

The stocks of meat held in store in the Dominion at the 26th July were as follows. The comparative figures to the nearest date of the previous season are also shown :—

STOCKS IN STORE.

	North Island.		South Island.		Dominion.	
	26th July, 1941.	27th July, 1940.	26th July, 1941.	27th July, 1940.	26th July, 1941.	27th July, 1940.
Lamb (carcasses) ..	1,858,051	754,660	2,425,238	1,195,913	4,283,289	1,950,573
Wether mutton (carcasses) ..	287,427	307,190	73,760	75,668	361,187	382,858
Ewe mutton (carcasses) ..	639,512	267,397	659,981	372,697	1,299,493	640,094
Beef (quarters) ..	414,203	318,572	3,940	4,723	418,143	323,295
Boneless (60 lb. freight carcasses)	384,402	343,407	23,914	18,910	408,316	362,317
Pork (freight carcasses) ..	240,120	141,982	8,664	10,766	248,784	152,748
Offals (freight carcasses) ..	26,920	58,724	3,153	10,473	30,073	69,197
Total (freight carcasses) ..	3,420,835	2,249,574	2,044,813	1,090,068	5,465,648	3,339,642

SHIPPING.

The much restricted shipping programme for meat for the second year of war created many difficulties in the planning of shipping allocations to avoid congestion at freezing-works. Sudden changes in shipping programmes have at times occasioned inconvenience to shippers, which has, however, been cheerfully accepted by them as due to war conditions. The Department continued during the season to allocate the shipping space as equitably as possible amongst all shippers in proportion to the stocks awaiting shipment. This objective could not, however, be completely realized as the more important requirements were to obtain the quickest "turn-round" of overseas ships and to make the best use of available shipping tonnage to prevent works from becoming congested to an extent which would stop killings at a time when stock were ready for killing. The Department records its thanks to the Overseas Shipowners' Allotment Committee for its help in this vital matter.

The United Kingdom Ministry of Food's monthly priority requirements of dairy-produce were also a factor which influenced the ships' itineraries and the space available for frozen meat, and consequently affected the meat programmes at various ports.

The reduction in the number of ports of loading per vessel effected in the interest of expeditious loading and despatch of overseas vessels, accentuated the difficulties of obtaining an even flow of meat from all works. These difficulties were, however, mitigated to an appreciable extent by the employment of the two feeder vessels placed at New Zealand's disposal by arrangement with the United Kingdom Ministry of Shipping, also by the greater use of rail transport in bringing meat from inland works to main ports. The New Zealand Railways Department's action in granting special facilities and special reductions in railrage rates, and the United Kingdom Ministry of Shipping decision to pay extra charges occasioned by the longer haul, enabled what may be described as a major change in New Zealand's meat-shipping arrangements to take place without extra cost to the freezing companies concerned. The thanks of the Department are given to the New Zealand Railways Department for its organization of rail transport arrangements to provide main port loadings of ships. There has been constant consultation with the Railways Department throughout the season.

The additional storage space erected by freezing-works during the first year of war proved of very real benefit, whilst close packing, which was introduced from the beginning of the season, also assisted materially in conserving storage space. Economies in packing, such as boning-out of quarter beef and the converting of baconer pigs into Wiltshire sides, were factors which contributed to the most effective utilization of storage space at freezing-works and on overseas ships.

SAVING OF SHIPPING AND STORAGE SPACE BY DE-BONING AND TRIMMING OF EXPORT MEAT AND BY PROCESSING.

The restricted shipping programme for export meat from New Zealand during the 1940-41 season stimulated the development of every economy which would reduce the bulk of the meat to be shipped overseas. During the 1939-40 season a major step in this direction was the telescoping of all carcasses of mutton and lamb, resulting in a saving of space equal to 25 per cent. over all.

Early in 1940 a trial shipment of boned ox beef was made to the United Kingdom, and this proved so successful from the point of view of saving of shipping space and quality that instructions were later given that all ox beef and prime cow beef should be boned for shipment instead of being shipped in quarters. In addition, an order has been secured for regular monthly shipments of packaged ox beef.