorily?—Perfectly.

472. Are you aware who drives it?—I am aware. I remember the lad. A smart lad he was.

473. Are you aware whether he had had any experience as an engineer?—No experience except what he has gained in Whangaroa.

474. And you thought that engine was entirely satisfactory and was doing its work as well as a steam-engine?—Yes. The only defect was that the thrust-bearing was a little turned, but that was not due to the lad. I examined it. It was there when the engine came to New Zealand. It was a frivolous thing.

475. With regard to the oil-pipe on the "Oban," do you think if the oil-tank was fixed on the deck there would be sufficient gravitation?—Not in the seaway. You know there is a very small supply-pipe—about $\frac{3}{8}$ in. in diameter. Perhaps you know that a fly can stop an engine?

476. How would you stop an oil-engine?—I would put a fly in the pipe and stop the supply of oil.

477. *Mr. McKenzie.*] Suppose that lad, who you say was looking after the oil-engine so satisfactorily, had one or two rings to fit?—There may be three.

478. Suppose they were just as they were cast, without having been fitted; do you think that lad could fit them in?—No; it would be foreign to him. I think that would be beyond Mr. Hare, jun., although a smart lad.

479. Suppose this lad did put one of these rings on and it broke, what effect would it