

GENERAL HARBOUR REGULATIONS

For the year ended 31st March, 1946, 301 accidents were reported under Regulation 103 of the General Harbour Regulations. These accidents were suffered by persons engaged in the loading and unloading and repair of ships, and 5 accidents were fatal. The number of accidents for the previous year ended 31st March, 1945, was 276, of which 8 were fatal.

Of the 5 fatal accidents reported during 1945-46, 2 were caused by the victims inadvertently driving cargo-hauling motor-vehicles over the side of wharves into the water below. In two other cases the primary cause of death was fracture of lifting gear, and the fifth death was due to a fall down a ship's hold.

The following is an analysis of the accidents, and their causes :—

Handling goods	118
Persons slipping or falling	65
Persons struck by swinging or falling loads	69
Persons stepping on or striking fixed objects	3
Contact with power-driven machinery	1
Failures of gear	25
Not otherwise classified	20
Total	301

Emergency Regulations gazetted in 1942 to facilitate the speedier unloading of certain types of United States merchant ships have now been revoked with the passing of the conditions calling for the Emergency Regulations.

The maximum load which it is now permissible to lift on a single cargo whip is therefore reduced to 2 tons 12 cwt., in accordance with the General Harbour (Safe Working Loads) Regulations.

NEW ZEALAND STANDARDS INSTITUTE

The Department was again represented on the Executive Committee of the Standards Council and the Mechanical Engineering Divisional Committee, and a departmental representative attended Committee meetings throughout the year.

Draft specifications of Standards originating in New Zealand were examined, commented upon, and, where desirable, recommended for adoption as New Zealand Standards.

Consideration has been given also to some British Standard Specifications, and those adapted to local conditions have also been recommended for adoption as New Zealand Standards.

EXAMINATIONS OF LAND ENGINEERS, ENGINE-DRIVERS, AND
ELECTRIC-TRAM DRIVERS

Examinations for certificates issued under this head were conducted at intervals during the year by Inspectors of Machinery throughout the country.

For the year ended 31st March, 1946, the candidates who presented themselves for examination totalled 478 ; of these, 392 passed and 86 failed, as compared with 354 successful candidates and 75 failures of the previous year.

In addition to the 392 certificates issued in 1945-46 to successful candidates, 88 certificates were issued as replacements, &c., under the provisions of sections 53, 59, and 62 of the Inspection of Machinery Act, 1928.

There is still a shortage of certificated engine-drivers, despite the increased number of certificates issued during 1945-46, and the shortage of certificated drivers has compelled the granting of permits to enable uncertificated drivers to take charge temporarily where they are favourably reported upon by the Inspectors of Machinery concerned.