

1947
NEW ZEALAND

WATERFRONT INDUSTRY COMMISSION

ANNUAL REPORT AND STATEMENT OF ACCOUNTS FOR THE YEAR ENDED
31st MARCH, 1947

Presented by Leave of the House

SIR,—

21st August, 1947.

I have the honour to submit a report covering the activities of the Commission for the year ending 31st March, 1947.

A. E. BOCKETT, Commissioner.

The Hon. the Minister of Labour.

CONTENTS

	PAGE
1. INTRODUCTION	5
2. TURNROUND OF OVERSEAS AND COASTAL SHIPPING—	
(a) Overseas Vessels	5
(b) Coastal Vessels	5
3. FACTORS AFFECTING THE DESPATCH OF SHIPPING—	
(a) Reduction in Working-hours	6
(b) Rates of Work—	
(i) Overseas Vessels	6
(ii) Coastal Vessels	6
(c) Congestion of Wharf and Railway Sheds—Shortage of Railway Trucks	7
(d) Shortages of Labour	7
(e) Tonnages Handled per Vessel	7
(f) Disputes involving Stoppages of Work	7
(g) Ship Repairs and Annual Surveys	8
(h) Spelling	8
(i) Centralization of Overseas Shipping at Main Ports	8
4. CO-OPERATIVE CONTRACTING—	
(a) Value of Contracts and Tonnages handled	8
(b) Costs of Cargo Handling	9
(c) Profit Distribution	9
5. AVERAGE HOURS OF WORK	9
6. RATES OF PAY: AVERAGE WAGE	9
7. GUARANTEED WAGE: GUARANTEED DAILY AND WEEKLY MINIMUM PAYMENTS—	
(a) Daily Minimum Payment	10
(b) Weekly Minimum Payment	10
8. ACCOMMODATION AND AMENITIES	10
9. ANNUAL HOLIDAY AND STATUTORY HOLIDAYS—	
(a) Annual Holidays	11
(b) Statutory Holidays	12
10. CARGO CONTROL COMMITTEES	12
11. GOVERNMENT STORE, AUCKLAND	12
12. ANNUAL ACCOUNTS—	
(a) General	13
(b) Buildings Fund	15
(c) Consolidated (Vote, "Labour") Fund	16
(d) Co-operative Contracts Fund	16
(e) National Administration Fund	17
(f) Store Fund	20
(g) Supervision Fund	21
13. CONCLUSION—"EXTENDED CONTRACTING"—FUTURE OF COMMISSION	22
14. APPENDIX—	
Commission and Members of Executive Staff	23
Summary of Commission Staff and Union Membership as at 31st March, 1947	24
Summary of Results of Co-operative Contract Stevedoring for Years 1940-46 and 1946-47 showing (I) Quantities of Cargo Handled; (II) Rates of Work—	
Key to Abbreviations and Tonnage Conversion	25
Summary of Total Tonnages (all Classes of Cargo) handled	26
Summary of Quantities of Cargo Handled—All Ports/All Vessels	28
Overseas Loading Summary	29
Summary of Results, &c.—	
All Ports	30
Port of Auckland	32
Port of Wellington	34
Port of Lyttelton	36
Port of Dunedin	38
Port of Port Chalmers	40
Port of Gisborne	41

CONTENTS—*continued*

PAGE

14. APPENDIX—*continued*Summary of Results of Co-operative Contract Stevedoring, &c—*continued*Summary of Results, &c.—*continued*

Port of Napier	42
Port of Port Waikato	44
Port of New Plymouth	45
Port of Wanganui	46
Port of Nelson	47
Port of Picton	48
Port of Timaru	49
Port of Bluff	50
Port of Westport	51
Port of Greymouth	51
Summary Showing Profit Distribution by Commission, &c.	52
Summary of Wages, &c., payable through Waterfront Industry Commission Central Pay Offices and Agencies for Period 1940-47	62
Summary of Wages, &c., payable through Waterfront Industry Commission Central Pay Offices and Agencies for Year ended 30th March, 1947, showing Total for each Shipping Company	63
Table showing Number of Unionist Man-weeks, Total Hours, and Average Hours per Week (Ordinary and Overtime) covering Period of Fifty-two Weeks ended 30th March, 1947	66
Average Earnings—	
Return A: Number of Unionists employed, Wages, &c., paid and Average Wage per Man-week worked for Years ended 31st March, 1941-47	67
Return B: Earnings of Union Waterside Workers for year ended 31st March, 1947, analysed under Income Groups	68
Return C: Average Total Earnings, &c., Profit Distributions, Ordinary and Overtime Hours, Weeks and Holidays worked by Unionists with Highest Earnings for Year ended 30th March, 1947	69
Table showing the Time spent in New Zealand by Overseas Vessels	70
Comparison of Man-hours lost through Stoppages of Work on the Waterfront covering Period of Four Years Prior to, and Seven Years during, Commission Control	71
Analysis of National and Port Committee Disputes referred to and decided by the Commission	72
Classification of Orders issued by the Commission under Waterfront Control Commission Emergency Regulations 1940 and Waterfront Industry Emergency Regulations 1946	72
Accounts—	
(1) Revenue, Appropriation, and Accumulated Funds Accounts for the Year ended 31st March, 1947, and Balance-sheets as at 31st March, 1947—	
Buildings Fund	73
Co-operative Contracts Fund	75
National Administration Fund	78
Store Fund	82
Supervision Fund	84
(2) Summary of Administrative Expenditure from Consolidated Fund, Vote, "Labour," for Period 1940-47, and estimated for 1947-48	87
(3) Summary, all Funds, 1940-47, showing Percentages of Income, Expenditure, &c., for each Fund	88
Store, Auckland: Statement of Stores handled	90
Analysis of Temporary Transfers of Unionists between Ports to meet Labour Shortages: Period June, 1941, to March, 1947	90
Summary of Activities of Cargo Control Committees from Commencement of Operations to 31st July, 1946	91

1. INTRODUCTION

DURING the year ended 31st March, 1947, two changes were made in the constitution of the Commission. In the first instance the Waterfront Control Commission, which comprised three full-time Commissioners and which had operated since April, 1940, and had rendered most useful service in that capacity, was replaced on 1st July, 1946, by the Waterfront Industry Commission of five members. The Government's decision to reconstitute the Commission with two members representing the employees, two representing the employers, and an independent chairman was made following an intimation by one member of the Commission that he wished to resign and following a number of requests by employers and workers for a reconstruction of the Commission along these lines. Assurances were given by representatives both of employers and workers that they would operate as a Commission in the best interests of the industry, but, unfortunately, this did not prove to be the case.

In December, 1946, there was a concerted refusal to work overtime as a protest against the decision of the Chairman of the Commission regarding guaranteed wage payments to waterside workers. Following a meeting of the Commission held in January, 1947, to discuss this dispute, the Chairman (Mr. Justice Ongley), with the concurrence of the other members of the Commission, reported that the Commission was unable to find even a basis of discussion of the dispute, that it could not make any decision, and was unable to function as a Commission. Because of the Commission's failure to function, the Chairman tendered his resignation, which was received with great regret, as he had given very valuable service in a most difficult position, and a second change was made in the Commission's constitution. Regulations were gazetted declaring vacant the offices held by members of the Commission and providing for the appointment of a sole Commissioner as an interim measure. Mr. A. E. Bockett, General Manager of the Commission, was appointed as sole Commissioner pending some agreement being reached between employers and employees and the Government as to the future of Commission control of the industry. Discussions on this matter are still taking place.

2. TURN ROUND OF OVERSEAS AND COASTAL SHIPPING

(a) OVERSEAS VESSELS

Published in the Appendix (page 70) is a table showing the time spent on the New Zealand coast by overseas vessels each year from 1939 to March, 1947. Vessels which discharged and loaded spent an average of 52 days on the coast for the year 1946-47, compared with an average of 42 days spent on the coast in 1939, while vessels which loaded only spent an average of 26 days on the coast for the year 1946-47, compared with an average of 27 days spent on the coast in 1939.

(b) COASTAL VESSELS

Coastal vessels are taking longer to turn round to-day than pre-war. An examination of voyage reports of vessels engaged in the east coast trade shows that these vessels during the year ending 31st December, 1946, took approximately twice the time for the round trip than taken during the year ending 31st December, 1939. There was, however, a 50 per cent. increase in the average tonnage of cargo handled per trip. This increase was not sufficient to offset the additional time taken in turn round, and the total tonnage handled by these vessels during the year showed a reduction of 34 per cent. on 1939 figures.

3. FACTORS AFFECTING THE DESPATCH OF SHIPPING

(a) REDUCTION IN WORKING-HOURS

Prior to the war vessels were worked 8 a.m. to 10 p.m. (midnight to finish) Mondays to Fridays inclusive, and 8 a.m. to 5 p.m. on Saturdays. During last year the working-hours were 8 a.m. to 9 p.m. (10 p.m. to finish) Mondays to Fridays inclusive, and 8 a.m. to noon on Saturdays (5 p.m. to finish). This represents a reduction of approximately 9 hours per week, or 13 per cent., on pre-war working-hours. The reduction in the working of meal-hours has also affected despatch of ships. Prior to the war it was customary to regularly work meal-hours at the large hatches, while to-day meal-hours are only worked to finish a hatch or ship.

(b) RATES OF WORK

(i) OVERSEAS VESSELS

The all-port average rate of loading overseas vessels has shown a further increase during the year and compares favourably with the rate of loading pre-war. The following are rates of work per net gang-hour for loading butter, cheese, and meat :—

Class of Cargo.	Basic Rate offered by Shipowners in Piece-work Proposals, 1938.	Rate, 1945-46.	Rate, 1946-47.
Butter (boxes)	550	673	738
Cheese (crates)	210	253	259
Mutton and lamb (carcases) ..	550	758	794

The all-port average discharging rate for overseas vessels shows a reduction from 12·79 tons per gang per hour to 12·15 tons per gang per hour. This rate is far from satisfactory and there is ample room for an improvement. Apart from the efforts of the men there are other factors affecting the rate of discharge—*e.g.*, congestion of wharf and railway sheds, change in nature of cargo from measurement to weight, &c.

(ii) COASTAL VESSELS

The following are the net rates of work per gang per hour for the past seven years :—

Year.	Union S.S. Co.	Small Coastal.
1940-41 ..	12·49	16·53
1941-42 ..	13·49	16·18
1942-43 ..	13·75	16·37
1943-44 ..	14·29	17·2
1944-45 ..	14·37	17·29
1945-46 ..	13·76	16·71
1946-47 ..	13·63	16·07

The figures show a falling off in the rate of work both for Union Steam Ship Co. and small coastal vessels during the last two years. The results are disappointing, particularly in view of the improvement which has been maintained in the rate of loading overseas ships.

(c) CONGESTION OF WHARF AND RAILWAY SHEDS—SHORTAGE OF RAILWAY TRUCKS

An important factor affecting the discharge of overseas vessels and the loading and discharging of coastal ships is the congestion which has occurred in wharf and railway sheds mainly brought about through the handling of cargo on the wharves being carried on for approximately fifty-nine hours per week while delivery from wharf and railway sheds to merchants' stores is only effected on an average of forty hours per week.

During the war years Cargo Control Committees operated under the Cargo Control Emergency Regulations 1942, and these Committees performed a very useful service in directing merchants to take delivery of goods in overtime hours in order to prevent congestion of sheds. These regulations were revoked in July, 1946, and it may be necessary to either reintroduce the regulations or to give the Commission sufficient power under the Waterfront Industry Emergency Regulations to deal with the matter.

Delays to shipping are frequently brought about through shortage of railway trucks, and it is not uncommon at railway ports for labour to be sent home while ships remain idle because discharging or loading operations cannot be carried on until sufficient trucks are made available. The Railways Department has placed orders overseas for additional trucks, and as these come to hand the position will improve.

(d) SHORTAGES OF LABOUR

The centralization of overseas shipping at Auckland and Wellington and the transhipment of South Island cargo from these ports have frequently resulted in shortages of labour. Steps have been taken to increase the union membership at the main ports, but there will still be occasions during rush periods of shipping when sufficient labour will not be available. The increased union strength should, however, result in a considerable reduction in delays through labour shortages.

Every endeavour is made to obtain non-union labour, but due to the employment position in the country only a limited number of non-unionists are available.

(e) TONNAGES HANDLED PER VESSEL

The saving in space through telescoping of meat has resulted in larger quantities of freezer cargo being loaded to overseas vessels than pre-war. There is also a larger number of vessels arriving to-day in ballast for loading only, and it appears that the average tonnage of cargo discharged from overseas vessels is greater to-day than was discharged prior to the war.

While coastal vessels are taking much longer to turn round, the average tonnage per round trip is considerably greater than previously carried.

(f) DISPUTES INVOLVING STOPPAGES OF WORK

Published in the Appendix (page 71) is a table summarizing the man-hours lost through stoppages of work on the waterfront during the period of Commission control and for the four-year period 1937 to 1940 prior to Commission control.

During the year ended 31st March, 1947, the percentage of man-hours lost through disputes involving stoppages of work was 2.64 per cent., as against an average of 0.51 per cent. for the preceding six years. This substantial increase was due to two major disputes. The first dispute involving a loss of approximately 29,000 man-hours affected only the port of Auckland, where a stoppage of work occurred on account of priority being given by the Commission to the discharge of cement on the vessel "Herekino." An additional loss of approximately 250,000 man-hours involving all ports was brought about through action being taken by the union to restrict work to a five-day forty-hour

week as a protest against decision of the Chairman of the Commission regarding guaranteed wage payments. This dispute covered a period of approximately seven weeks and resulted in serious delay to overseas and coastal ships and an accumulation of cargoes at all main ports.

(g) SHIP REPAIRS AND ANNUAL SURVEYS

During the war years, in order to keep vessels in commission, major overhauls were deferred, and during 1946 annual surveys of coastal shipping occupied considerably more time than the average taken prior to the war. Breakdown of winches and shore cranes were also more frequent in 1946 due to the round-the-clock working of ships during the war. This position should be remedied within the next twelve months.

(h) SPELLING

It has been the practice for some years at main ports for men employed in refrigerated chambers to work hour-about. This practice has spread to general cargo vessels, and the extension is no doubt due to the long hours of work performed by waterside workers at main ports during the war years. While the Commission considers that reasonable rest periods should be allowed to workers, the systematic spelling now in operation cannot be justified. Discussions are taking place between the Commission, the union, and the employers with a view to obtaining the co-operation of all parties to eliminate unreasonable spelling and introduce reasonable rest or "smoke-oh" periods. The provision of modern canteens on the waterfront at the various ports will materially help in the elimination of the spelling abuse.

(i) CENTRALIZATION OF OVERSEAS SHIPPING AT MAIN PORTS

The centralization of overseas shipping at main ports from an average of six ports per vessel pre-war as against an average of three ports last year has resulted in a quicker turn round of overseas ships. It should be appreciated, however, that with the cancellation of shift and Sunday work the majority of steaming-time between ports takes place outside working-hours. Further, when a vessel loads completely at one port men employed are inclined to become tired after working continually in the freezer for a fortnight or more eleven hours per day, Mondays to Fridays inclusive, and four hours on Saturday.

4. CO-OPERATIVE CONTRACTING

(a) VALUE OF CONTRACTS AND TONNAGES HANDLED

Summarized below is a statement showing value and tonnages handled under contract during the last two years, and total to 31st March, 1947 :—

Year.				Number of Contracts.	Value.	Tonnage.
					£	
1945-46	..	..	..	3,738	1,801,713	4,638,912
1946-47	..	..	..	3,717	1,811,214	4,818,915
1940-47	..	..	..	21,674	10,764,967	27,462,194

The total value of contracts during the year 1946-47 is approximately £10,000 greater than the preceding year, while the tonnage handled has increased by approximately 180,000 tons. The reduction in tonnage cost is due to the less amount of overtime worked during the year. The total value of contracts handled up to the 31st March, 1947, was approximately £10,750,000, comprising approximately 27,500,000 tons of cargo.

While the majority of vessels are to-day loaded and discharged under contract, there are certain bulk cargoes—namely, phosphate and sulphur—which are still worked on a wage basis. The Commission is investigating costs of handling these bulk cargoes with a view to them being placed under contract at all ports as soon as possible.

(b) COSTS OF CARGO HANDLING

Tables have now been printed by the Commission and are available to shipping companies and the union showing the stevedoring cost for various cargoes for each class of contract for the three years ended 31st March, 1946. Costs for the year ended 31st March, 1947, are being finalized and will be printed later as an Appendix to this report.

(c) PROFIT DISTRIBUTION

Included in the Appendix (pages 25–61) is a table summarizing the results of co-operative contract stevedoring and showing the amount of profit distributed at each port for each class of contract and the average profit per winch-hour for the six-year period 1940–46, for the year ended 31st March, 1947, and totals to that date.

An amount of £205,328 was distributed during the year at a “winch” time rate of 10·65d. per hour, as against £187,594 distributed for the year ended 31st March, 1946, at a rate of 10·48d. per hour, an increase of £17,734. The total amount of profit distributed from the commencement of contracting until the 31st March, 1947, was £1,061,233 at a “winch” time rate of profit of 9·36d. per hour.

5. AVERAGE HOURS OF WORK

Published in the Appendix (page 66) is a table showing the average hours of work per man-week (ordinary and overtime) by unionists for the fifty-two weeks ended 30th March, 1947. The average hours per week for all main and secondary ports was $42\frac{3}{4}$ ($33\frac{1}{4}$ ordinary time, $9\frac{1}{2}$ overtime), for the year ended 30th March, 1947, as against $41\frac{3}{4}$ ($28\frac{1}{4}$ ordinary time, $13\frac{1}{2}$ overtime) for the previous year. The average overtime hours were reduced by four hours per week and ordinary-time hours were increased by five hours per week, which shows an average increase on all hours of one hour per week over last year. The reduction in overtime hours is due to the cancellation (as from 8th September, 1945), of shift-work and work on Sundays, holidays, and Saturday afternoon (except where a vessel can finish by 5 p.m.). This is the first year where the full impact of this reduction is shown in the average overtime hours per week.

6. RATES OF PAY : AVERAGE WAGE

No alteration was made in the basic rate of pay of waterside workers during the year. As from the 1st August, 1946, the rate of pay for Saturday morning was increased from time and a quarter to time and a half. A further improvement in working-conditions was also granted by the Commission from that date by the payment of 2s. meal-money where a worker is ordered back and attends, or is transferred from a job finishing after noon and before 5 p.m., for overtime at 6 p.m. or later, or at 1 p.m. on Saturdays.

Tables are published in the Appendix (page 67) showing the average wage of waterside workers in the following returns:—

- (a) Return showing the average wage of unionists per man-week worked for years 1940–46, 1946–47, and 1940–47. (NOTE.—This return has been based on the man-weeks worked and does not show the true average weekly wage over the whole year, as all men are not employed for fifty-two weeks—see return of earnings according to income groups, Appendix, page 68).

- (b) Return showing earnings of unionists for year ending 31st March, 1947, analysed according to income groups (Appendix, page 68).
- (c) Return showing average total earnings, profit distributions, ordinary and overtime hours, weeks and holidays worked by unionists, with highest earnings for year ending 31st March, 1947 (Appendix, page 69).

There has been a further drop in the average wage from £10 6s. 7d. per man-week for the year 1945–46 to £9 13s. 5d. per man-week for the year 1946–47. This drop is due to the reduction in the amount of overtime worked. The total amount of earnings for union waterside workers at all main and secondary ports for the year ended 31st March, 1947, was £2,346,497, as against £2,535,475 for the year ended 31st March, 1946, a reduction of approximately £189,000.

7. GUARANTEED WAGE—GUARANTEED DAILY AND WEEKLY MINIMUM PAYMENTS

Prior to the introduction of the daily and weekly minimum payments, a guaranteed wage of £3 6s. per week applied to “A” Grade workers at the ports of Auckland, Wellington, Lyttelton, and Dunedin. This guarantee did not provide any material benefit to the great majority of waterside workers, and payments made from April, 1946, to the 10th March, 1947, was only £69 for the four ports.

In February, 1947, the Commission issued an order providing for the payment of daily and weekly minima to “A” Class union waterside workers (who complied with the conditions prescribed by the Commission) at all main and secondary ports on the following basis :—

(a) DAILY MINIMUM PAYMENT

Unionists are guaranteed work in each day, Mondays to Fridays inclusive, to the value of two hours at the ordinary-time general-cargo rate of pay or, failing provision of such work, are entitled to be paid that sum subject to their registering attendance at the Commission's Labour Engagement Bureau.

(b) WEEKLY MINIMUM PAYMENT

Unionists are guaranteed work in each week to the value of £5 or, failing provision of such work, are entitled to have their wages made up to that sum. The daily minimum payment is taken into account in determining payment of the weekly minimum guarantee, but a unionist is entitled to receive his daily minimum payment although his earnings may exceed £5 in the week.

The above guaranteed minimum payments operated as from the 10th March, 1947, except at the ports of Gisborne and Oamaru, where the guarantees operated as from the 17th March, 1947, and the 30th June, 1947, respectively. It was estimated by the Commission at the time of the introduction of these guaranteed payments that the cost would be approximately £100,000 per annum. The actual cost for three weeks' operation to 31st March, 1947, was £2,232 (£1,524 daily minimum and £708 weekly minimum). Detailed payments at each port are shown in table published in the Appendix (page 64).

8. ACCOMMODATION AND AMENITIES

Every endeavour has been made by the Commission to implement the undertaking given by the Government to do everything within its power, having regard to the present situation so far as building labour and materials are concerned, to speed up the provision of accommodation and amenities for waterside workers. Considerable progress has been made during the year. The position at each port is summarized as follows :—

Auckland.—In co-operation with the Auckland Harbour Board, improvements have been made to the present waiting-room accommodation, and modern canteen facilities are being provided in the main waiting-room and at all main wharves. Some delay has been occasioned through shortage of building materials, but in the circumstances satisfactory progress has been made and it is anticipated that the canteen facilities will be available within the course of the next few months.

Wellington.—Improvements are being effected by the Wellington Harbour Board in lavatory and washing accommodation. The Commission has purchased the equipment of the Wellington Catering Co. and has effected a number of improvements in the main cafeteria. The Wellington Branch of the Union has accepted the responsibility for the management of the cafeteria, and hot meals are now being provided. Negotiations are still in progress with the Wellington Harbour Board regarding provision of canteen facilities at wharves distant from the main cafeteria.

Lyttelton.—A number of meetings have been held with all interested parties at Lyttelton, and it has been agreed that there is an urgent need for the provision of a new waiting-room at that port. The Harbour Board has given instructions to its architect to proceed with detailed plans of the new building, which it is estimated will cost over £40,000. The erection of this building, having in mind the present acute shortage of building labour and material, will no doubt take some years, and the Harbour Board has decided, in the meantime, to effect urgent repairs to the present waiting-room.

Nelson.—The Commission has let a contract for the erection of a modern waiting-room and administrative offices at this port at an estimated cost of over £12,000. Work has commenced and satisfactory progress is being made.

Timaru.—Improvements to the accommodation at Timaru were effected during the year, and the facilities at this port are now satisfactory.

Greymouth.—The modern waiting-room and administrative offices erected by the Commission at Greymouth was officially opened by the Hon. James O'Brien on the 19th October, 1946. The facilities at this port compare more than favourably with facilities provided for any other body of workers.

Bluff.—Arrangements have been completed for the erection of a modern waiting-room on Harbour Board property at Bluff. Detailed plans and specifications are being completed, and it is expected that a start will be made on the building in the near future.

Apart from the buildings referred to above, the Commission has erected modern waiting-rooms and administrative offices at Napier and Westport. The Commission has spent over £30,000 in the erection of modern waiting-rooms and administrative offices and is committed to further expenditure estimated at approximately £30,000 in respect to waiting-rooms at Nelson and Bluff and canteen facilities at Auckland and Wellington.

9. ANNUAL HOLIDAYS AND STATUTORY HOLIDAYS

(a) ANNUAL HOLIDAYS

An improvement was made during the year in the qualifying conditions for the granting of annual holidays for union waterside workers. The original basis adopted whereby a unionist qualified for half a day's annual holiday for every fourteen days or fraction thereof that he was working or available for work was amended to provide that the unionist would receive a half-day's holiday for every eleven days or fraction thereof that he was working or available for work. It was also provided that where a unionist had worked or been available for work for not less than 1,800 hours during the holiday year he would be entitled to receive the full two weeks' annual holiday.

The cost of granting annual holidays to waterside workers at all main and secondary ports from August, 1944, to 31st March, 1947, is as follows:—

1944-45 (eight months)—						£
Union ..	..	..	..	..	..	42,150
Non-union ..	..	..	..	..	..	7,183
1945-46—						
Union ..	..	..	..	..	..	71,241
Non-union ..	..	..	..	..	..	10,240
VE Day (2 days pay)	..	..	..	..	..	13,272
VJ Day (1½ days pay)	..	..	..	..	..	10,518
1946-47—						
Union ..	..	..	..	..	..	84,885
Non-union ..	..	..	..	..	..	9,826
Total ..	..	..	..	..	..	<u>249,315</u>

(b) STATUTORY HOLIDAYS

In August, 1946, waterside workers obtained a further improvement in working-conditions by the payment for statutory holidays. The Commission agreed to the payment to unionists for nine statutory holidays during the year. A member is entitled to payment for a statutory holiday provided he is regularly employed or is regularly attending for employment during the twelve working-days ending Saturday preceding the holiday. In March, 1947, the Commission approved of payment of statutory holidays to non-union waterside workers who are regularly employed or regularly attend for employment during ordinary and overtime hours and who rely on waterfront work for a livelihood. The cost of granting payment for statutory holidays to union waterside workers at all main and secondary ports from 1st August, 1946, to 31st March, 1947, was £31,358. It is estimated that the annual expenditure will be approximately £75,000.

10. CARGO CONTROL COMMITTEES

The Cargo Control Emergency Regulations 1942 were revoked on the 31st July, 1946. These regulations provided for the appointment of Cargo Control Committees, the functions of which were to expedite and arrange for the removal of goods from wharf and railway sheds to prevent congestion. The Committees appointed under the regulations had power to direct merchants to keep their stores open and take delivery of goods from wharves and railway sheds in overtime hours. The revocation of the regulations has unfortunately resulted in congestion of wharf and railway sheds involving delays to shipping. While the loading and discharging of ships is carried on over a spread of fifty-nine hours per week, the delivery from wharf and railway sheds only takes place during forty hours per week. It may be necessary for the Government to re-introduce the regulations and appoint Committees with authority to direct that merchants' stores be kept open and delivery of goods taken from wharf and railway sheds in overtime hours.

11. GOVERNMENT STORE, AUCKLAND

The Auckland Cargo Control Committee ceased to operate as at 31st July, 1946, and, following a meeting held with representatives of the Accommodation Board, Industries and Commerce Department, Treasury, and the Waterfront Industry Commission, it was decided that the Commission should take over No. 3 Cargo Control Store and operate the store as a Government store for the storage of Government goods.

At the time the store was built assurances were given to the Wheat Committee that approximately 30,000 square feet of storage space would be made available for the Wheat Committee, and it was necessary to continue to provide this accommodation. Further, the Food Controller had no store available for sorting and storage of tea, and the Public Works Department was also in need of transit storage space for the removal of goods from wharf sheds.

The Commission accepted the responsibility for the operation of the store on the understanding that if any financial loss was incurred due to the fact that wheat was being stored at the rate of 2d. per ton per week as against the usual storage rate of 6d. per ton per week, that any such loss would be reimbursed to the Commission from the Consolidated Fund. It will be seen under the comments in Accounts' Section that the Stores Account shows a small profit for the financial year ending 31st March, 1947.

Apart from the storage of Government cargo, the store has also been used for storage of goods of private consignees to prevent congestion of wharf sheds. Goods for private consignees are only stored when the Commission is satisfied that alternative private storage accommodation is not available.

During the eight months ended 31st March, 1947, 10,184 tons of cargo was received into store and 14,236 tons delivered ex store. The quantity on hand at 1st August, 1946, was 6,992 tons and the balance on hand at 31st March, 1947, was 2,940 tons. The reduced quantity of goods in store as at 31st March, 1947, was due to substantial clearances of wheat and tea. The Commission has also found it necessary to keep sufficient space available for the sorting of tea on behalf of the Food Controller. A shipment of approximately 1,000 tons arrived into store in April.

The operation of the store was carried on very efficiently by the Commission's store staff at Auckland.

12. ACCOUNTS

(a) GENERAL

There have been several changes in the funds operated by the Commission during the year ended 31st March, 1947. The most important development concerned the establishment of a National Administration Fund (see Section (5)) concurrently with the operation of daily and weekly minimum payments as from 10th March, 1947. The Order (No. 11) provided that "The assets and liabilities as at the date of the coming into force of this Order, of the National Pay Office Fund, Annual Holidays Act Fund, and General Administration Fund shall be deemed to be part of the National Administration Fund and shall be used for the purposes set out under (a) above" (clause 2 (c)). The Commission has, in effect, consolidated all national funds, which are in the nature of administrative charges, into the one fund. This step also enables all levies of an administrative nature to be placed on a uniform hourly basis. A Guaranteed Wage reserve existed in the National Pay Office Fund, and unless it was considered desirable to create yet another separate fund for the purpose of financing the daily and weekly minimum payments, this would have been the fund to finance the new charges. The National Pay Office Fund, however, was financed by a percentage levy on income of other operating funds. This method of finance for charges, such as the daily and weekly minimum payments, which were related to the hours of work on the waterfront, was recognized as inequitable at the time when it was used in 1943-44 for the Industrial Rest Period Fund (see Sections (7) and (8), page 15, H.-45, 26th November, 1945). In the circumstances, therefore, it was considered preferable to convert the National Pay Office Fund percentage levy to a levy based on hours of work and combine the revised Pay Office levy with the annual holiday levy in the new National Administration levy of eightpence (8d.) per paid labour-hour. General Fund (Administration) finance, which was based on assessments on other funds and which was intimately bound up with

the National Pay Office Fund, was also brought within the scope of the new National Administration Fund in order to further simplify the presentation of the Commission's annual accounts. At the same time the Commission undertook to include as much detail as possible for both expenditure and income headings in order that it might be possible to estimate what would have been the financial position of the various funds, if they had remained separate. In Section 5 of these comments, which deals with the National Administration Fund accounts, a detailed analysis is given of the main expenditure and income headings, relating them to similar expenditure and income in 1945-46. No separate sections, therefore, have been included in this year's accounts comments for the Annual Holidays Act, General (Administration), or National Pay Office Funds, which are now amalgamated in the one National Administration Fund.

By arrangement with the Government Departments concerned the Commission agreed to take over from the Cargo Control Committee at Auckland as at 1st August, 1946, and operate as a semi-Government Store the Committee's No. 3 store at Parnell. In order to segregate the finances of this store a "Store Fund" (see Section 6) was established.

During the financial year ended 31st March, 1947, internal changes occurred in two other funds. As from 1st August, 1946, the Annual Holidays Act Fund levy was increased from 2½d. to 4d. per paid labour-hour to provide for the cost of granting paid statutory holidays to waterside workers. As explained earlier, this amended levy was, as from 10th March, 1947, included in the over-all national administration levy. The other fund affected was the Supervision Fund (see Section 7). As from 30th September, 1947, the Commission handed back to the shipping companies concerned the responsibility for the supervision of waterside labour at the ports of Auckland and Wellington. The supervision levies, therefore, ceased at those ports from that date.

Summarized, the funds operated by the Commission as at 31st March, 1947 were as follows:—

Name of Fund.	Date from which Fund operative.
Buildings	1st April, 1944.
Consolidated (vote, "Labour")	9th April, 1940.
Co-operative Contracts	10th July, 1940.
National Administration	10th March, 1947.
Store	1st August, 1946.
Supervision	29th April, 1942.

Detailed statements of account for each of these funds are included in the Appendix. In addition, a table is given (Appendix, page 88) showing in summarized form the fund totals of expenditure and income as well as Appropriation Account headings and Accumulated Funds Accounts for the period 1940-46, the year 1946-47 and the full period of the Commission's activities, 1940-47. Percentages are shown in each case to indicate the relation of each fund to the total operations of the Commission. A full comparison between the figures in this table and the figures in the similar table for 1945-46 (H.—45, 19th August, 1946, pp. 78-79) is not possible, owing to the amalgamation

of some funds. In bringing forward the figures for 1940-46 the amounts and percentages for those funds, now amalgamated, have been combined. The following points, however, are of interest as compared with 1945-46 :—

- (i) Totals of expenditure and income have again fallen. For 1946-47 the decreases are £178,172 and £126,632 respectively, as compared with 1945-46 figures. The aggregate totals for 1940-47 are now :—

	£
Expenditure	14,423,869
Income	15,646,162

- (ii) Total profit distributions on Co-operative Contracts and Supervision Funds again show an improvement. For 1946-47 the increase is £17,388, as compared with 1945-46. The aggregate of profit distributions for the period 1940-47 is now £1,017,173 (excluding equivalent profit distributions 1940-43 inclusive).
- (iii) The Co-operative Contracts Fund, which is directly concerned with the discharging and loading of shipping, accounts for 88·47 per cent. of the Commission's income for 1946-47 and 88·32 per cent. of expenditure. Over the whole seven years of the Commission's activities this working fund has accounted for 92·18 per cent. of income and 92·23 per cent. of expenditure.
- (iv) Administrative costs are equivalent to 4·12 per cent. of "total income" and 4·55 per cent. of "total expenditure," a decrease of 0·10 per cent. and 0·26 per cent. respectively as compared with 1945-46. Details are :—

Fund.	Percentage of Total Income.		Percentage of Total Expenditure.	
	1945-46.	1946-47.	1945-46.	1946-47.
Consolidated (vote, "Labour")	0·46	0·47	0·50	0·52
General (Administration) ..	1·43	..	1·62	..
National Administration (part cost = £95,407)	..	3·65	..	4·03
National Pay Office ..	2·33	..	2·69	..
Totals	4·22	4·12	4·81	4·55

- (v) After appropriations it was possible to carry down a balance of £24,963 to Accumulated Funds Account as at 31st March, 1947. This compares with a transfer back from Accumulated Funds of £4,634 as at 31st March, 1946, in order to provide for the appropriations for 1945-46.

(b) BUILDINGS FUND

(See Appendix, page 73)

During the year ended 31st March, 1947, the erection of two further buildings was completed. A small central pay office building at Timaru was opened on 23rd May, 1946. At Greymouth the watersiders' assembly hall and Commission's offices were officially opened on the 19th October, 1946. The accounts for these two buildings, and also for the Westport building which had been opened on the 16th March, 1946, were

finalized during the financial year. This resulted in further expenditure of £9,078 being brought to charge. The figure of £210 for works in progress represents initial costs of the Nelson assembly hall and offices which it is expected will be completed during the coming financial year. It is also anticipated that a small central pay office building at Gisborne will be completed, and that an assembly hall and offices at Bluff will be well advanced in construction before the 31st March, 1948.

The total book value of buildings erected (less depreciation) or in progress as at 31st March, 1947, was £32,565, an increase of £8,469 as compared with 31st March, 1946. It is estimated that the cost of the buildings being erected at Nelson, Bluff, and Gisborne will be not less than £30,000, so that the total commitments of the Buildings Fund as at 31st March, 1947, were not less than £63,000. For the year ended 31st March, 1947, the Commission has again set aside £5,000 from the Co-operative Contracts Fund and £5,000 from the National Administration Fund as additions to the Buildings Reserve Account, making a total of £50,000 in this account as at 31st March, 1947.

In accordance with the policy initiated in 1944-45, the Commission has again charged the funds of ports where buildings have been erected with a maintenance levy of 5 per cent. on the original capital cost. For the year ended 31st March, 1947, these levies amounted to £1,329. After provision for depreciation (£728) and administration charges (£34), the balance of £567 has been transferred to Accumulated Funds, making a total of £794 available as at the 31st March, 1947, to meet future repairs and maintenance charges on these buildings.

(c) CONSOLIDATED (VOTE, "LABOUR") FUND

(See Appendix, page 87)

Although the parliamentary appropriation from Consolidated Fund (vote, "Labour") for this section of the Commission's administrative expenditure is £12,250 for the year ended 31st March, 1947, as compared with £12,670 for 1945-46, it has since been found necessary to include a further £1,454 in respect of 1946-47 in the estimated appropriation required for 1947-48. This will represent a net increase of £1,034 as against the appropriation for 1945-46. Of this amount £626 is due to increased costs of members' fees and travelling-expenses. Additional administrative salaries consequent upon the reorganization necessitated by the establishment of the part-time Commission as from the 1st July, 1946, account for the balance of £408.

The net expenditure provided by way of charges or grants from Consolidated Fund (vote, "Labour") for the full period 1940-47 now aggregate £79,644, or an average of £11,378 per year. The estimated net expenditure of £17,079 for 1947-48 makes provision for the salaries and expenses of the full-time Commission which is expected to be reconstituted shortly.

(d) CO-OPERATIVE CONTRACTS FUND

(See Appendix, page 75)

The accounts of the Co-operative Contracts Fund for the year ended 31st March, 1947, again show very gratifying results in so far as the profit-earning income is concerned. While there has been a reduction of £157,075 in total income as compared with 1945-46, this was expected in view of the cessation of services performed on behalf of American authorities at Auckland, and of night shift, Sundays, and similar special overtime work, which operated for the full financial year during 1946-47. On the other hand, 82.61 per cent., or £1,911,993, of the total income of £2,314,627 was profit-earning during 1946-47, as against 74.19 per cent., or £1,833,713, in 1945-46, an increase of £78,280, or 8.42 per cent. It will be noted that while the increase in co-operative contracts income was £9,500, equivalent contracts income has risen by £68,780. This is largely due to the fact that the Commission assumed responsibility as from the 2nd December, 1946, for the payment of all wages, &c., due to waterfront workers employed by the New Zealand

Government Railways Department, which is the body chiefly concerned in the payment of equivalent profit distribution. It was considered more correct to include the income received to cover wage payments subject to equivalent profit distribution under the heading "Equivalent Contracts" than to treat such amounts as "Non-contracts"—that is, wages basis only.

Net profit, which for the year ended 31st March, 1947, was £222,691, is an increase of £11,023 over the previous year and is equivalent to a return of $11\frac{3}{4}$ per cent. on profit-earning income as against a return of $11\frac{1}{2}$ per cent. in 1945-46. There has been a substantial increase of £20,935 in profit distributions and grants as compared with 1945-46. At £210,788 the appropriations under these headings amount to 94·65 per cent. of the total net profit for 1946-47, which compares with 89·70 per cent. for 1945-46. The appropriation of £5,000 to Buildings Reserve absorbs a further 2·25 per cent. of net profit, leaving a balance of £6,902, equal to 3·10 per cent. of net profit, to be carried down to Accumulated Funds Account, the balance of which, as at 31st March, 1947, was £35,435.

In view of the continued downward trend in total Co-operative Contracts Fund income it has been necessary to increase the percentage assessment for administration in order to cover costs on a peacetime basis. As from the 1st April, 1946, therefore, the Commission has fixed this assessment at $1\frac{1}{4}$ per cent. on total income instead of 1 per cent.

(e) NATIONAL ADMINISTRATION FUND

(See Appendix, page 78)

This is a new fund established as from the 10th March, 1947, in terms of the Commission's Order No. 11. The main reasons for setting up this fund are outlined in Section (1), General, of these comments. The classes of expenditure now covered in National Administration Fund and the funds previously responsible for such expenditure and which are now amalgamated in the new fund are—

Class of Expenditure.	Previous Fund.
1. Annual and statutory holidays	Annual Holidays Act.
2. Central pay offices and labour engagement bureaux	National Pay Office.
3. Daily and weekly minimum payments	..
4. Preparation, &c., of Co-operative Contract Fund accounts and general Head Office expenses	General (Administration).

The income to cover this expenditure is derived from a National Administration Fund levy at the rate of eightpence (8d.) per paid labour-hour and is a flat rate applicable equally to ordinary and overtime, union and non-union hours. This levy, of course, has operated only from 10th March, 1947, and is exclusive of assessment income and parliamentary appropriation in respect of general (administration) expenditure, which is referred to later. The balance of income for the year ended 31st March, 1947, has been derived from individual fund levies as constituted prior to the 10th March, 1947. The details concerning the various sources of income are :—

(i) *Annual Holidays Act Levy* (1st April, 1946 to 10th March, 1947).—For the period 1st April, 1946, to 4th August, 1946, this levy remained at $2\frac{1}{4}$ d. per paid labour-hour. As from the 5th August, 1946, the levy was increased to 4d. per paid labour-hour in order to provide for the cost of nine paid statutory holidays per year. It was estimated that a levy of $2\frac{3}{4}$ d. per paid labour-hour was equivalent to £100,000 per annum and that the additional $1\frac{3}{4}$ d. per paid labour-hour would produce £75,000 in a full financial year.

(ii) *National Pay Office Levy* (1st April, 1946 to 10th March, 1947).—This levy has remained at 2 per cent. on other income of the Commission not only during the period this fund was in existence during the 1946–47 financial year, but also right from the date of establishment of the National Pay Office Fund on the 1st April, 1943. As pointed out, however, in last year's comments (H.—45, 19th August, 1946, p. 11), it had become necessary to review the national pay office levy because of the continued fall in value of the other income of the Commission to which this levy was directly linked. At the same time it was decided to convert the levy from the percentage on income to a rate per paid labour-hour for inclusion in the new national administration levy. As from the 10th March, 1947, therefore, the 2 per cent. national pay office levy became 1½d. per paid labour-hour. It was considered that this revised levy would not only provide sufficient income to cover the normal peacetime operation of central pay offices and labour engagement bureaux, but would also prove a more stable and equitable basis of charging than the former percentage based on total earnings, ordinary and overtime.

(iii) *Daily and Weekly Minimum Payments* (10th March, 1947, to 31st March, 1947).—The annual total of these payments, according to the Commission's earnings and employment records for the year prior to their commencement, was expected to approximate £100,000. To provide, therefore, for these costs a levy of 2¼d. per paid labour-hour was required (see (i), Annual Holidays Act levy).

(iv) *General (Administration)* (1st April, 1946, to 31st March, 1947).—The services covered by the income for general (administration) are :—

- (a) Preparation of co-operative contracts fund accounts by port local offices of the Commission.
- (b) Checking, issue, and collection of all accounts by the Commission's Head Office and general Head Office expenses in connection with the operation of the various funds of the Commission, including the keeping of all statistical records and accounts and preparation of annual statements of account.
- (c) The portion of administrative salaries and expenses of both Head Office and port local offices which are included in the grant from Consolidated Fund (vote, "Labour"), (see Section (3)).

The services under headings (a) and (b) are financed by internal percentage assessments on the other operating funds of the Commission. As at the 31st March, 1946, these assessments were at the rate of 1 per cent. on Co-operative Contracts Fund income and 2 per cent. on other fund incomes. For the same reasons as mentioned in connection with (ii), National Pay Office Levy, it has been found necessary to increase these assessments to 1½ per cent. and 2½ per cent. respectively for the year ended 31st March, 1947. The cost of heading (c) is covered by annual parliamentary appropriation.

Summarized, the composition of National Administration Fund income as at 31st March, 1947, was :—

Class of Expenditure.	Charges.
Annual holidays	2¼d. per paid labour hour.
Statutory holidays	1½d. "
Central Pay Offices and Labour Engagement Bureaux	1½d. "
Daily and weekly minimum payments ..	2¼d. "
Total national administration levy ..	8d. "
General (Administration)	{ 1¼ per cent. of Co-operative Contracts Fund income. 2½ per cent. of other fund incomes parliamentary appropriation.

In accordance with the undertaking given by the Commission to shipping companies when this fund was established the details shown in the Revenue Account are sufficient, in conjunction with the summary of the composition of the national administration levy, to enable income and expenditure to be classified for comparative purposes as follows :—

(i) *Annual Holidays* (1st April, 1946, to 31st March, 1947).—The total income relating to annual and statutory holidays for the year ended 31st March, 1947, amounts to £150,892, being the sum of Annual Holidays Act levies (£141,200) and sixteen thirty-seconds of national administration levies of £19,384 (£9,692). Of this total, £35,300 represents levies of 2½d. per paid labour-hour for the period 1st April, 1946, to 4th August, 1946. This leaves a balance of £115,592 in respect of levies at 4d. per paid labour-hour for the period 5th August, 1946, to 31st March, 1947, of which nine-sixteenths, or £65,020, refers to annual holidays, and the statutory holidays proportion of seven-sixteenths equals £50,572. The separate income for costs of annual holidays for the year ended 31st March, 1947, was therefore £100,320, as against £98,938 in 1945–46, an increase of £1,382, or 1·4 per cent. On the other hand, expenditure on union and non-union annual holiday pay (including administration assessment of 2½ per cent. on income, as for a separate fund) increased by £13,758, or 16·5 per cent., to £97,218 as compared with 1945–46. The net surplus was therefore £3,102, or 3·1 per cent. of income. The increase in union annual holiday pay is due, firstly, to a change in the basis of computing such pay, and, secondly, to an increase in union membership.

The basis of computing union annual holiday pay was altered as from the 1st August, 1946, to one half-day for every eleven qualifying days instead of for every fourteen qualifying days. The maximum for each holiday year still remains as twenty-two half-days. For the period 1st August, 1946, to 31st March, 1947, however, it was possible for a unionist to earn a maximum of nineteen half-days accrued annual holiday pay, as compared with fifteen half-days under the previous basis. The effect, therefore, is to bring a greater proportion of the total annual holiday pay due to charge during the first eight months of the holiday year.

Reference to the summary of union membership (page 24) shows that the total union membership at main and secondary ports as at 31st December, 1946, was 6,150, as compared with 5,917 as at 31st March, 1946 (H—45, 19th August, 1946, p. 14). This is an increase of 4 per cent. during the nine-months period, and further members have been admitted since that date. On the other hand, non-union holiday pay for 1946–47, which amounted to £9,825, is a reduction of £415 on the cost for 1945–46.

(ii) *Statutory Holidays* (1st August, 1946, to 31st March, 1947).—As indicated in the comments on annual holidays, the income for statutory holidays for the eight months ended 31st March, 1947, amounted to £50,572. Expenditure on statutory holiday pay (including administration assessment of 2½ per cent. on income, as for a separate fund) amounted to £32,621, leaving a net surplus of £17,951. As, however, only five out of nine statutory holidays fell during the eight-months period covered by the revenue, and also in view of the introduction of proportionate payments to unionists as from the 10th March, 1947, and of payments to regular non-unionists as from 24th March, 1947, there is an estimated contingent liability of £10,750 as at 31st March, 1947, which would reduce the net surplus to £7,201, or 14·2 per cent. of income.

(iii) *Daily and Weekly Minimum Payments* (10th March, 1947, to 31st March, 1947).—The income apportionable under this heading equals nine thirty-seconds of the national administration levy of £19,384—that is, £5,451. Expenditure during this short period at the busy time of the export season (including administration assessment of 2½ per cent. on income, as for a separate fund) amounted to £2,369, leaving a net surplus of £3,082.

(iv) *Central Pay Office, Labour Engagement Bureau, and General (Administration)*, (1st April, 1946, to 31st March, 1947).—The total income for this portion of the National Administration Fund for the year ended 31st March, 1947, amounted to £95,925,

inclusive of £3,908, representing the administrative assessments on annual holidays, &c., income allowed for in Sections (ii) to (iii). This is an increase of £7,055, or 7·9 per cent., on the comparative figure for 1945–46 (omitting inter-fund transfers). Expenditure for the year ended 31st March, 1947, amounted to £95,407, as compared with £95,281 in 1945–46 for General (Administration) and National Pay Office funds (again omitting inter-fund transfers). While expenditure has remained stable, the increase in income through adjustment of assessments and levies has enabled a combined deficit of £6,411 to be converted into a small surplus of £518, or 0·54 per cent. of income.

During the year the Commission established additional central pay offices at the ports of Greymouth (as from 21st October, 1946) and Gisborne (as from 24th March, 1947). As from 10th March, 1947, it was also arranged that all waterfront wages payable at the port of Onehunga would be handled by the Commission's Auckland office. A central pay office will be established at Oamaru during 1947–48 at the time that daily and weekly minimum payments come into operation at that port. Central pay offices will then be in existence at all main and secondary ports throughout New Zealand. Central pay office activities were further extended during the year ended 31st March, 1947, with the assumption by the Commission, as from 2nd December, 1946, of the responsibility for advancing and paying waterfront wages, on behalf of the New Zealand Government Railways Department, at all main and secondary ports, with the exception of the Port of Oamaru. The Commission now pays through its central pay offices the wages, &c., of all waterfront labour, at main and secondary ports, except that employed by the Wellington and Nelson Harbour Boards.

(v) *Summary* (1st April, 1946, to 31st March, 1947).—The total income of the National Administration Fund for the year ended 31st March, 1947, was £248,360, comprising £152,435, or 61·38 per cent., in respect of holiday and minimum payments, and £95,925, or 38·62 per cent., for office administration. Expenditure totalled £223,707, of which 57·35 per cent., or £128,300, was for holiday and minimum payments, and £95,407, or 42·65 per cent., was for office administration. Out of the net balance of £24,653, £5,050 was appropriated to Buildings Reserve, leaving a balance of £19,653 to be credited to Accumulated Funds Account. This offset the almost equivalent adverse balance of £19,873 which was debited to the combined Accumulated Funds Accounts as at 31st March, 1946.

Accumulated Funds Account balances totalling £14,671 in respect of Annual Holidays Act, General (Administration) and National Pay Office Funds were transferred to National Administration Fund as at 1st April, 1946. With the credit balance brought in as at 31st March, 1947, this account had a total credit of £34,324 at that date.

(f) STORE FUND

(See Appendix, page 82)

It was urgently necessary to maintain storage space at Auckland to handle Government goods, particularly on account of the Food Controller and Wheat Committee, which had previously been provided for by the Cargo Control Committee stores under the jurisdiction of the Commission. Upon the cessation of Cargo Control Committee activities, therefore, as at 31st July, 1946, the Commission was asked by the Departments concerned to continue to operate the No. 3 Cargo Control Store at Parnell, as a Government store, on the same basis as had pertained under the Committee. The Commission agreed to this request on the understanding that any financial loss on the storage account would be made good, in view of the reduced rates pertaining to one major class of goods. At the same time the Commission arranged to continue to supply labour service for the inward and outward handling of goods stored and to take over plant which had been

acquired by the Cargo Control Committee to facilitate stacking not only in the Committee's stores, but also in wharf sheds and merchants' stores, as these services enabled more effective use to be made of the storage space available to the Committee for urgent purposes.

To segregate the financial transactions relating to the operation of this store by the Commission a Store Fund was established as from 1st August, 1946. The subsidiary activities of cargo handling and plant hire were also brought within the scope of this fund. In order to show the true financial position, credit has been taken for additional storage charges amounting to £496, representing the loss of revenue on the one major class of goods stored at a specially reduced rate. Total revenue for the eight months' period to 31st March, 1947, amounting to £10,053, of which £3,788, or 37·68 per cent., was in respect of storage and sundries, £3,398, or 33·80 per cent., was for handling charges and plant hire, accounted for the balance of £2,867, or 28·52 per cent. It will be noted that each of the three main activities contributed substantially to the income of the fund.

The main items included in the total expenditure of £8,206 (representing 81·64 per cent. of income) are wages of casual labour (including overtime), £2,961 (36·09 per cent.); rent, £2,403 (29·28 per cent.); and store salaries, £1,144 (13·94 per cent.). A net balance of £1,847, equal to 18·36 per cent. of income, is transferred to Appropriation Account. Out of this net balance a sum of £1,500, representing approximately the net surplus on handling and plant charges, has been set aside as a Plant Purchase Reserve, and the balance of £347 has been carried down to Accumulated Funds Account. It will be noted that this credit balance, which in effect represents the net surplus on storage charges, would have been showing as a debit balance of £149 if the adjustment of £496 in respect of the loss of storage revenue had not been included in the income.

(g) SUPERVISION FUND

(See Appendix, page 84)

The major development during the year ended 31st March, 1947, which affected the accounts of the Supervision Fund was the cessation of the Commission's responsibility for supervision of waterfront labour at the ports of Auckland and Wellington as from 30th September, 1946. At the remaining ports of Nelson, Picton, Westport, and Greymouth Commission supervision of waterfront labour continued throughout the financial year, and no further ports were brought within the scope of this branch of the Commission's activities.

As would be expected, therefore, the income and expenditure figures for this year show substantial reductions as compared with 1945-46. Income from levies was only £29,796, a decrease of £26,249 on 1945-46. Total expenditure at £31,591 is less by £25,108 than for 1945-46. It will be noted that, while "insurance," "overtime," &c., and "Wages" all show equally substantial reductions, this was not the position so far as "Salaries," &c., was concerned. This is because at the secondary ports of Nelson, &c., the supervision is performed by one or more permanent supervisors on annual salaries, while at Auckland and Wellington the work was carried out by permanent staff mainly on weekly wages.

The continued downward trend in Co-operative Contracts Fund income (see Section (4)), on which Supervision Fund levies are based, is again reflected in the net deficit of £1,795 in this fund transferred to Appropriation Account for the year ended 31st March, 1947. It is an increase of £1,141 on the net deficit for 1945-46. In order to provide for this loss and also for profit distributions (in most cases payable in relation to similar payments from Co-operative Contracts Fund) it has been necessary to transfer back to Appropriation Account a further £2,505 from wartime profits of this fund. The net balance of Accumulated Funds Account as at 31st March, 1947, is now £10,911.

On the application of shipping companies, the Commission has agreed to refund *pro rata* the net balances in Accumulated Funds Account in respect of the ports of Auckland and Wellington. This decision, however, is subject to the net losses at secondary ports being first deducted. It is also expected that suitable adjustments will be made in the rates of levies for the remaining secondary ports to ensure that their income is placed on a sound footing to meet the cost of supervision services on a normal peace-time basis.

13. CONCLUSION—EXTENDED CONTRACTING—FUTURE OF COMMISSION

The present co-operative contracting system provides for “payment by results” in respect of cargo handling, or “winch time” only. In order to provide a further incentive to and reward for more efficient work it is proposed to extend the co-operative contract tonnage or unit rates by including rates for performing non-cargo handling work, such as hatches and gear, rain, minima, shunting, and other sundry cargo-handling delays, extra labour, special cargo rates, dirt-money, &c. The only labour-costs not to be included in the proposed extended contract will be the difference between overtime and the basic wage rates.

With the introduction of the extended form of contracting it is proposed to transfer to the workers a greater degree of the direct responsibility for the efficient management and performance of waterside work. It is very desirable to obtain closer co-operation and good will between workers and employers and the education of workers to accept a greater share in the management of the industry, and the responsibility which goes with it will, it is hoped, result in improved relationships and the speedier handling of cargoes and despatch of ships.

Negotiations are proceeding between the Government and representatives of employers and workers regarding the future form of Commission control.

(Sgd.) A. E. BOCKETT, Commissioner.

APPENDIX

WATERFRONT INDUSTRY COMMISSION

COMMISSION

MR. A. E. BOCKETT, Accts. Prof.

EXECUTIVE STAFF

HEAD OFFICE, WELLINGTON

Mr. A. E. BOCKETT, Accts. Prof.	..	..	..	General Manager.
Mr. W. J. CUTHBERT	..	..	..	Assistant General Manager.
Captain C. V. STANICH	..	..	..	Relieving Branch Manager.
Mr. A. G. DAVIDSON, M.A., B.Com., A.R.A.N.Z., Dip.				
Soc. Sci.	..	..	..	Chief Accountant.
Mr. J. L. MCGEE, A.R.A.N.Z.	..	..	..	Head Office Accountant.
Mr. R. A. MARSHALL	..	..	..	Contracts Accountant.

LOCAL OFFICES

Auckland

Capt. H. RUEGG	Branch Manager ..
Mr. R. G. JONES	Assistant Branch Manager
Mr. J. E. SCANLON	Secretary-Accountant
Mr. W. N. SMITH, B.Com.,	Pay Office Accountant
A.R.A.N.Z.	
Mr. T. DUFF	Labour Bureau Manager

Wellington

.. Capt. A. J. LEVER-NAYLOR.
.. Mr. J. O. JOHNSON.
.. ..
.. Mr. A. J. MOSEDALE, A.R.A.N.Z.
.. (Acting).
.. Mr. G. BENNETT.

Canterbury

Capt. C. C. VANDEN BERGH ..	Branch Manager ..
Mr. F. L. HICKMAN ..	Pay Office Accountant
Mr. B. REARDON ..	Labour Bureau Managers

Otago

.. Mr. A. MATHESON.
.. Mr. R. SCOTT.
.. { Mr. G. LANGLEY (Dunedin).
.. { Mr. W. E. CARRINGTON (Port
Chalmers).

COMMISSION'S REPRESENTATIVES

<i>Gisborne</i>	..	..	Mr. R. WATTS.	<i>Nelson</i>	..	..	Mr. E. H. RYAN.
<i>Napier</i>	..	..	Mr. A. P. SHEEHAN.	<i>Timaru</i>	..	..	Mr. W. J. SULLIVAN.
<i>New Plymouth</i>	..	..	Capt. A. G. HARDY	<i>Bluff</i>	..	..	Mr. W. K. CAMERON.
<i>Wanganui</i>	..	..	Mr. F. W. GOULD.	<i>Westport</i>	..	..	Mr. G. W. ELLIOT.
				<i>Greymouth</i>	..	..	Mr. B. A. THORBURN.

COMMISSION'S AGENTS AND/OR SUPERVISING FOREMEN

<i>Nelson</i>	..	..	Mr. J. H. CORTZEN.	<i>Westport</i>	..	..	{ Mr. E. FALCONER. Mr. L. TREDINNICK.
<i>Picton</i>	..	..	Mr. W. J. C. PATTER- SON.	<i>Greymouth</i>	..	..	{ Mr. F. JOHNSON. Mr. V. NEGRI.

SUMMARY OF COMMISSION STAFF AND UNION MEMBERSHIP AS AT 31st March, 1947

COMMISSION STAFF

HEAD OFFICE, WELLINGTON

Commissioner and General Manager	..	..	..	..	..	..	1
Executive officers and administration	..	..	..	..	..	..	18
Co-operative contracting ..	..	..	..	..	..	..	13
General accounts	..	..	..	..	..	..	12
Statistics	..	..	..	..	..	..	4

LOCAL OFFICES

Port.	Executive Officers and Administration.	Super-vising Foremen.	Pay Office.	Labour Bureau.	Co-op. Contract.	Cargo Store.	Care-takers.	Totals.
Auckland ..	6	..	13	10	6	3	..	38
Wellington ..	3	..	11	9	8	..	..	31
Lyttelton ..	1	..	6	3	2	..	..	12
Otago ..	2	..	4	2	2	..	..	10
Gisborne*	..	..	1†	..	..	..	..	1
Napier..	1	..	2‡	1	..	..	..	5
New Plymouth ..	1	..	2‡	..	..	..	1	3
Wanganui ..	1§	..	1‡	..	..	..	..	2
Nelson..	..	1†	1‡	..	..	..	..	2
Pictou ..	..	1†	..	..	..	..	..	1
Timaru ..	..	..	2‡	..	..	..	..	2
Bluff ..	1	..	2	1	..	..	..	4
Westport ..	..	2†	1‡	..	..	..	1	4
Greymouth ||	..	2	1‡	1	..	..	1	5
Totals ..	16	6	47	27	18	3	3	120

* As from 24th March, 1947. † Also Labour Bureau. ‡ Also co-op. contracts. § Also Supervising Foreman. Also Labour Bureau. || Pay Office (as from 21st October, 1946).

Total, Commission Staff

.. ..

168

UNION MEMBERSHIP

MAIN PORTS—

Auckland ..	..	1,794	Dunedin ..	..	375
Wellington ..	..	1,777	Port Chalmers ..	..	234
Lyttelton ..	..	689			

Total, main ports

.. .. 4,869

SECONDARY PORTS—

Gisborne ..	96	Wanganui ..	78	Oamaru..	54
Napier ..	171	Nelson ..	75	Bluff ..	222
Onehunga ..	34	Pictou ..	43	Westport ..	84
New Plymouth ..	173	Timaru ..	124	Greymouth ..	127
Total, secondary ports	..	..	..	..	1,281

MINOR PORTS—

Mangonui ..	4	Opotiki ..	15	Patea ..	13
Whangaroa ..	6	Tokomaru Bay ..	20	Motueka ..	10
Bay of Islands ..	6	Tolaga Bay ..	10	Takaka ..	8
Whangarei ..	15	Awanui ..	9	Hokitika ..	10
Paeroa ..	10	Hokianga ..	6	Golden Bay ..	98
Tauranga ..	17	Kaipara ..	11	Onekaka ..	10
Whakatane ..	10	Port Waikato ..	32		
Total, minor ports	..	..	..	..	320

* Total, union membership

.. ..

6,470

6,638

* As at 31st December, 1946.

NOTE.—Approximately one hundred union members act as casual check time-keepers to record details of co-operative contracts.

SUMMARY OF RESULTS OF CO-OPERATIVE CONTRACT STEVEDORING FOR YEARS 1940-46 AND 1946-47 SHOWING—

I. Quantities of Cargo handled

II. Rates of Work

KEY TO ABBREVIATIONS AND TONNAGE CONVERSIONS

ABBREVIATIONS

Cargo Units

S/ft == Superficial feet.
Cts == Crates.
R. c/c == Running carcasses.

Qrs == Quarters.
F. c/c == Freight carcasses.

General Terms

Anal. == Analysis.
Cont. == Contract.
Comm. == Commission.
Or. == Other.

T/K == Timekeeper.
Disc. == Discharging.
Ldg. == Loading.
D/L. == Discharging and Loading.

BASIS OF CONVERSION OF CARGO UNITS TO TONS

	1940-46.	1946-47.	1940-47.
	lb.	lb.	lb.
Mutton and lamb: Average weight per R. c/c	36.87	38.03	37.09
Beef: Average weight per quarter ..	146.81	151.05	147.26

NOTE.—Weights of carcasses and quarters vary from year to year owing to seasonal differences and/or preponderance of mutton to lamb. For the year 1940-41 the contract system was not in force from the beginning of the year, and the 1941-42 weights were accepted as a basis.

FIGURES CONSTANT FOR ALL YEARS

Cheese: 12½ crates to ton.
Butter: 64 lb. per box.
Frozen sundries: 60 lb. per freight carcass.
Fruit: 25 cases to ton.

Wool: 1 bale = 350 lb.
Hardwoods: 333½ s/ft per ton.
Softwoods: 500 s/ft per ton.

**SUMMARY OF TOTAL TONNAGES (ALL CLASSES OF CARGO) HANDLED UNDER CO-OPERATIVE
CONTRACT SYSTEM AT EACH PORT FOR EACH CLASS OF VESSEL FOR THE PERIOD
1940-47, AND TOTAL NUMBER OF CONTRACTS**

Port.	Year.	Class of Vessel.			Total.	Number of Contracts.
		Overseas.	U.S.S. Co.	Coastal.		
Auckland	1940-46 1947	Tons. 2,805,912 721,988	Tons. 2,882,475 555,772	Tons.	Tons. 5,688,387 1,277,760	1,828 416
		3,527,900	3,438,247	..	6,966,147	2,244
Wellington	1940-46 1947	3,235,180 552,003	3,672,052 469,858	979,914 175,000	7,887,146 1,196,861	6,619 993
		3,787,183	4,141,910	1,154,914	9,084,007	7,612
Lyttelton	1940-46 1947	676,372 173,967	1,132,570 179,882	375,640 135,902	2,184,582 489,751	1,728 371
		850,339	1,312,452	511,542	2,674,333	2,099
Dunedin	1941-46 1947	146,863 56,903	851,691 153,257	233,815 42,767	1,232,369 252,927	928 200
		203,766	1,004,948	276,582	1,485,296	1,128
Port Chalmers ..	1940-46 1947	212,001 62,230	245 1,142	.. ..	212,246 63,372	99 39
		274,231	1,387	..	275,618	138
Gisborne	1941-46 1947	3,245 ..	141,249 23,509	46,636 37,519	191,130 61,028	317 118
		3,245	164,758	84,155	252,158	435
Napier	1940-46 1947	374,433 102,585	252,212 40,042	105,107 45,669	731,752 188,296	615 167
		477,018	292,254	150,776	920,048	782
Port Waikato ..	1941-46 1947	.. ..	.. ..	53,150 ..	53,150 ..	151 ..
		..	..	53,150	53,150	151
New Plymouth ..	1940-46 1947	307,423 70,159	217,808 23,932	122,957 28,639	648,188 122,730	693 105
		377,582	241,740	151,596	770,918	798
Wanganui	1941-46 1947	6,269 ..	19,690 ..	326,294 88,936	352,253 88,936	888 207
		6,269	19,690	415,230	441,189	1,095

SUMMARY OF TOTAL TONNAGES, ETC.—*continued*

Port.	Year.	Class of Vessel.			Total.	Number of Contracts.
		Overseas.	U.S.S. Co.	Coastal.		
Nelson	1940-46	Tons. ..	Tons. 54,637	Tons. 397,401	Tons. 452,038	1,291
	1947	3,432	11,187	102,274	116,893	332
		3,432	65,824	499,675	568,931	1,623
Picton	1940-46	1,863	112,878	99,927	214,668	541
	1947	325	20,309	28,633	49,267	176
		2,188	133,187	128,560	263,935	717
Timaru	1940-46	144,760	344,473	77,944	567,177	717
	1947	37,432	70,639	19,544	127,615	110
		182,192	415,112	97,488	694,792	827
Bluff	1940-46	322,732	296,143	2,462	621,337	365
	1947	76,727	56,084	5,173	137,984	72
		399,459	352,227	7,635	759,321	437
Westport	1944-46	..	479,392	102,521	581,913	413
	1947	..	315,381	64,891	380,272	230
		..	794,773	167,412	962,185	643
Greymouth	1942-46	..	822,419	202,524	1,024,943	763
	1947	..	216,285	48,938	265,223	181
		..	1,038,704	251,462	1,290,166	944
All ports	1940-46	8,237,053	11,279,934	3,126,292	22,643,279	17,956
	1947	1,857,751	2,137,279	823,885	4,818,915	3,717
		10,094,804	13,417,213	3,950,177	27,462,194	21,673

NOTE.—Auckland: U.S.S. Co. vessels—from 1941-42; Lyttelton: Coastal vessels—from 1942-43; Port Chalmers: U.S.S. Co. vessels—from 1944-45; Gisborne: Coastal vessels—from 1944-45; Napier: U.S.S. Co. vessels—from 1941-42; Napier: Coastal vessels—from 1942-43; New Plymouth: Coastal vessels—from 1941-42; Nelson: Coastal vessels—from 1942-43; Picton: Coastal vessels—from 1942-43; Timaru: U.S.S. Co. vessels—from 1941-42; Timaru: Coastal vessels—from 1941-42; Bluff: U.S.S. Co. vessels—from 1941-42.

ALL PORTS—ALL CLASSES OF VESSELS

SUMMARY OF QUANTITIES OF CARGO HANDLED, PERIOD 10TH JULY, 1940, TO
31ST MARCH, 1947

Classes of Cargo.	Unit.	Quantities of Cargo handled.		
		1940-46.	1946-47.	Totals.
General	D/L Tons ..	12,017,661	2,441,927	14,459,588
Iron, steel, pig iron, pipes	" ..	369,974	36,806	406,780
Lead	Ldg. ..	48,618	..	48,618
"	Disc. ..	19,891	..	19,891
Raw sugar	" ..	188,460	..	188,460
Wheat and barley	D/L ..	213,436	98,867	312,303
Cement	" ..	239,232	43,271	282,503
Hides	" ..	59,541	9,483	69,024
Tallow, pelts, &c.	" ..	367,392	49,627	417,019
Wool	Disc. Bales ..	548,707	114,057	662,764
"	Ldg. ..	4,491,540	1,353,065	5,844,605
Dolomite	Disc. Tons ..	12,782	1,164	13,946
Timber—				
Hardwood—				
Trucks	Ldg. S/ft ..	26,733	..	26,733
"	Disc. ..	25,893,786	4,384,214	30,278,000
Wharf	" ..	30,227,180	6,666,078	36,893,258
"	Ldg. ..	545,182	58,649	603,831
Softwood—				
Trucks	Disc. ..	62,450,600	2,917,849	65,368,449
"	Ldg. ..	100,396,390	13,340,216	113,736,606
Wharf	Disc. ..	63,434,343	16,622,348	80,056,691
"	Ldg. ..	3,867,764	1,426,823	5,294,587
Barges	Disc. ..	6,277,552	..	6,277,552
Sulphur	" Tons ..	5,794	..	5,794
Coal—				
Grab—				
New Zealand	Disc. ..	2,748,612	531,418	3,280,030
"	Ldg. ..	12,570	..	12,570
Newcastle	Disc. ..	116,004	..	116,004
U.S.A. and Canadian	" ..	..	30,522	30,522
Basket—				
New Zealand	" ..	62,169	1,412	63,581
Newcastle	" ..	20,795	..	20,795
Bunker—				
Hulks, &c.	Ldg. ..	142,657	11,479	154,136
Trucks	" ..	74,854	32,878	107,732
Cargo, New Zealand	" ..	1,344,381	576,712	1,921,093
Fruit—				
Apples and pears	Cases ..	226,617	281,969	508,586
"	Tons ..	69,841	14,536	84,377
Butter	Boxes ..	26,015,348	4,465,882	30,481,230
Cheese	Cts ..	9,993,711	1,450,775	11,444,486
Mutton and lamb	R. c/c ..	71,318,115	15,486,724	86,804,839
Beef	Qrs. ..	484,809	53,992	538,801
Frozen sundries	F. c/c ..	11,953,561	3,233,602	15,187,163
Total, all classes	Tons ..	22,643,279	4,818,915	27,462,194
Number of contracts	..	*17,956	3,717	*21,673

* Does not include one contract (Opua) covering the loading of 3,421 carcasses mutton and lamb and 23,011 freight carcasses frozen sundries.

ALL PORTS

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31st MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31st MARCH, 1947

Classes of Cargo.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.				
	Cargo Units.	Quantities of Cargo handled.	Rates of Work per Net Gang-hour.	Quantities of Cargo handled.	Rates of Work per Net Gang-hour.	Quantities of Cargo handled.	Rates of Work per Net Gang-hour.				
								1940-46	1940-47	1940-46	1940-47
General ..	Disc.	3,122,240	754,813	12-45	12-15	..	..	..	..	..	..
" ..	Ldg.	932,953	160,479	16-63	16-11	..	..	..	..	..	..
" ..	D/L	..	..	..	..	6,119,143	1,031,509	495,126	16-80	16-06	11
Iron, steel, &c.	..	..	..	..	..	331,049	33,778	3,028	12-39	..	..
Lead ..	Disc.	19,891	..	14-70	..	..	..	..	..	..	..
" ..	Ldg.	48,618	..	12-87	..	..	..	..	..	..	..
" ..	Disc.	188,460	..	26-16	..	..	..	..	..	..	..
Raw sugar ..	..	..	..	..	..	..	..	..	..	..	..
Wheat and barley	" D/L	110,283	92,014	13-57	17-09	102,723	6,853	..	..	21-23	..
" ..	..	..	..	..	..	..	..	..	..	..	..
Cement ..	" "	..	3,187	..	10-85	50,251	1,278	188,981	17-77	19-10	..
Hides ..	..	..	..	..	..	20,407	4,364	4,927	16-21	15-77	..
" ..	Ldg.	34,207	3,608	11-73	11-33	..	..	..	..	..	..
Tallow, pelts, &c.	" D/L	324,070	44,929	13-74	14-47	..	..	1,973	19-95	..	..
" ..	..	..	..	..	..	..	..	..	..	..	..
Wool, sheep-skins, &c.	Disc.	19,538	..	75	..	20,719	2,725	22,603	16-27	..	..
" "	Ldg.	3,884,190	1,165,287	79	80	249,457	8,448	279,712	105,609	107	101
Dolomite ..	Disc.	..	..	..	..	331,848	41,506	255,502	146,272	96	95
Timber—	..	..	..	..	..	..	..	12,782	1,164	12-98	12-06
Hardwood—	..	878,086	642,840	4,405	4,108	19,377,794	2,253,953	5,037,906	1,487,421	3,110	3,130
Trucks ..	Ldg.	..	..	..	..	..	..	..	..	3,377	..
" ..	Disc.	1,162,599	1,973,214	2,800	1,822	24,741,766	4,602,864	4,322,815	..	3,353	..
Wharf ..	Ldg.	11,748	58,649	3,615	3,888	155,875	..	377,559	..	3,705	..
" ..	..	..	..	..	..	..	..	..	..	..	..
Softwood—	..	677,686	782,605	5,357	3,988	59,231,229	1,950,171	2,491,685	185,073	2,551	3,280
Trucks ..	Ldg.	7,422,542	1,637,152	3,722	3,363	79,954,617	11,290,419	4,441,231	4,126,645	4,511	3,766
" ..	Disc.	18,727,489	6,679,539	3,864	4,335	42,241,597	9,720,162	3,063	2,465,257	222,647	3,425
Wharf ..	Ldg.	2,345,764	135,640	3,707	3,641	1,207,777	377,358	314,223	913,825	3,351	3,425
" ..	..	..	..	..	..	..	..	..	..	3,574	3,874
Barges ..	Disc.	..	..	..	..	..	..	..	..	5,649	..
" "	..	..	..	..	..	..	..	..	..	..	..
Sulphur ..	Tons	5,794	..	20-18	..	..	..	6,277,552	..	..	..

PORT OF AUCKLAND

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.	
		1940-46	1946-47	1940-46 1946-47	1941-46	1946-47	1941-46 1946-47	1940-46	1946-47	1940-46 1946-47
General ..	Disc.	1,106,112	317,942	10.80	..	..	..	..	..	..
" ..	Ldg.	266,425	95,651	15.85	1,840,679	310,665	11.68	..	..	..
" ..	D/L	..	..	..	99,632	10,839	8.11	..	..	..
Iron, steel, &c.	Disc.	188,480	..	26.16	..	..	..	..	..	..
Raw sugar	"	80,900	63,997	13.52	62,498	..	14.84	..	..	..
Wheat and barley	D/L	..	..	..	7,311	1,762	11.46	..	..	..
Hides ..	"	..	..	..	..	..	..	..	..	..
" ..	Ldg.	20,870	2,081	11.72	..	..	..	..	..	..
Tallow, pelts, &c.	"	89,372	12,857	12.16	..	..	..	..	..	..
" ..	D/L	..	..	..	3,179	321	11.03	..	..	..
Wood, sheep-skins, &c.	Disc.	..	..	..	29,932	634	70	..	..	..
" ..	Ldg.	665,584	210,674	67	34,832	2,917	61	..	..	..
Timber—										
Hardwood—										
Trucks	Disc.	..	402,633	..	8,090,465	469,472	2,880	..	..	..
Wharf	"	508,257	1,912,494	2,459	1,797	1,876,560	2,050	..	..	..
" ..	Ldg.	11,748	58,649	3,615	..	..	..	..	..	..
Softwood—										
Trucks	Disc.	..	..	..	15,116,771	..	2,663	..	..	..
" ..	Ldg.	..	532,884	..	2,335,907	1,844,207	2,301	..	..	..
Wharf	Disc.	8,769,409	3,827,871	3,571	2,753,398	2,387	3,059	..	..	..
" ..	Ldg.	..	135,640	..	342,270	225,548	2,416	..	..	..

PORT OF WELLINGTON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
		1946-47	1946-47		1946-47	1946-47		1946-47	1946-47	
		1946-47	1946-47		1946-47	1946-47		1946-47	1946-47	
General ..	Disc.	1,775,753	294,502	13.67	14.77	..	..	..	..	..
" ..	Ldg.	292,032	27,694	17.79	20.32	..	..	..	..	..
" ..	D/L	..	..	..	..	1,525,239	197,679	542,155	93,547	15.64
Iron, steel, &c.	..	..	..	..	..	110,364	12,028	18,412	458	11.27
Lead ..	Disc.	19,891	..	14.70	..	..	..	..	..	..
" ..	Ldg.	48,400	..	12.90	..	..	..	..	..	..
Wheat and barley	Disc.	17,290	6,746	12.54	14.70	22,994	4,522	..	..	..
Cement ..	D/L	..	3,187	..	10.85	50,060	1,278	125,308	20,564	17.81
Hides ..	..	..	..	..	..	4,760	870	1,514	..	14.98
" ..	Ldg.	9,653	462	11.35	12.83	..	..	..	..	..
Tallow, pelts, &c.	..	89,336	9,910	13.10	13.48	..	..	..	..	..
" ..	D/L	..	..	..	..	7,805	133	..	443	17.36
Wool, sheep-skins, &c.	Disc.	19,538	..	75	..	169,588	3,017	229,765	62,023	21.10
" ..	Ldg.	1,182,120	308,511	74	76	70,024	10,647	15,886	993	125
Timber—	..	..	..	..	..	..	..	..	..	61
Hardwood—	..	..	..	..	..	..	..	..	..	..
Trunks ..	Disc.	..	..	..	..	1,083,758	..	3,182,504	851,747	2,924
" ..	Ldg.	..	..	..	..	..	..	26,733	..	3,377
Wharf ..	Disc.	542,980	60,720	3,644	3,267	10,395,396	2,173,623	3,753,179	..	3,249
" ..	Ldg.	..	..	..	..	140,817	..	377,559	..	3,705
Softwood—	..	..	..	..	..	..	..	..	..	..
Trunks ..	Disc.	..	..	..	..	41,044,005	1,770,500	1,769,976	..	2,251
Wharf ..	Ldg.	8,864,738	2,292,870	4,160	5,093	31,407,201	6,472,541	1,924,434	..	3,151
" ..	..	1,276,687	..	1,414	..	598,507	..	273,741	..	3,544

PORT OF LYTTELTON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
		1940-46	1946-47		1940-46	1946-47		1942-46	1946-47	
General ..	Disc.	147,915	73,635	13.13	..	..	..	..	..	..
" ..	Ldg.	169,408	21,615	14.90	1,029,798	167,518	14.13	357,005	130,575	14.64
" ..	D/L	..	..	..	31,781	4,385	11.40	5,866	591	12.07
Iron, steel, &c. ..	"	..	..	..	..	..	..	..	..	..
Wheat and barley ..	Disc.	7,742	6,784	14.93	..	..	..	..	..	..
" ..	D/L	..	..	..	4,551	..	17.74	..	..	..
Hides ..	"	..	..	..	3,245	..	13.50	1,061	661	17.61
" ..	Ldg.	1,277	100	13.26	..	..	..	..	..	..
Tallow, pelts, &c. ..	"	48,093	5,776	15.31	..	..	..	..	..	..
" ..	D/L	..	..	..	2,912	1,046	11.69	..	..	..
Wool, sheep-skins, &c. ..	Disc.	..	..	..	26,082	2,082	53	23,143	3,281	51
" ..	Ldg.	626,119	152,351	89	24,715	8,517	52	370	..	63
Timber—	"	..	..	..	4,953,219	885,769	2,686	1,079,582	635,074	2,808
Hardwood : Trucks	Disc.	88,153	179,750	3.54	2,605	..	2,514	..	..	3,110
Softwood—	"	..	..	..	..	..	..	..	..	..
Trucks ..	"	677,686	782,605	5.357	1,070,776	..	3,350	555,497	27,367	3,914
" ..	Ldg.	7,422,542	1,104,268	3,722	6,573,618	832,482	3,461	448,906	106,479	2,840
Wharf ..	"	..	..	..	..	..	..	15,482	..	2,997

PORT OF DUNEDIN

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
		1941-46	1946-47		1941-46	1946-47		1941-46	1946-47	
General ..	Disc.	38,579	31,026	12.48	..	..	..	..	..	..
" ..	Ldg.	84,454	6,947	18.12	726,842	144,121	15.09	209,593	40,951	16.48
" ..	D/L	..	..	..	83,777	5,452	12.67	12,046	1,238	14.09
Iron, steel, &c. ..	"	..	..	..	2,875	..	15.81	..	..	..
Wheat and barley ..	"	..	5,773	..	..	..	..	4,624	..	19.15
Cement ..	"	..	..	..	2,808	..	14.38	610	..	14.94
Hides ..	"	..	..	..	..	..	..	..	..	..
" ..	Ldg.	113	15	11.30	..	..	..	..	..	..
Tallow, pelts, &c. ..	"	3,592	798	14.94	..	..	..	..	..	..
" ..	D/L	..	..	..	1,202	..	15.20	27	..	10.12
Wool, sheep-skins, &c. ..	Disc.	..	..	..	8,207	..	73	6,139	..	72
" ..	Ldg.	83,737	64,347	78	14,243	553	78	762	..	70
Timber—	"	..	..	..	..	..	..	..	..	..
Hardwood—	"	..	..	..	..	..	..	..	..	..
Trucks ..	Disc.	730,147	60,457	4.739	2,182,150	489,706	3.595	1,045,196	..	4.177
Wharf ..	"	40,195	..	2,539	1,933,046	458,606	2.704	385,857	..	3.578
" ..	Ldg.	..	..	..	15,058	..	4.015	..	..	..
Softwood—	"	..	..	..	..	..	..	..	..	..
Trucks ..	Disc.	..	..	..	56,463	..	3.475	..	..	..
Wharf ..	"	553,586	558,798	4.796	364,830	29,311	4.271	446,211	..	4.855
" ..	Ldg.	1,069,077	..	3,112	267,000	54,718	3.819	..	..	..

PORT OF PORT CHALMERS

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.	
		1940-46	1946-47	1940-46 | 1946-47	1944-46	1946-47	1944-46 | 1946-47	1940-46	1946-47	1940-46 | 1946-47
General ..	.. Disc.	23,996	16,403	11-35 10-32	..	..	..	..	..	..
" ..	.. Ldg.	14,258	1,936	18-43 14-44	..	..	..	..	..	..
" ..	.. D/L	..	..	..	19	878	12-67 16-31	..	..	..
Iron, steel, &c. ..	.. Ldg.	..	..	..	..	264	7-09	..	..	..
Lead ..	.. Ldg.	218	..	8-90 ..	..	..	..	..	..	..
Hides ..	.. "	232	11	11-65 16-50	..	..	..	..	..	..
Tallow, pelts, &c. ..	.. "	10,910	1,343	14-76 12-98	..	..	..	..	..	..
Wool, sheep-skins, &c. ..	.. Ldg.	333,445	66,917	88 83	..	..	..	..	..	..
Butter ..	.. Boxes	7,943	1,522	542 630	..	..	..	..	..	..
Cheese ..	.. Cts	68,674	8,281	222 217	..	..	..	..	..	..
Mutton and lamb ..	.. K. c/c	6,072,116	1,685,206	875 381	..	..	..	..	..	..
Frozen sundries ..	.. F. c/c	214,192	132,444	429 447	8,434	..	395	..	..	..
Total all classes	..	212,001	62,230	..	245	1,142	..	..	..	..
Number of contracts	..	97	37	..	2	2	..	..	..	..

PORT OF GISBORNE

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.							
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.					
		1940-46	1946-47	1940-46	1946-47	1941-46	1946-47	1944-46	1946-47	1944-46	1946-47				
General ..	.. D/L	..	..	..	..	..	31,730	8,617	14.77	13.46	43,182	30,885	14.43	13.70	
Iron, steel, &c.	.. "	..	..	..	..	..	142	..	9.96	..	..	..	..	..	
Cement ..	.. "	..	..	..	..	..	..	..	..	..	..	1,148	1,113	16.50	15.28
Hides ..	.. "	..	..	..	..	..	..	59	..	15.06	..	70	..	13.55	..
Tallow, pelts, &c.	.. Ldg.	145	..	15.40	..	..	..	..	..	..	..	..	..	..	..
"	.. D/L	..	..	..	..	..	..	389	..	13.11	..	116	92	13.78	21.65
Wool, sheep-skins, &c.	.. Ldg.	7,007	..	68	..	..	30,170	..	76	..	..	7,820	33,822	84	70
Timber—	..	..	..	..	..	..	246,500	184,075	2,311	2,560	..	..	..	..	..
Hardwood : Wharf	.. Disc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Softwood—	..	..	..	..	..	..	101,860	..	3,234	..	..	..	..	..	..
Trucks	.. "	..	..	..	..	..	2,432,576	376,512	3,315	2,787	..	89,237	71,940	2,803	3,072
Wharf	.. "	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coal—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grab—	..	..	..	..	..	..	58,716	13,385	17.39	19.44	..	..	..	..	..
New Zealand ..	.. "	..	..	..	..	..	5,032	..	13.09	..	..	..	..	..	..
Newcastle ..	.. "	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Basket—	..	..	..	..	..	..	2,226	202	9.69	11.43	..	..	..	..	..
New Zealand ..	.. "	..	..	..	..	..	1,810	..	15.76	..	..	..	..	..	..
Newcastle ..	.. "	..	..	..	..	..	194,874	..	441	..	..	22,454	..	578	..
Butter ..	.. Cts	..	..	..	..	..	3,436	..	157	..	..	969	..	211	..
Cheese ..	.. "	..	..	..	..	..	..	..	599	..	..	..	..	..	..
Mutton and lamb ..	.. P. c/c	70,479	..	630	..	..	1,305,476	..	..	..	..	..	..	..	..
"	.. Qrs	3,770	..	129	..	..	..	..	..	..	..	..	..	..	..
Beef ..	.. "	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Frozen sundries ..	.. F. c/c	21,863	..	358	..	..	179,356	..	340	..	..	..	..	..	..
Total, all classes	.. Tons	3,245	..	..	..	..	141,249	23,509	..	..	..	46,636	37,519	..	..
Number of contracts	..	1	..	..	..	..	189	21	..	..	..	127	97	..	..

PORT OF PORT WAIKATO

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
		1940-46	1946-47		1940-46	1946-47		1941-46	1946-47	
General	Tons	..	..	..	..	..	..	27,812	..	16.86
Dolomite	"	..	..	..	..	..	..	12,782	..	12.98
Timber—Softwood : Barges ..	S/ft	..	..	..	..	..	..	6,277,552	..	5.649
Total, all classes	Tons	..	..	..	..	..	..	53,150	..	..
Number of contracts	..	..	..	..	..	..	..	151	..	..

PORT OF NEW PLYMOUTH

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31st MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31st MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.	
		1940-46	1946-47	1940-46	1940-46	1946-47	1940-46	1941-46	1946-47	1941-46
General ..	Disc.	1,901	7,467	12.85	13.31	..	..	..	..	..
" ..	Ldg.	2,204	1,102	13.83	15.95	123,039	20,440	56,992	13,878	15.72
" ..	D/L	..	..	..	..	910	60	477	362	11.33
Iron, steel, &c. ..	"	..	..	..	..	2,331	17.95	..	..	10.81
Wheat and barley ..	"	..	..	..	..	..	..	..	..	..
Cement ..	"	..	..	..	..	..	..	..	..	..
Hides ..	"	..	..	..	..	..	..	..	..	..
" ..	"	..	..	..	..	..	..	..	..	..
" ..	"	..	..	..	..	..	..	..	..	..
Tallow, pelts, &c. ..	Ldg.	1,201	180	11.89	11.02	..	71	462	300	24.47
" ..	"	..	..	..	..	..	..	..	..	19.36
Wool, sheep-skins, &c. ..	"	16,852	2,438	12.19	10.02	..	..	..	384	18.18
Timber—	D/L	..	..	..	..	..	..	..	..	13.17
Hardwood : Trucks	Ldg.	28,286	7,400	57	..	..	..	..	..	..
Softwood : Trucks	"	..	..	..	..	..	..	..	..	..
Coal—	"	..	..	..	..	..	..	..	..	..
Grab—	"	..	..	..	..	..	..	..	..	..
New Zealand ..	"	..	..	..	..	..	..	..	..	..
Newcastle ..	"	..	..	..	..	..	..	..	..	..
Basket : New Zealand ..	"	..	..	..	..	..	..	..	..	..
Fruit : Apples and pears ..	D/L	..	..	..	..	..	..	..	..	..
Butter ..	"	..	..	..	..	..	..	..	..	..
Cheese ..	"	..	..	..	..	..	..	..	..	..
Mutton and lamb ..	"	..	..	..	..	..	..	..	..	..
Beef ..	"	..	..	..	..	..	..	..	..	..
Frozen sundries ..	"	..	..	..	..	..	..	..	..	..
Total, all classes ..	"	307,423	70,159	..	..	217,808	23,932	122,957	28,639	..
Number of contracts ..	"	91	20	..	..	219	18	383	67	..

PORT OF WANGANUI

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
		1940-46	1946-47		1941-46	1946-47		1941-46	1946-47	
General ..	.. D/L	..	..	..	..	..	18.39	158,103	38,096	19.07
Iron, steel, &c.	.. " Disc.	..	..	..	..	..	..	1,184	63	24.12
Wheat and barley	.. " D/L	..	..	..	..	..	..	430	..	21.23
Cement ..	.. " "	..	..	..	..	..	..	21,220	3,658	17.99
Hides ..	.. " "	..	..	..	..	..	..	812	216	17.01
Tallow, pelts, &c.	.. " "	..	..	..	..	..	..	8,344	1,045	15.89
Wool, sheep-skins, &c.	.. " Disc.	..	..	..	..	..	..	2,519	..	101
"	.. " Ldg.	..	..	..	19,162	..	94	169,240	102,507	112
Dolomite	.. " Disc.	..	..	..	..	..	..	..	1,164	..
Timber—	.. " "	..	..	..	..	..	..	..	..	..
Hardwood : Trucks	.. " "	..	..	..	299,340	..	3,381	..	..	..
Softwood—	.. " "	..	..	..	..	..	..	25,000	157,706	3.571
Trucks	.. " "	..	..	..	..	..	..	5,375	150,707	4,300
Wharf	.. " "	..	..	20.18	..	..	..	..	..	..
Sulphur ..	.. " "	5,794	..	..	..	..	..	..	..	..
Coal—	.. " "	..	..	..	..	..	..	..	..	..
Grab—	.. " "	..	..	..	..	..	..	..	..	..
New Zealand ..	.. " "	..	..	..	..	..	..	87,502	18,875	24.71
Newcastle ..	.. " "	..	..	..	13,662	..	16.46	..	..	..
Bunker : Hulks, &c.	.. " Ldg.	..	..	..	61	..	30.50	..	..	..
Butter ..	.. " D/L	..	..	..	..	..	..	202,283	64,637	693
Cheese ..	.. " Cts	..	..	..	..	..	..	69,939	251	597
Mutton and lamb ..	.. " R. c/c	..	..	..	..	..	..	199,157	7,142	253
Frozen sundries ..	.. " F. c/c	28,501	..	1,086	..	..	..	..	..	779
"	.. " "	..	..	..	..	..	..	3,300	..	591
Total, all classes	.. " "	6,269	..	..	19,690	..	..	326,294	88,936	..
Number of contracts	.. " "	4	..	..	15	..	..	869	207	..

PORT OF NELSON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	UNION STEAM SHIP CO. VESSELS.			ANCHOR SHIPPING CO. VESSELS.			SMALL COASTAL VESSELS (Other than ANCHOR CO.)					
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.			
		1940-46	1946-47	1940-46	1946-47	1940-46	1946-47	1942-46	1946-47	1942-46	1946-47		
General ..	Tons	38,775	9,569	21-88	22-79	238,714	60,703	28-29	27-82	14,728	5,646	21-38	26-87
Cement ..	Bales	..	..	..	..	1,042	517	24-23	27-21	..	..	..	..
Wool, sheep-skins, &c.	..	..	..	..	..	158	..	126	..	..	..	140	..
..	..	4,359	..	114	..	2,419	499	118	133	1,296	..	..	..
Timber—	..	..	..	..	..	21,547	..	9,945	..	162,232	..	6,786	..
Hardwood : Wharf	S/ft.	..	..	..	..	16,900	..	6,993	..	..	..	..	..
Softwood : Trucks	..	..	..	..	..	..	..	..	..	..	..	..	..
Coal—	..	..	..	..	..	..	..	..	..	..	..	..	..
Grab : New Zealand	Tons	..	..	..	..	82,275	25,595	43-29	49-24	..	..	..	..
Basket : New Zealand	..	..	..	..	..	18,748	63	16-47	17-58	..	..	..	..
Bunker : Hulks, &c.	Ldg.	150	150	19-57	19-78	22,223	6,278	17-88	18-91	45	..	20	..
Fruit : Apples and pears	Tons	7,133	717	24-49	25-91	13,886	964	33-79	39-08	4,527	2,189	32-71	30-83
Mutton and lamb ..	P. c/c	366,718	41,883	1,210	1,664	..	..	..	..	..	16,374	..	1,252
Frozen sundries ..	F. c/c	68,423	4,344	579	620	..	..	..	..	756	..	412	..
Total, all classes	Tons	54,637	11,187	..	..	377,391	94,198	..	..	20,010	8,076	..	..
Number of contracts	..	94	19	..	..	1,157	297	..	..	40	15	..	..
OVERSEAS VESSELS.													
Fruit : Apples and pears	Cases	..	85,798	..	875								
Total, all classes	Tons	..	3,432	..	..								
Number of contracts	..	..	1	..	..								

PORT OF PICTON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	OVERSEAS VESSELS.				UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.				
	Cargo Units.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.			
		1940-46	1946-47		1940-46	1946-47		1942-46	1946-47				
General ..	Tons	139	..	17.38	..	..	..	..	..	..	..	..	..
" ..	"	..	..	..	..	..	..	..	..	..	..	..	..
Iron, steel, &c. ..	"	..	..	..	..	..	..	..	..	..	..	..	..
Cement ..	"	..	..	..	..	..	..	..	..	..	..	..	..
Tallow, pelts, &c. ..	"	..	..	..	..	..	..	..	..	..	..	..	..
Wool, sheep-skins, &c. ..	Bales	..	..	..	..	..	..	..	..	..	..	..	..
" ..	"	11,033	..	96	..	24,997	5,241	86	90	9,685	641	75	85
Timber—													
Hardwood : Trucks	Disc.	..	..	..	..	46,588	..	2,507	..	330,624	..	3,909	..
Softwood : Trucks	"	..	..	..	..	..	..	..	..	109,283	..	3,001	..
Coal—													
Grab : New Zealand	Tons	..	..	..	..	..	..	..	..	43,022	4,640	24.78	29.24
Basket : New Zealand	"	..	..	..	..	..	..	..	..	2,386	161	10.46	9.86
Fruit : Apples and pears	"	..	..	..	..	114	328	14.25	..	440	..	20.31	..
Mutton and lamb ..	R. c/c	..	24,081	980	..	923,088	53,352	847	844	46,105	109,981	992	937
Beef ..	Qrs	..	..	..	..	1,586	..	86	..	..	..	..	..
Frozen sundries ..	F. c/c	..	..	..	..	31,505	4,518	422	393	4,329	3,865	541	488
Total, all classes	Tons	1,863	325	..	..	112,878	20,309	..	..	99,927	28,633	..	..
Number of contracts	..	3	1	..	..	245	55	..	..	293	120	..	..

PORT OF TIMARU

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.				UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.			
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	
		1940-46	1946-47	1940-46	1946-47	1941-46	1946-47	1941-46	1946-47	1941-46	1946-47	1941-46	1946-47
General ..	.. Disc.	1,077	1,412	18.23	16.53	..	..	..	..	..	..	..	..
" ..	.. Ldg.	41,079	660	16.62	17.25	..	..	..	..	..	..	..	..
" ..	.. D/L	..	..	..	..	318,472	69,002	18.17	17.99	77,527	18,797	17.52	19.28
Iron, steel, &c.	.. Disc.	..	..	..	..	1,779	117	13.39	15.60	..	66	..	8.90
Wheat and barley	.. Ldg.	4,351	8,714	17.85	23.24	..	..	..	..	..	..	..	..
Hides ..	.. Ldg.	12	..	18	..	..	..	..	..	..	..	..	..
Tallow, pelts, &c.	.. D/L	7,753	1,304	17.30	18.63	..	..	..	..	..	..	..	..
" ..	.. Disc.	..	..	..	..	1,387	..	18.70	..	..	..	..	..
Wool, sheep-skins, &c.	.. Disc.	214,291	86,221	103	96	5,894	2,715	72	68	1,069	4,358	75	81
" ..	.. Ldg.	..	..	..	..	51,720	6,544	106	93	1,601	..	82	..
Timber—	.. Disc.	59,786	..	3,290	..	423,273	24,306	2,570	3,103	..	..	..	..
Hardwood : Trucks	.. Ldg.	..	..	..	..	262,997	..	3,653	..	..	..	..	..
Softwood—	.. Ldg.	..	..	..	..	254,970	..	5,698	..	..	..	..	..
Trucks	.. Ldg.	..	..	..	..	..	..	..	..	..	..	..	..
Coal—	.. Ldg.	..	..	..	..	..	..	..	..	..	..	..	..
Grab—	.. Disc.	..	..	..	..	1,609	..	15.06	..	..	..	..	..
New Zealand ..	.. Disc.	..	..	..	..	945	..	13.80	..	..	..	..	..
Newcastle ..	.. Disc.	..	..	..	..	..	..	..	..	..	..	..	..
Basket—	.. Disc.	..	..	..	..	..	..	..	..	..	..	..	..
New Zealand ..	.. Disc.	..	..	..	..	5,166	..	15.58	..	..	..	..	..
Newcastle ..	.. Disc.	..	..	..	..	3,487	..	16.31	..	..	..	..	..
Butter ..	.. Disc.	15,778	3,003	479	581	..	..	..	..	..	..	..	..
Cheese ..	.. Disc.	8,135	..	198	..	..	..	..	..	..	..	..	..
Mutton and lamb ..	.. Disc.	3,287,400	669,916	913	1,001	4,014	..	138	..	..	..	..	..
Frozen sundries ..	.. Disc.	78,295	30,072	492	473	..	..	..	..	..	..	..	..
Total, all classes	.. Disc.	144,760	37,432	..	..	344,473	70,639	..	..	77,944	19,544	..	..
Number of contracts	.. Disc.	72	17	..	..	434	62	..	..	211	31	..	..

PORT OF BLUFF

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.			
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	
		1940-46	1946-47		1940-46	1946-47		1940-46	1946-47		
General ..	Disc.	9,243	7,793	12.15	11.59	..	..	..	..	..	..
" ..	Ldg.	10,406	4,156	13.38	12.19	243,821	51,305	14.19	13.97	..	..
" ..	D/L	..	..	..	..	1,706	466	11.55	12.18	5,173	16.64
Iron, steel, &c.	..	..	..	..	..	303	..	17.65	..	..	..
Wheat and barley	..	..	..	..	..	..	..	..	..	..	..
Hides ..	Ldg.	49	15	14.70	16.36	..	1,134	14.34	19.27	..	..
Tallow, pelts, &c. ..	..	24,749	4,411	15.63	16.15	2,319	..	76	..	..	..
Wool, sheep-skins, &c.	Disc.	..	..	..	..	1,191	..	91	83	..	..
" ..	Ldg.	336,190	88,273	84	89	16,642	6,074	..	..	..	..
Timber—	..	..	..	..	..	1,237,390	74,784	3,411	2,728	..	..
Hardwood : Trucks	Disc.	..	..	..	..	10,467,739	1,002,769	3,779	3,274	..	..
Softwood : Trucks	Ldg.	..	..	..	..	..	..	..	..	..	..
Coal—	..	..	..	..	..	..	..	..	..	..	..
Grab : New Zealand	..	..	..	..	..	12,570	..	25.04	..	..	..
Basket : New Zealand	Disc.	..	..	..	..	4,563	..	11.10	..	..	..
Butter ..	Boxes	31,067	4,689	468	552	9,464	..	421	..	..	..
Cheese ..	Cts	812,268	139,531	249	267	21,949	..	182	..	..	..
Mutton and lamb ..	R. c/c	8,854,460	1,738,545	845	951	..	..	..	..	..	..
Beef ..	Qrs	12,991	15,796	169	144	7,508	..	134	..	..	..
Frozen sundries ..	F. c/c	496,688	179,173	446	462	30,527	..	353	..	..	..
Total, all classes	Tons	322,732	76,727	..	..	296,143	56,084	..	..	2,462	5,173
Number of contracts	..	106	34	..	..	256	33	..	..	3	5

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1947

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.					
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.			
		1940-46	1946-47	1940-46	1946-47	1944-46	1946-47	1944-46	1946-47	1944-46	1946-47		
PORT OF WESTPORT													
General . . .	D/L	..	..	..	..	4,734	3,474	14-16	13-87	2,446	2,297	10-31	12-66
Iron, steel, &c. . .	"	..	..	..	..	..	..	..	..	..	50	..	7-41
Cement . . .	"	..	..	..	..	..	..	..	..	1,255	..	12-74	..
Timber—													
Softwood—													
Trucks	Ldg.	..	..	..	..	333,681	68,860	3,588	3,319	1,682,551	138,149	3,931	4,124
Wharf	"	..	..	..	..	..	97,092	..	3,884	..	913,825	..	3,874
Coal—Bunker : Trucks	"	..	..	..	..	21,897	18,247	80-21	82-91	4,460	..	74-75	91-90
Cargo, New Zealand	"	..	..	..	..	452,094	293,328	91-73	85-25	90,995	58,625	87-22	79-70
Total, all classes	Tons	..	..	..	..	479,392	315,381	..	..	102,521	64,891	..	..
Number of contracts	..	..	..	..	..	218	127	..	..	195	103	..	..

PORT OF GREYMOOUTH

General ..	.. D/L	..	..	..	..	26,161	6,598	13-83	15-71
Iron, steel, &c. ..	.. "	..	..	..	..	..	81	11-76	14-29
Cement ..	.. "	..	..	..	..	..	..	..	..
Timber—Softwood : Trucks Ldg.	.. "	..	..	..	..	59,988,702	7,542,101	5-275	5-423
Coal—Bunker : Trucks	.. "	..	..	..	..	40,143	10,673	39-32	33-56
Cargo, New Zealand	.. "	..	..	..	..	635,753	188,849	85-48	80-03
Total, all classes	.. ..	..	..	..	..	822,419	216,285	..	..
Number of contracts	.. ..	..	..	..	..	440	111	..	..

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1946 (AS PER PREVIOUS ANNUAL REPORT) FIGURES FOR YEAR ENDED 31ST MARCH, 1947, AND TOTALS FROM COMMENCEMENT TO DATE

Port.	Class of Vessel.	Period.	Class of Contract.				Total Contract Price.	Amount of Profit distributed.				Total "Winch" Hours (Comm.).	Average Per Hour (Comm.).		Total Cont., T.R.s., Wages.
			Disc.	Ldg.	D/L.	Total.		Comm.	N.Z.R., Harbour Boards, &c.		Total.		s.	d.	
									£	£					
Auckland	Overseas	1940-46	418	334	19	771	£ 1,766,861	£ 136,989	£ 409	£ 137,398	3,681,281	0	8-93	17,238	
		1946-47	129	85	..	214	453,228	46,715	..	46,715	1,035,860	0	10-82	3,907	
		Totals	547	419	19	985	2,220,089	183,704	409	184,113	4,717,141	0	9-35	21,145	
	Union S.S. Co.	1941-46	585	98	374	1,057	1,124,696	33,188	308	33,496	2,834,740	0	2-81	13,929	
		1946-47	123	25	54	202	203,851	6,483	69	6,552	516,695	0	3-01	2,955	
		Totals	708	123	428	1,259	1,328,547	39,671	377	40,048	3,351,435	0	2-84	16,884	
	All	1940-46	1,003	432	393	1,828	2,891,557	170,177	717	170,894	6,516,021	0	6-27	31,167	
		1946-47	252	110	54	416	657,079	53,198	69	53,267	1,552,555	0	8-22	6,862	
		Totals	1,255	542	447	2,244	3,548,636	223,375	786	224,161	8,068,576	0	6-69	38,029	
	Wellington	Overseas	1940-46	461	519	36	1,016	1,617,631	148,823	33,071	181,894	3,253,499	0	10-98	20,888
1946-47			113	94	..	207	255,214	29,825	7,248	37,073	557,631	1	0-84	3,043	
Totals			574	613	36	1,223	1,872,845	178,648	40,319	218,967	3,811,130	0	11-25	23,931	
Union S.S. Co.		1940-46	1,191	119	1,651	2,961	1,024,326	64,243	17,326	81,569	2,329,360	0	6-62	18,951	
		1946-47	150	23	162	335	131,696	7,701	2,474	10,175	250,048	0	7-39	2,581	
		Totals	1,341	142	1,813	3,296	1,156,022	71,944	19,800	91,744	2,579,408	0	6-69	21,532	
Small coastal		1940-46	1,231	106	1,305	2,642	242,031	13,760	5,460	19,220	641,585	0	5-15	5,370	
		1946-47	238	22	191	451	45,002	2,198	741	2,939	99,782	0	5-29	1,015	
		Totals	1,469	128	1,496	3,093	287,033	15,958	6,201	22,159	741,367	0	5-16	6,385	
All		1940-46	2,883	744	2,992	6,619	2,883,988	226,826	55,857	282,683	6,224,444	0	8-75	45,209	
	1946-47	501	139	353	993	431,912	39,724	10,463	50,187	907,461	0	10-50	6,639		
	Totals	3,384	883	3,345	7,612	3,315,900	266,550	66,320	332,870	7,131,905	0	8-97	51,848		

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, ETC.—continued

Port.	Class of Vessel.	Period.	Class of Contract.				Total Contract Price.	Amount of Profit distributed.			Total "Winch" Hours (Comm.).	Average Per Hour (Comm.).	Total Cont., T.K.s, Wages.
			Disc.	Ldg.	D/L.	Total.		Comm.	N.Z.R., Harbour Boards, &c.	Total.			
Port Chalmers	Overseas ..	1940-46	19	78	..	97	£	28,661	5,227	£ 33,888	281,952	s. d. 2 0-40	1,760
		1946-47	17	20	..	37	£	7,796	1,895	9,691	81,510	1 10-95	475
		Totals	36	98	..	134	£	36,457	7,122	43,579	363,462	2 0-07	2,235
	Union S.S. Co.	1944-46	..	2	..	2	£	423	5	22	333	1 0-25	6
		1946-47	1	1	..	2	£	404	..	16	820	0 4-68	8
		Totals	1	3	..	4	£	827	5	38	1,153	0 6-87	14
Opua ..	All ..	1940-46	19	80	..	99	£	28,678	5,252	33,910	282,285	2 0-38	1,766
		1946-47	18	21	..	39	£	7,812	1,895	9,707	82,330	1 10-77	483
		Totals	37	101	..	138	£	36,490	7,127	43,617	364,615	2 0-02	2,249
	Overseas ..	1940-46	..	1	..	1	£	573	..	91	1,214	1 5-99	2
		1946-47	..	..	..	..	£	..	..	..	..	..	..
		Totals	..	1	..	1	£	573	..	91	1,214	1 5-99	2
All ..	..	1940-46	..	1	..	1	£	573	..	91	1,214	1 5-99	2
		1946-47	..	..	..	..	£	..	..	..	..	..	..
		Totals	..	1	..	1	£	573	..	91	1,214	1 5-99	2

Napier	Overseas	1941-46	..	1	..	1	4,749	280	..	280	7,913	0	8-49	63	
		1946-47	..	..	..	..	..	..	..	..	..	..	..	..	
	Union S.S. Co.	Totals	..	1	..	1	4,749	280	..	280	7,913	0	8-49	63	
		1941-46	52	50	87	189	60,320	1,807	1,807	..	1,807	134,509	0	3-22	1,301
	1946-47	6	..	15	21	8,512	247	247	..	247	15,358	0	3-86	163	
	Small coastal	Totals	58	50	102	210	68,832	2,054	2,054	..	2,054	149,867	0	3-29	1,464
		1941-46	9	14	104	127	16,703	357	357	..	357	42,296	0	2-03	316
	All	1946-47	7	23	67	97	14,735	143	143	..	143	33,429	0	1-03	300
		Totals	16	37	171	224	31,438	500	500	..	500	75,725	0	1-58	616
	Gisborne	Overseas	1941-46	61	65	191	317	81,772	2,444	..	2,444	184,718	0	3-18	1,680
1946-47			13	23	82	118	23,247	390	390	..	390	48,787	0	1-92	463
Union S.S. Co.		Totals	74	88	273	435	105,019	2,834	2,834	..	2,834	233,505	0	2-91	2,143
		1940-46	8	138	3	149	271,567	32,566	296	296	32,862	532,100	1	2-69	3,625
1946-47		5	32	..	37	68,413	10,508	38	38	10,546	157,133	1	4-05	529	
Small coastal		Totals	13	170	3	186	339,980	43,074	334	334	43,408	689,233	1	3-00	4,154
		1941-46	80	14	95	189	74,794	6,435	1,161	1,161	7,596	134,873	0	11-45	1,268
All		1946-47	7	..	14	21	10,691	817	84	84	901	21,565	0	9-09	85
		Totals	87	14	109	210	85,485	7,252	1,245	1,245	8,497	156,438	0	11-13	1,353
Napier		Overseas	1942-46	63	11	203	277	30,048	1,325	521	521	58,015	0	5-48	479
	1946-47		45	1	63	109	11,044	638	187	187	825	26,083	0	5-87	98
	Small coastal	Totals	108	12	266	386	41,092	1,963	708	708	2,671	84,098	0	5-60	577
		1940-46	151	163	301	615	376,409	40,326	1,978	1,978	42,304	724,988	1	1-35	5,372
Gisborne	All	1946-47	57	33	77	167	90,148	11,963	309	309	204,781	1	2-02	712	
		Totals	208	196	378	782	466,557	52,289	2,287	2,287	54,576	929,769	1	1-50	6,084

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, ETC.—continued

Port.	Class of Vessel.	Period.	Class of Contract.				Total Contract Price.	Amount of Profit distributed.			Total "Winch" Hours (Comm.).	Average Per Hour (Comm.).	Total Cont., T.K.s., Wages.
			Disc.	Ldg.	D/L.	Total.		Comm.	N.Z.R., Harbour Boards, &c.	Total.			
Port Waikato	Small coastal	1941-46	117	..	34	151	£ 15,709	£ 2,022	..	£ 2,022	39,676	1 0 23	£ 1,149
		1946-47	..	..	..	..	..	..	..	..	..	..	..
		Totals	117	..	34	151	15,709	2,022	..	2,022	39,676	1 0 23	1,149
	All	1941-46	117	..	34	151	15,709	2,022	..	2,022	39,676	1 0 23	1,149
		1946-47	..	..	..	..	..	..	..	..	..	..	..
New Plymouth	Overseas	Totals	117	..	34	151	15,709	2,022	..	2,022	39,676	1 0 23	1,149
		1940-46	8	82	1	91	205,330	18,962	3,240	22,202	351,831	1 0 93	1,880
		1946-47	4	16	..	20	42,954	4,817	977	5,794	77,442	1 2 93	419
	Union S.S. Co.	Totals	12	98	1	111	248,284	23,779	4,217	27,996	429,273	1 1 29	2,299
		1940-46	122	4	93	219	49,125	3,072	1,336	4,408	99,937	0 7 38	985
Small coastal	Small coastal	1946-47	8	..	10	18	5,360	390	157	547	7,968	0 11 75	108
		Totals	130	4	103	237	54,485	3,462	1,493	4,955	107,905	0 7 70	1,093
		1941-46	183	8	192	383	21,795	1,748	872	2,620	43,662	0 9 61	326
	All	1946-47	35	..	32	67	5,934	272	106	378	9,411	0 6 94	77
		Totals	218	8	224	450	27,729	2,020	978	2,998	53,073	0 9 13	403
Wanganui	Overseas	1940-46	313	94	286	693	276,250	23,782	5,448	29,230	495,430	0 11 52	3,191
		1946-47	47	16	42	105	54,248	5,479	1,240	6,719	94,821	1 1 87	604
		Totals	360	110	328	798	330,498	29,261	6,688	35,949	590,251	0 11 90	3,795
	All	1940-46	3	1	..	4	2,921	491	76	567	5,594	1 9 07	51
		1946-47	..	..	..	..	..	..	..	..	..	..	..
		Totals	3	1	..	4	2,921	491	76	567	5,594	1 9 07	51

Union S.S. Co.	1941-46	6	5	4	15	6,006	663	36	609	16,682	0	9-54	86
	1946-47	..	..	..	..	..	..	..	..	..	..	..	..
	Totals	6	5	4	15	6,006	663	36	609	16,682	0	9-54	86
Small coastal	1941-46	238	177	454	869	72,232	10,681	5,427	16,108	157,155	1	4-31	1,527
	1946-47	42	63	102	207	21,935	3,286	1,260	4,546	44,312	1	5-80	1
	Totals	280	240	556	1,076	94,167	13,967	6,687	20,654	201,467	1	4-64	1,528
All	1940-46	247	183	458	888	81,159	11,835	5,539	17,374	179,431	1	3-83	1,664
	1946-47	42	63	102	207	21,935	3,286	1,260	4,546	44,312	1	5-80	1
	Totals	289	246	560	1,095	103,094	15,121	6,799	21,920	223,743	1	4-22	1,665
Overseas	1946-47	..	1	..	1	1,056	163	36	199	974	3	4-16	..
Union S.S. Co.	1940-46	5	29	60	94	15,150	2,171	1,066	3,237	25,730	1	8-25	43
	1946-47	3	2	14	19	2,593	475	218	693	4,803	1	11-74	..
	Totals	8	31	74	113	17,743	2,646	1,284	3,930	30,533	1	8-80	43
Anchor Co.	1942-46	325	69	763	1,157	56,568	10,655	4,211	14,866	127,156	1	8-11	..
	1946-47	74	10	213	297	15,226	2,765	1,115	3,880	30,260	1	9-93	..
	Totals	399	79	976	1,454	71,794	13,420	5,326	18,746	157,416	1	8-46	..
Small coastal	1942-46	7	8	25	40	3,968	545	129	674	8,530	1	3-33	..
	1946-47	9	3	3	15	1,352	300	161	461	2,888	2	0-93	..
	Totals	16	11	28	55	5,320	845	290	1,135	11,418	1	5-76	..
Equivalent contracts	1943-46	..	..	..	..	..	..	2,041	2,041	..	..	..	..
	1946-47	..	..	..	..	..	..	578	578	..	..	..	..
	Totals	..	..	..	..	..	..	2,619	2,619	..	..	..	..
All	1940-46	337	106	848	1,291	75,686	13,371	7,447	20,818	161,416	1	7-88	43
	1946-47	86	16	230	332	20,227	3,703	2,108	5,811	38,925	1	10-83	..
	Totals	423	122	1,078	1,623	95,913	17,074	9,555	26,629	200,341	1	8-45	43

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, ETC.—*continued*

Port.	Class of Vessel.	Period.	Class of Contract.			Total Contract Price.	Amount of Profit distributed.			Total "Winch" Hours (Comm.).	Average Per Hour (Comm.).	Total Cont., T.K.s, Wages.	
			Disc.	Ldg.	D/L.		Total.	Comm.	N.Z.R., Harbour Boards, &c.				Total.
Picton	Overseas	1940-46	..	3	..	3	£	£	£	2,620	s. d.	£	
		1946-47	..	1	..	1	1,503 165	310 35	37 9	347 44	4 12	20 ..	
	Totals		..	4	..	4	1,668	345	46	391	2 5-67	20	
	Union S.S. Co.	1940-46	6	34	205	245	32,146	2,109	1,217	3,326	51,698	0 9-79	65
		1946-47	1	4	50	55	6,963	268	118	386	7,202	0 8-93	..
	Totals		7	38	255	300	39,109	2,377	1,335	3,712	58,900	0 9-69	65
	Small coastal	1942-46	123	23	147	293	20,656	1,364	471	1,835	45,795	0 7-15	.. 5
		1946-47	17	24	79	120	6,665	496	314	810	12,865	0 9-25	5
	Totals		140	47	226	413	27,321	1,860	785	2,645	58,660	0 7-61	5
	All	..	1940-46	129	60	352	541	54,305	3,783	1,725	5,508	100,113	0 9-07	85
1946-47			18	29	129	176	13,793	799	441	1,240	20,238	0 9-48	5
Totals		147	89	481	717	68,098	4,582	2,166	6,748	120,351	0 9-14	90	
Timaru	Overseas	1940-46	7	65	..	72	95,637	9,479	2,131	11,610	98,108	1 11-19	966
		1946-47	4	13	..	17	21,650	2,954	753	3,707	27,198	2 2-07	187
	Totals		11	78	..	89	117,287	12,433	2,884	15,317	125,306	1 11-81	1,153
	Union S.S. Co.	1941-46	25	27	382	434	96,319	9,348	3,702	13,050	135,923	1 4-51	1,299
		1946-47	4	10	48	62	21,723	2,210	1,007	3,217	25,291	1 8-97	285
	Totals		29	37	430	496	118,042	11,558	4,709	16,267	161,214	1 5-21	1,584

Small coastal	1941-46	13	23	175	211	19,449	1,576	965	2,541	31,743	0 11.92	105
	1946-47	3	7	21	31	4,792	506	260	766	6,598	1 6.41	25
	Totals	16	30	196	242	24,241	2,082	1,225	3,307	38,341	1 1.03	130
All	1940-46	45	115	557	717	211,405	20,403	6,798	27,201	265,774	1 6.42	2,370
	1946-47	11	30	69	110	48,165	5,670	2,020	7,690	59,087	1 11.03	497
	Totals	56	145	626	827	259,570	26,073	8,818	34,891	324,861	1 7.26	2,867
Overseas	1940-46	13	93	..	106	225,305	23,701	7,452	31,153	258,527	1 10.00	3,402
	1946-47	11	23	..	34	47,867	7,797	2,186	9,983	78,668	1 11.79	678
	Totals	24	116	..	140	273,172	31,498	9,638	41,136	337,195	1 10.42	4,080
Union S.S. Co.	1941-46	26	14	216	256	109,193	6,086	2,590	8,076	177,674	0 8.22	1,957
	1946-47	2	..	31	33	19,682	862	392	1,254	24,839	0 8.33	342
	Totals	28	14	247	289	128,875	6,948	2,982	9,930	202,513	0 8.23	2,299
Small coastal	1940-46	..	..	3	3	637	61	34	95	1,257	0 11.65	22
	1946-47	..	..	5	5	1,452	68	37	105	2,154	0 7.58	51
	Totals	..	..	8	8	2,089	129	71	200	3,411	0 9.08	73
All	1940-46	39	107	219	365	335,135	29,848	10,076	39,924	437,458	1 4.38	5,381
	1946-47	13	23	36	72	69,001	8,727	2,615	11,342	105,661	1 7.82	1,071
	Totals	52	130	255	437	404,136	38,575	12,691	51,266	543,119	1 5.05	6,452

Bluff

SUMMARY OF PROFIT DISTRIBUTIONS UNDER Co-OPERATIVE CONTRACT SYSTEM, ETC.—continued

Port.	Class of Vessel.	Period.	Class of Contract.			Total (Contract Price.	Amounts of Profit distributed.			Total "Which Hours (Comm.).	Average Per Hour (Comm.).	Total Cont., T.K.S., Wages.
			Disc.	Ldg.	D/L.	Total.	Comm.	N.Z.R., Harbour Boards, &c.	Total.			
Westport	..	1944-46	1	29	188	218	£ 27,404	£ 3,009	£ 4,118	57,783	s. 0-30	£
		1946-47	..	11	116	127	17,584	2,447	3,429	35,434	1 4-37	..
		Totals	1	40	304	345	44,988	5,456	7,547	93,217	1 2-05	..
		1944-46	..	39	156	195	10,904	863	1,215	21,384	0 9-69	..
		1946-47	..	11	92	103	6,837	530	810	14,023	0 9-07	..
Greymouth	..	Totals	..	50	248	298	17,741	1,393	2,025	35,407	0 9-44	..
		1944-46	..	..	..	..	..	..	..	..	..	..
		1946-47	..	..	..	..	..	..	..	..	..	..
		Totals	..	..	..	..	..	155	155	..	..	..
		1944-46	1	68	344	413	38,308	3,872	5,434	79,167	0 11-74	..
..	..	1946-47	..	22	208	230	24,421	2,977	4,293	49,457	1 2-45	..
		Totals	1	90	552	643	62,729	6,849	9,727	128,624	1 0-78	..
		1942-46	..	126	314	440	127,803	13,686	15,340	276,090	0 11-90	2,625
		1946-47	..	25	86	111	28,554	2,943	2,784	57,319	0 9-81	710
		Totals	..	151	400	551	156,357	16,029	18,124	333,409	0 11-54	3,335
..	..	1942-46	37	92	194	323	28,467	3,824	4,348	48,092	1 7-08	734
		1946-47	8	11	51	70	5,855	1,055	1,227	6,755	3 1-48	213
		Totals	45	103	245	393	34,322	4,879	5,575	54,847	1 9-35	947
		1942-46	37	218	508	763	156,270	17,510	19,688	324,182	1 0-96	3,359
		1946-47	8	36	137	181	34,409	3,398	4,011	64,074	1 0-73	923
..	..	Totals	45	254	645	944	190,679	20,908	23,699	388,256	1 0-92	4,282

All ports	Overseas	1940-46 1946-47	1,090 379	1,582 368	60 ..	2,732 747	4,808,824 1,042,907	455,480 125,414	68,554 17,669	524,034 143,083	9,336,485 2,242,568	0 11-71 1 1-42	55,838 10,766
		Totals	1,469	1,950	60	3,479	5,851,731	580,894	86,223	667,117	11,579,053	1 0-04	66,604
	Union S.S. Co.	1940-46	2,254	670	4,854	7,778	3,434,468	195,374	45,815	241,189	7,826,651	0 5-99	53,920
		1946-47	332	118	741	1,191	578,947	30,678	8,510	39,188	1,240,209	0 5-94	9,180
		Totals	2,586	788	5,595	8,969	4,013,415	226,052	54,325	280,377	9,066,860	0 5-98	63,100
	Small coastal	1940-46	2,398	620	4,429	7,447	710,461	63,554	24,986	88,540	1,675,917	0 9-10	13,880
		1946-47	501	191	1,087	1,779	189,360	15,954	6,471	22,425	395,774	0 9-67	2,929
		Totals	2,899	811	5,516	9,226	899,821	79,508	31,457	110,965	2,071,691	0 9-21	16,809
	Equivalent contracts	1942-46	..	..	..	..	..	..	2,142	2,142	..	..	..
		1946-47	..	..	..	..	..	..	632	632	..	..	..
		Totals	..	..	..	..	..	..	2,774	2,774	..	..	..
	All vessels ..	1940-46	5,742	2,872	9,343	17,957	8,953,753	714,408	141,497	855,905	18,839,053	0 9-10	123,638
		1946-47	1,212	677	1,828	3,717	1,811,214	172,046	33,282	205,328	3,878,551	0 10-65	22,875
		Totals	6,954	3,549	11,171	21,674	10,764,967	886,454	174,779	1,061,233	22,717,604	0 9-36	146,513

SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES FOR PERIOD 1940-47, SHOWING TOTALS FOR EACH PORT

Port.	Date Commission commenced to operate Pay Office.	1940-46.	1940-47.	Total.
Auckland	31/7/40	£ 6,222,807*	£ 861,912	£ 7,084,719
Wellington	10/7/40	3,345,215*	549,483	3,894,698
Lyttelton	30/10/40	1,039,449	257,308	1,296,757
Otago	28/8/40	999,549	221,204	1,220,753
Gisborne	24/3/47	Not available	25,112	25,112
Napier	1/4/44	262,893	101,966	364,859
New Plymouth	2/10/40	323,277	80,321	403,598
Patea	Agency	Not available	4,742	4,742
Wanganui	2/5/41	84,079	25,236	109,315
Nelson	1/4/44	67,055	24,295	91,350
Pictou	1/4/44	50,453	18,614	69,067
Timaru	3/9/45	23,816	53,709	77,525
Oamaru	Agency	Not available	15,456	15,456
Bluff	11/12/40	320,927	78,080	399,007
Westport	10/10/44	38,844	29,136	67,980
Greymouth	21/10/46	Not available	39,277	39,277
Total, all ports	..	12,778,364	2,385,851	15,164,215
Amounts paid on behalf of the New Zealand and United States Armed Forces	{ Auckland .. Wellington ..	£ 2,388,075 44,691	£	£ 2,388,075 44,691
		2,432,766	..	2,432,766

* Includes amounts paid on behalf of the New Zealand and United States Armed Forces.

SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES FOR YEAR
ENDED 30TH MARCH, 1947, SHOWING TOTAL FOR EACH SHIPPING COMPANY

Company.	Auckland.	Wellington.	Lyttelton.	Otago.	Gisborne.	Napier.	New Plymouth.	Wanganui.	Nelson.	Pictou.	Timaru.	Bluff.	Westport.	Greyhound.	Total, all Ports.
Anderson, K.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Anchor Shipping and Foundry	363	..	..	..	..	..	..	428	250	841	..	..	3,744	1,101	250
Auckland Stevedoring Co.	75,314	..	..	..	..	..	..	13,370	..	..	..	..	..	..	19,847
Barry Bros., Ltd.	..	..	..	..	..	104	238	..	..	..	..	..	..	..	75,314
Benchmark, H. B., and Co.	..	9,230	238	..	..	..	..	701	..	..	..	..	..	..	104
Blue Star Line, Ltd.	..	..	..	..	..	..	10,132	..	..	..	..	..	60	..	238
British Chemical Industries	..	..	1,371	15,473	..	..	..	1,183	..	..	..	..	..	..	10,169
British Phosphate Commissioners	17,675	..	6,970	3,634	..	..	..	7,728	30	2,707	..	..	376	..	60
Burgess and Co.	..	13,924	..	..	..	..	..	1,678	..	..	..	..	..	..	..
Canterbury Steam Ship Co., Ltd.	4,409	..	..	..	..	..	1,701	..	..	..	..	..	..	..	..
Cargo Control	..	..	..	..	..	..	306	..	..	..	..	..	..	..	..
Cook, J. H., and Co., Ltd.	6,150	..	..	..	..	..	..	..	..	..	29	..	..	197	618
Colonial Sugar Refining Co., Ltd.	..	..	344	101	..	618	..	..	..	..	..	..	..	..	4,386
Collett and Co., Ltd.	..	3,633	..	..	..	..	..	..	..	..	..	..	..	..	11
Cranby, C. H., and Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dalgety and Co., Ltd.	11	64	..	..	..	..	37,417	..	..	..	..	..	..	..	..
District Storekeeper, Otahuhu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
District Treasury, Wellington	..	..	..	6,565	..	..	..	..	..	326	..	..	..	..	..
Dominion Stevedoring Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dunedin Wanganui Steam Ship Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Edmunds, T., and Co.	1,192	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Food Controller	2,841	..	1,861	5,701	..	9,032	..	224	..	..	..	..	276	..	1,192
Frankland, A. G., Ltd.	..	8,393	..	..	..	..	..	..	..	..	..	..	..	..	2,841
Franklin, J., and Co.	..	889	..	..	..	..	..	..	..	..	..	..	..	..	9,032
Gannaway and Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,393
Golden Bay Shipping Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,113
Herdman, H. L.	470	23,575	1,861	5,701	..	..	3,712	5,540	519	1,275	..	..	..	..	37,861
Holm and Co.	..	13,284	..	..	..	..	..	274	268	..	..	..	..	..	13,113
Hooker Bros.	..	..	..	..	..	..	..	..	..	..	..	..	27	..	37,861
Johnston and Co., Ltd.	..	..	71,300	26	..	..	..	..	..	..	..	..	..	..	13,555
Karamea Shipping Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	293
Keith Ramsay, Ltd.	..	..	..	2,524	..	..	..	..	..	..	..	..	..	..	71,390
Kinsey and Co., Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,524
Leitch, R.	..	2,990	..	35,563	..	..	..	..	22	..	2,975	9,435	..	..	59,070
Leonard and Dingley, Ltd.	59,070	..	..	16	..	..	..	..	..	..	..	..	..	..	3,012
Levin and Co., Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	47,973
Mill, J., and Co.	..	..	182	61	..	..	..	..	..	..	..	..	..	..	16
Minter and T. Mudge, Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	237
Moss, P. W.	..	..	..	..	..	5,080	..	..	..	..	..	..	..	..	61
Napier Harbour Board	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Noble and Haddock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,080
Newton King and Co., Ltd.	..	..	..	..	..	..	822	..	..	..	..	..	..	..	16
New Zealand Express Co., Ltd.	..	38	..	..	..	..	..	..	..	..	..	..	..	..	822
New Zealand Railways	31	26,270	2,319	..	..	..	6,255	1,924	..	1,656	3,341	5,831	2,039	1,371	51,037

**SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES
FOR YEAR ENDED 30TH MARCH, 1947, SHOWING TOTAL FOR EACH SHIPPING COMPANY—continued**

Company.	Auckland.	Wellington.	Lyttelton.	Otago.	Gisborne.	Napier.	New Plymouth.	Wanganui.	Nelson.	Pictou.	Timaru.	Bluff.	Westport.	Grey-mouth.	Total, all Ports.
New Zealand Refrigerating Co.	184,481	91,891	8,835	240			4,552	45		1,741					1,786
New Zealand Shipping Co., Ltd.			8,835	52						104	1,339				294,442
Nobels Explosives	29,399						148	385	10	3,006					33,008
Northern Steam Ship Co., Ltd.									15						15
Pearl Kasper Shipping Co., Ltd.		37,922	199			23,426									38,121
Port Line, Ltd.										17					23,426
Pufflet and Smith, Ltd.					142	35,726		37	191	45					208
Puponga Shipping Co.	6,217								209						42,976
Richardson and Co.	58														58
Russell and Somers	38,125	5,744						6	86		5,722	6,685			5,744
Seales, G. H., and Co., Ltd.	59,386		16,553	12,327						141					138,798
Shaw Savill and Albion Co., Ltd.											1,277				1,277
Shell Oil Co., Ltd.								723	122	93		20,272			20,272
Somerville, H. J. R.									32						988
Southland Stevedoring Co.				151											151
South Taramaki Shipping Co.		454	4	19,337								1,391			20,732
South Westland Shipping Co.															454
Stevenson and Cook															6,700
Tapley, H. L., and Co.															75
Turnbull, A. H., and Co.															9,377
Turnbull, D. C., and Co.															884
Union Steam Ship Co., Ltd.	322,140	179,377	72,079	91,469		9,976	4,433	75	2,079	7,175	19,281	19,240	16,034	8,580	751,863
Wanganui Harbour Board	9,377														9,377
War Assets Realization Board															172
Watchlin Shipping Line				884					172				169		8,245
Westhaven Shipping Co.			8,076											831	831
Westport Road Co., Ltd.						16									16
Williams and Watson, Ltd.															4,629
Williams and Cragh, Ltd.															18
Wood, S., and Co.	4,629														19,426
Wood, S., and Co.															18
Young, T. and W., Ltd.		19,426													19,426
Total labour wages	762,007	473,182	214,410	195,443	142	83,978	69,784	20,026	18,372	16,406	43,371	62,854	22,725	12,080	1,994,850
Profit distributions	51,081	41,413	25,141	11,360		11,916	5,597	3,238	4,059	1,064	6,352	9,060	4,100	1,962	177,132
Contract. Trustees	6,802	6,639	2,988	2,110	4	712	604	1		5	497	1,071		555	21,848
Guaranteed wage to 10th March, 1947				3											69
Daily minimum from 10th March, 1947	26	355		202	70	265		113	1	41	141		107	203	1,524
Weekly minimum from 10th March, 1947				225	230	141					67		1	44	708
Union annual holiday pay	27,411	19,751	9,804	8,443	997	3,390	2,712	1,297	1,227	640	1,883	2,808	1,536	2,173	84,132
Non-union holiday pay	4,060	1,204	1,482	1,871	314	314	628	99	117	151	512	616			9,610
Statutory holiday pay, union	10,465	6,873	3,438	3,231	379	1,220	1,046	462	449	227	705	1,062	577	801	31,041
Totals	861,912	549,483	237,308	221,204	2,041	101,966	80,321	25,236	24,295	18,614	53,709	78,080	29,136	17,618	2,320,923

The understated additional amounts have been paid or are payable in respect of the ports listed hereunder :—

-----		Waterfront Wages.	Profit Distribution.	Check Timekeepers' Wages.	Annual Union Holiday Pay.	Annual Non- Union Holiday Pay.	Statutory Holiday Pay.	Totals.
(a) Before establishment of Central Pay Office—		£	£	£	£	£	£	£
Gisborne	..	22,232	380	459	*	*	*	23,071
Greymouth	..	19,078	2,013	568	*	*	*	21,659
(b) Commission's Agencies—								
Oamaru	..	14,512	..	..	507	206	231	15,456
Patea	..	4,409†	..	..	246	1	86	4,742
Totals	..	60,231	2,393	1,027	753	207	317	64,928

* Included in main return above.

† Includes profit paid by South Taranaki Shipping Co., Ltd., on behalf of N.Z. Waterside Workers' Union.

TABLE SHOWING NUMBER OF UNIONIST MAN-WEEKS, TOTAL HOURS, AND AVERAGE HOURS PER WEEK (ORDINARY AND OVERTIME) COVERING PERIOD OF FIFTY-TWO WEEKS ENDED 30TH MARCH, 1947

Port.	Number of Man-weeks worked.	Total Hours worked.			Average Hours worked per week.		
		Ordinary.	Overtime.	Total.	Ordinary.	Overtime.	Total.
Auckland	75,971	2,674,316	692,691½	3,367,007½	35½	9	44½
Wellington	54,981	1,738,102½	471,127½	2,209,230	33½	9	42½
Lyttelton	21,787	750,494½	214,356½	964,845	34½	9½	44½
Dunedin	13,858	481,797½	147,997½	629,795	34½	10½	45½
Port Chalmers	8,481	270,325½	73,713	344,038½	31½	8½	40½
Gisborne*	70	2,630	..	2,630	29	..	29
Napier	8,919	283,204	110,701½	393,905½	31½	12½	44½
New Plymouth	7,537	226,069	75,563½	301,632½	30	10	40
Wanganui	3,398	88,719½	27,465½	116,185	26	8	34
Nelson	3,498	120,960½	23,024½	143,985	34½	6½	41
Pictou	1,861	44,090½	27,335½	71,426½	23½	14½	38½
Timaru	5,191	148,853½	56,684½	205,537½	28½	11	39½
Bluff ..	8,201	244,566½	80,152½	324,718½	29½	9½	39½
Westport	3,853	57,506½	55,582	113,088½	15	14½	29½
Greymouth†	2,054	41,281½	20,955	62,236½	20	10½	30½
Totals	216,660	7,172,257½	2,077,344	9,249,601½	33½	9½	42½

* For one week only from time of establishment of Central Pay Office.

† From 22nd October, 1946, to year ended 31st March, 1947 (23 weeks).

NOTES.—This is the first full year where working-hours have been affected by—

(a) *Main Ports*.—Cancellation as from 8th September, 1947, of shift-work and work on Sundays, holidays, and on Saturday afternoons (except when vessels could finish by 5 p.m.).

(b) *Secondary Ports*.—Cancellation as from 8th September, 1945, of shift-work; cancellation as from 26th November, 1945, of work on Saturday nights, Sundays, and holidays; cessation of work on Saturday afternoons and at 9 p.m. on ordinary week-days.

AVERAGE EARNINGS: RETURN A.—RETURN OF NUMBER OF UNIONISTS EMPLOYED, WAGES, ETC., PAID, AND AVERAGE WAGE PER MAN-WEEK WORKED FOR YEARS ENDED 30TH MARCH, 1941-47

Port.	1940-46.			1946-47.			1940-47.		
	Number of Man-weeks.	Total Wages and Profits paid.	Average per Week worked.	Number of Man-weeks.	Total Wages and Profits paid.	Average per Week worked.	Number of Man-weeks.	Total Wages and Profits paid.	Average per Week worked.
		£	£ s. d.		£	£ s. d.		£	£ s. d.
Auckland	403,965	4,361,273	11 5 10	75,971	723,013	9 10 4	479,936	5,284,286	11 0 2
Wellington	292,382	3,132,185	10 14 3	51,981	512,982	9 17 4	344,863	3,645,167	10 11 3
Lyttelton	101,420	938,626	9 5 1	21,787	222,219*	10 4 0	123,207	1,160,845	9 8 3
Dunedin	73,642	676,261	9 3 8	13,858	131,099	9 9 2	87,500	807,360	9 4 6
Port Chalmers	40,321	354,717	8 11 0	8,481	80,149*	9 9 0	48,802	424,866	8 14 1
Gisborne†	..	..	..	70	352	5 6 7	70	352	5 0 7
Napier	31,736	313,529	9 17 7	8,919	96,065‡	10 15 5	40,555	409,594	10 1 6
New Plymouth	37,481	319,093	8 10 3	7,537	72,767*	9 13 1	45,018	391,860	8 14 1
Wanganui	12,028	77,161	6 8 4	3,368	28,958*	8 6 11	15,426	105,519	6 16 10
Nelson	9,822	94,534	9 12 6	3,498	34,052‡	9 14 8	13,320	128,586	9 13 1
Picton	4,919	42,014	8 10 10	1,861	16,852*	9 1 1	6,780	58,866	8 13 8
Timaru	1,787	17,186	9 12 4	5,191	48,630*	9 7 6	6,978	65,846	9 8 9
Bluff	27,843	242,128	8 13 10	8,201	77,905*	9 9 10	36,044	320,033	8 17 7
Westport	5,633	50,187	8 18 2	2,853	34,480*	8 19 0	9,436	84,667	8 18 6
Greymouth§	..	..	..	2,654	16,676*	8 2 4	2,654	16,676	8 2 4
All ports ..	1,042,979	10,808,894	10 7 4	216,660	2,095,629	9 13 5	1,259,639	12,904,523	10 4 11

* Includes New Zealand Railways wages and profit distribution.

† For one week.

‡ Includes Harbour Board wages.

§ For twenty-three weeks.

**AVERAGE EARNINGS: RETURN B.—RETURN SHOWING EARNINGS OF UNION WATERSIDE
WORKERS FOR YEAR ENDED 30TH MARCH, 1947, ANALYSED UNDER INCOME GROUPS**

Port.	Under £100.		£100 to £200.		£200 to £300.		£300 to £400.	
	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.
		£		£		£		£
Auckland	243	7,048	138	21,625	219	52,956	281	100,251
Wellington	173	6,900	104	16,228	151	38,735	343	121,785
Lyttelton	68	2,219	42	6,366	34	8,718	71	25,203
Dunedin	18	1,089	14	1,926	33	8,225	37	13,178
Port Chalmers ..	33	2,374	6	834	12	2,965	29	10,475
Gisborne	9	237	11	1,666	19	4,883	35	11,512
Napier	10	641	38	5,578	5	1,213	13	4,554
Onehunga	35	1,904	1	179	..	..	..	..
New Plymouth ..	10	510	4	606	14	3,491	34	12,168
Patea	2	65	3	438	..	..	12	4,212
Wanganui	8	417	5	731	8	2,074	19	6,885
Nelson	2	170	3	409	2	463	9	3,261
Pictou	8	195	1	138	3	686	2	747
Timaru	9	411	4	659	6	1,580	16	5,466
Oamaru	6	278	18	3,034	22	5,205	..	..
Bluff	35	1,442	18	2,694	16	4,014	20	6,867
Westport	3	23	1	141	2	491	6	2,117
Greymouth	4	110	6	938	13	3,276	44	16,042
Totals	676	26,033	417	64,190	559	138,975	971	344,723

Port.	£400 to £500.		£500 to £600.		£600 to £700.		Totals.	
	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.
		£		£		£		£
Auckland	624	283,951	445	235,797	8	5,580	1,958	707,208
Wellington	645	292,914	352	186,723	6	3,715	1,774	667,000
Lyttelton	211	97,133	230	122,521	2	1,203	658	263,363
Dunedin	140	64,445	92	47,725	..	..	334	136,588
Port Chalmers ..	111	50,622	34	17,802	..	..	225	85,072
Gisborne	..	..	..	..	..	..	74	18,298
Napier	75	34,814	90	48,026	..	..	231	94,826
Onehunga	..	..	..	..	..	..	36	2,083
New Plymouth ..	67	30,706	52	27,566	..	..	181	75,047
Patea	..	..	..	..	..	..	17	4,715
Wanganui	45	20,310	..	..	..	..	85	30,417
Nelson	30	13,879	32	17,406	1	608	79	36,196
Pictou	18	8,067	13	6,868	..	..	45	16,701
Timaru	68	31,566	16	8,103	..	..	119	47,785
Oamaru	..	..	..	..	..	..	46	8,517
Bluff	66	30,855	57	29,871	..	..	212	75,743
Westport	70	32,571	1	503	..	..	83	35,846
Greymouth	50	20,726	..	..	..	..	117	41,092
Totals	2,220	1,012,559	1,414	748,911	17	11,106	6,274	2,346,497

AVERAGE EARNINGS : RETURN C.—RETURN SHOWING AVERAGE TOTAL EARNINGS, PROFIT DISTRIBUTIONS, ORDINARY AND OVERTIME HOURS, WEEKS, AND HOLIDAYS WORKED BY UNIONISTS WITH HIGHEST EARNINGS FOR YEAR ENDED 30TH MARCH, 1947

Number of Men.	Port.	Average Total Earnings (including Profit Distribution).		Average Total Hours worked for Year.			Average Number of Weeks worked.	Average Hours worked per Week.			Average Number of Sundays and Holidays worked.	Average Total of Profit Distribution.
		£	s. d.	Ordinary.	Overtime.	Total.		Ordinary.	Overtime.	Total.		
100	Auckland	569	16 4	1,958	624	2,582	51	38	12	50	1	44 4 6
100	Wellington	562	13 8	1,788	550	2,338	51	35	11	46	Not available	47 4 11
50	Lyttelton	564	16 8	1,858	612	2,470	49	38	12	50	3	44 14 2
50	Dunedin	529	1 6	1,918	605	2,523	52	37	12	49	Nil	15 18 1
50	Port Chalmers	513	12 2	1,744	482	2,226	49	35	10	45	Nil	49 13 2
50	Gisborne	311	10 2	1,093	361	1,454	48	23	7	30	1	6 7 8
50	Napier	547	1 11	1,535	639	2,174	49	31	13	44	5	68 11 11
50	New Plymouth	531	10 0	1,544	521	2,065	48	32	11	43	3	48 3 8
50	Wanganui	445	7 5	1,393	445	1,838	51	27	9	36	Not available	65 6 10
50	Nelson	522	18 11	1,648	412	2,060	51	33	8	41	4	89 1 4
37	Pieton	446	1 8	1,044	741	1,785	46	23	16	39	5	30 13 8
50	Timaru	491	7 0	1,525	537	2,062	51	30	10	40	Nil	76 12 2
50	Bluff	526	8 11	1,619	538	2,157	50	32	11	43	Not available	78 12 8
50	Westport	477	2 3	878	713	1,591	50	17	14	31	20	51 18 7
50	Greymouth	414	10 5	856	671	1,527	50	17	13	30	17	35 2 3

TABLE SHOWING THE TIME SPENT IN NEW ZEALAND BY OVERSEAS VESSELS

Period.	Number of Vessels.			Number of Ports.			Days on Coast.			Days when Cargo not worked, (excluding Sundays and Holidays).			Balance, representing Days taken on Cargo Operations and Steaming Time between Ports.		
	Loading and Discharging.	All Vessels.		Loading and Discharging.	All Vessels.		Loading and Discharging.	All Vessels.		Loading and Discharging.	All Vessels.		Loading and Discharging.	All Vessels.	
January to June, 1939 ..	36	26	62	6.81	5.23	6.13	42.1	26.8	35.7	Nil	Nil	42.1	26.8	35.7	
January to June, 1941 ..	20	19	39	4.05	2.10	3.10	27.8	14.9	21.5	2.0	2.0	25.8	12.9	19.5	
April, 1941, to March, 1942 ..	55	70	125	4.2	1.7	2.8	27.0	10.6	17.9	3.9	1.3	23.1	9.3	15.4	
April, 1942, to March, 1943 ..	69	44	113	3.0	1.5	2.4	23.9	10.5	18.7	3.5	1.7	20.9	8.1	16.0	
April, 1943, to March, 1944 ..	56	48	104	2.59	1.66	2.16	25.43	11.29	18.9	1.46	1.27	23.96	10.0	17.53	
April, 1944, to March, 1945 ..	55	51	106	3.18	1.47	2.5	26.71	14.92	21.03	3.31	3.69	23.4	11.24	17.55	
April, 1945, to March, 1946 ..	43	78	121	3.35	1.48	2.14	31.63	15.95	21.52	1.21	1.76	30.42	14.12	19.96	
April, 1946, to March, 1947 ..	61	82	143	4.48	1.65	2.85	52.30	26.09	37.27	2.72	3.70	49.58	22.39	33.99	

NOTES.—(1) During the war years engine repairs, which were previously performed overseas, were carried out in New Zealand.

(2) Reduction in working-hours have been effected as follows :—

(a) *Main Ports*.—Reduction from 10 p.m. to 9 p.m. cessation of work became operative as and from 3rd January, 1944. Shift-work and work on Sundays, holidays, and on Saturday afternoons (except where vessels could finish by 5 p.m.) cancelled as from 8th September, 1945.

(b) *Secondary Ports*.—Shift-work cancelled as from 8th September, 1945. Work on Saturday nights, Sundays, and holidays cancelled as from 26th November, 1945. With regard to the cessation of work on Saturday afternoons and at 9 p.m. on ordinary week-days, subsequent action was taken at the various ports to bring the hours into line with those worked at main ports.

(3) During the war years, overseas vessels were worked extended hours on Saturday nights, Sundays, and holidays, and also under a shift system from 11 p.m. to 7 a.m. Prior to the war, overseas vessels were worked 8 a.m. to 10 p.m. (midnight to finish), Mondays to Fridays inclusive, and 8 a.m. to 5 p.m., Saturdays. During the year ended 31st March, 1947, these vessels were worked 8 a.m. to 9 p.m. (10 p.m. to finish), Monday to Friday inclusive, and 8 a.m. to noon on Saturdays (5 p.m. to finish). This represents a reduction of approximately nine hours per week, or 13 per cent. on pre-war working-hours.

COMPARISON OF MAN-HOURS LOST THROUGH STOPPAGES OF WORK ON THE WATERFRONT
COVERING PERIOD OF FOUR YEARS PRIOR TO, AND SEVEN YEARS DURING, COMMISSION
CONTROL

Period.				Estimated Total Man-hours worked.	Total Man-hours lost through Stoppages.	Percentages of Hours lost.
<i>Four Years prior to Commission Control</i>						
1937 to 1940	..	..	..	29,147,977	233,656	0.80
<i>Seven Years during Commission Control</i>						
1941 to 1945	..	..	..	51,819,632	212,080	0.41
1946	..	..	..	11,779,129	109,800	0.93
1947	..	..	..	10,844,730	286,069	2.64
Average, 1941 to 1947				74,443,491	607,949	0.82

Brief Explanation of Cause of Major Stoppages for Twelve Months ended 31st March, 1947

Auckland (29,000 man-hours): Dispute *re* shipping priorities.

Auckland (800 man-hours): Dispute *re* lack of change-room and adequate washing facilities at Chelsea.

*Dispute common to all Undermentioned Ports: Refusal to work Overtime as Protest against
Decision of Commission re Attendance Money and Guaranteed Wage*

Man-hours.			Man-hours.		
Auckland	..	95,849	Wanganui	..	3,103
Onehunga	..	2,520	Nelson	..	3,327
Wellington	..	80,140	Picton	..	Nil*
Lyttelton	..	7,540	Timaru	..	6,474
Dunedin	..	16,976	Oamaru	..	1,543
Port Chalmers	..	7,129	Bluff	..	8,924
Gisborne	..	265	Westport	..	5,758
Napier	..	4,489	Greymouth	..	4,933
New Plymouth	..	7,299			

* Continued to work "Tamahine" overtime hours.

**ANALYSIS OF NATIONAL AND PORT COMMITTEE DISPUTES REFERRED TO
AND DECIDED BY THE COMMISSION**

Decisions Serial Numbers.	Date of Decisions.	Total Disputes heard.	Number of Claims made by—		Number of Claims withdrawn by—		Number of Claims allowed to—		Number of Claims referred back or Decision reserved.
			Employers.	Workers.	Employers.	Workers.	Employers.	Workers.	
1	24/7/40	8	..	8	..	..	2	6	..
2	2/10/40	8	..	8	..	..	3	3	2
3	28/11/40	24	..	24	..	..	5	14	5
4	10/2/41	19	2	17	..	..	12	5	2
6	6/3/41	8	1	7	..	..	1	6	1
6	25/3/41	1	..	1	..	..	..	1	..
9	8/7/41	3	..	3	..	..	1	1	1
10	5/9/41	25	4	21	..	..	4	14	7
11	7/11/41	11	..	11	..	..	7	4	..
12	9/3/42	12	..	12	..	1	4	7	..
14	22/8/42	43	2	41	..	13	22	4	4
15	21/12/42	31	..	31	..	4	11	7	9
16	5/4/43	10	1	9	..	1	8	..	1
16A	5/5/43	3	..	3	..	..	1	1	1
17	5/4/43	10	..	10	..	1	2	3	4
17A	4/5/43	4	..	4	..	..	1	1	2
18	12/10/43	31	2	29	..	12	14	3	2
18A	4/5/44	1	..	1	..	..	..	..	1
19	4/5/44	14	..	14	..	2	7	3	2
20	4/5/44	1	..	1	..	..	1	..	..
20A	4/5/44	14	..	14	..	..	4	9	1
21	9/10/44	13	..	13	..	1	8	2	2
22	9/10/44	12	1	11	..	1	7	3	1
22A	3/11/44	3	..	3	..	..	1	2	..
23	22/12/44	46	3	43	..	1	22	16	7
23A	19/4/45	5	..	5	..	..	4	..	1
24	19/4/45	19	2	17	..	..	14	3	2
25	27/8/45	37	2	35	..	..	27	8	2
26	27/8/45	1	..	1	..	..	1	..	..
27	19/11/45	31	3	28	..	..	12	15	4
Totals, National disputes*		448	23	425	..	37	206	141	64
1	26/7/46	2	..	2	..	..	..	2	..
2	21/3/47	2	1	1	..	..	..	1	1
Totals, Port Committees		4	1	3	..	..	..	3	1
Totals, All disputes		452	24	428	..	37	206	144	65

* This table has been revised, and incorporates amendments and additions to table published in annual report for the year ended 31st March, 1945.

**CLASSIFICATION OF ORDERS ISSUED BY THE COMMISSION UNDER WATERFRONT CONTROL
COMMISSION EMERGENCY REGULATIONS 1940, AND WATERFRONT INDUSTRY
EMERGENCY REGULATIONS, 1946**

Classification.					1940-46.	1946-47.	1940-47.
Conditions of employment	..	..	..	..	24	13	37
Bureaux and pay offices	..	..	..	..	16	..	16
Co-operative contracting	..	..	..	..	72	2	74
Equivalent profit distribution	..	..	..	..	11	..	11
Supervision of work	..	..	..	..	4	1	5
Hours of work	..	..	..	..	11	2	13
Cargo working conditions	..	..	..	..	..	1	1
Totals	..	..	..	..	138	19	157

BUILDINGS FUND REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1947

	Percentage of Total Income.	Expenditure	Percentage of Total Expenses.	£	Percentage of Total Income.	Levies	Income	£
54.76	Depreciation ..	..	95.49	728	100.00	..	..	1,329
0.08	Buildings : maintenance	..	0.15	1				
2.50	Administration (National Fund) ..	..	4.36	33				
57.34	Total working-expenses	..	100.00	—				
42.66	Net balance, carried down to Appropriation Account ..	..	..	567				
100.00				£1,329	100.00			£1,329

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1947

Percentage of Total Income.	£	Percentage of Total Income.	£
42.66	Balance, carried down to Accumulated Funds Account ..	42.66	Net balance brought down from Revenue Account ..
	567		567

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1947

Balance carried forward, 31st March, 1947	..	..	£	Balance brought forward, 1st April, 1946	..	..	£
			794	Balance brought down from Appropriation Account, 31st March, 1947 ..	..	..	567
							£794
			£794	Balance brought forward, 1st April, 1947 ..	..	..	£794

BUILDINGS FUND—*continued*

BALANCE-SHEET AS AT 31ST MARCH, 1947							
		£		<i>Assets</i>		£	
Creditors	..	..	754	Cash at Bank of New Zealand : Head Office Accounts	..	..	18,058
Reserves : Buildings—	..	£	..	Fixed—			
As per Balance-sheet, 31st March, 1946	..	40,000	..	Buildings—		£	
Appropriated for year—	..	£	..	As per Balance-sheet, 31st March, 1946	..	24,096	
Co-operative Contracts Fund	..	5,000	..	Less works in progress	..	14,789	
National Administration Fund	..	5,000	..	Additions during year	..	23,867	9,307
		10,000	..	Works in progress	..	210	
			50,000				24,077
Accumulated Funds (Repairs and Maintenance Account)—							
As per Balance-sheet, 31st March, 1946	..	226	..	Sales during year	..	91	33,384
Balance brought in for year	..	567	..	Depreciation for year	..	728	
			793				819
				Land—			32,565
				As per Balance-sheet, 31st March, 1946	..	..	924
							£51,547

A. E. BOCKETT, General Manager.
A. G. DAVIDSON, Chief Accountant.

I hereby certify that the Revenue Account and Balance-sheet relating to the Buildings Fund have been duly examined and compared with the books and supporting documents, and correctly state the position as disclosed thereby.—J. P. RUTHERFORD, Controller and Auditor-General.

CO-OPERATIVE CONTRACTS FUND

REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1947

	Percentage of Total Income.	Expenditure	£	Percentage of Total Expenses.	£	Percentage of Total Income.		Income	£
0-04 Salaries, &c. ..	..	..	983	0-05	..	78-25	Co-operative Contracts ..	..	1,811,214
0-13 Sundries : contract, &c. ..	..	..	3,001	0-14	..	4-36	Equivalent contracts ..	..	100,779
Wages—						17-35	Non-contracts ..	..	401,673
0-99 Check Timekeeping, &c. ..	..	..	22,875	1-09	..	0-04	Sundries ..	..	961
87-97 Waterfront ..	..	..	2,036,161	97-34	..				
1-25 Administration : assessment	..	..							
(National Administration	..	..							
90-38 Fund) ..	..	..	28,916	1-38	..				
Total working-expenses ..	..	..	2,091,936	100-00	..				
9-62 Net profit, carried down to	..	..	222,691	..	..				
Appropriation Account ..	..	..							
100-00			£2,314,627			100-00			£2,314,627

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1947

Percentage of Total Income.	Percentage of Total Profit.	£	Percentage of Total Income.	£
8-87 Profit distributions	..	92-20	205,328	
9-24 Grants	..	2-45	5,460	
0-21 Buildings : reserve	..	2-25	5,000	
0-30 Balance, carried down to Accumulated Funds Account	..	3-10	6,902	
9-62		100-00	£222,690	£222,690

NATIONAL ADMINISTRATION FUND REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1947

Percentage of Total Income.	Expenditure	Percentage of Total Expenses.	£	Percentage of Total Income.	Assessments—	Income	£
1-05	Cleaning, heating, and lighting	..	1-17	0-01	Buildings Fund	..	33
1-20	Depreciation, &c.	..	1-33	11-64	Co-operative Contracts Fund	..	28,917
	Fees—			0-10	Store Fund	..	251
0-22	Agency	..	0-24	0-30	Supervision Fund	..	745
0-41	Audit	..	0-46				29,946
0-34	Commissioners	..	1,022				
0-46	Port Committees	..	835				
			1,150				
0-22	Insurances, &c.	..	0-24	56-85	Levies—		141,200
1-39	Printing and stationery	..	1-55	7-81	Annual Holidays Act	..	19,384
1-10	Rent, rates, &c.	..	1-22	18-23	National Administration	..	45,283
	Salaries, &c.—			4-94	National Pay Office	..	205,887
0-07	Casual pay clerks	..	0-08	0-12	Parliamentary appropriation	..	12,250
1-28	Overtime	..	1-42		Sundries	..	297
27-75	Staff	..	30-80				
			68,909				
0-54	Sundries	..	0-60				
0-98	Telephone rentals, postages, and tolls	..	1-09				
1-18	Travelling-expenses, &c.	..	1-32				
	Wages—						
	Annual holidays—						
34-17	Unionists	..	37-94				
3-96	Non-unionists	..	4-39				
0-03	Guaranteed : unionists	..	0-03				
	Minimum—						
0-61	Daily : unionists	..	0-68				
0-29	Weekly : unionists	..	0-32				
12-62	Statutory holidays	..	14-02				
0-20	Sundries	..	0-22				
			494				
			128,865				
90-07	Total working-expenses	..	100-00				
			223,767				
9-93	Net balance, carried down to Appropriation Account	..	..				
100-00			£248,360				£248,360

NATIONAL ADMINISTRATION FUND—*continued*
APPROPRIATION ACCOUNT FOR YEAR ENDED 31ST MARCH, 1947

	Percentage of Total Income.	£	Percentage of Total Income.	£
2.01 Buildings reserve		5,000	9.93 Net balance, brought down from Revenue Account ..	24,653
7.92 Balance, carried down to Accumulated Funds Account ..		19,653		
9.93		<u>£24,653</u>	9.93	<u>£24,653</u>

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1947

	£	£
Balance carried forward, 31st March, 1947	34,324	6,436
	.. .. .	8,147
	.. .. .	88
		<u>14,671</u>
Balance, brought forward, 31st March, 1947		19,653
		<u>£34,324</u>
Balance, brought forward, 1st April, 1947		<u>£34,324</u>

NATIONAL ADMINISTRATION FUND—*continued*
BALANCE-SHEET AS AT 31ST MARCH, 1947

		£	<i>Assets</i>		£	£
<i>Liabilities</i>			Cash—			
Unclaimed moneys	..	..	At Bank of New Zealand—			
Creditors	..	..	Head Office accounts		..	80,875
Branches	..	..	Imprest Accounts		..	10,273
Tellers' advances	..	..	In hand—			91,148
Reserves: guaranteed wage as per Balance-sheet, 31st March, 1946	..	..	Wages		..	192
Accumulated Funds—	..	..	Petty cash		..	105
As per Balance-sheet, 31st March, 1946—	..	£				297
Annual Holidays Act Fund	..	6,436				
General Fund (Administration)	..	8,147				91,445
National Pay Office Fund	..	88	Debtors—			
	..	14,671	Wages advances		..	63
Balance brought in for year	..	19,653	Contracts, &c.		..	22,671
		34,324	Investments—			
			Third Liberty Loan: as per Balance-sheet, 31st March, 1946—			
			Commission (2½ per cent. stock, 15/6/49, at cost)		..	1,000
			Staff scheme: balance		..	16
			Victory Loan No. 1, as per Balance-sheet, 31st March, 1946—			1,016
			Commission (2½ per cent. stock, 15/2/50, at cost)		..	
			Staff scheme: balance		..	43
			Victory Loan No. 2, as per Balance-sheet, 31st March, 1946: commission (2½ per cent. stock, 15/4/51, at cost)		..	1,043
			Fixed: motor-cars, as per Balance-sheet, 31st March, 1946—			
			General Fund (Administration)		..	425
			National Pay Office Fund		..	923
			Purchases during year		..	1,000
						3,059
						2,057

Sales during year	..	..	650
Depreciation for year	..	..	257
		907	1,150
Office furniture and fittings, as per Balance-sheet, 31st March, 1946—			
General Fund (Administration)	..	..	2,681
National Pay Office Fund	..	..	5,984
			8,665
Purchases during year	..	..	3,040
		11,705	
Sales during year	..	..	485
Depreciation for year	..	..	1,398
		1,883	9,822
Oilskin coats, as per Balance-sheet, 31st March, 1946	..	..	134
Purchases during year	..	..	291
		425	
Sales during year	..	..	289
		136	
		<u>£128,346</u>	<u>£128,346</u>

A. E. BOCKETT, General Manager.

A. G. DAVIDSON, Chief Accountant.

I hereby certify that the Revenue Account and Balance-sheet relating to the National Administration Fund have been duly examined and compared with the books and supporting documents, and correctly state the position as disclosed thereby. The Audit of the records of disbursements through the Central pay offices was carried out by Auditors appointed for the purpose by the Audit Office in terms of Regulation 15 (5) of the Waterfront Industry Emergency Regulations 1946.—J. P. RUTHERFORD, Controller and Auditor-General.

STORE FUND REVENUE ACCOUNT FOR THE EIGHT MONTHS ENDED 31ST MARCH, 1947

Percentage of Total Income.	Expenditure	Percentage of Total Expenses.	£	Percentage of Total Income.	Income	£
3-05	Annual holidays and pay office levies	3-74	..	33-80	Handling charges ..	..
0-12	Cleaning, heating, and lighting	0-14	..	28-52	Plant charges ..	..
2-86	Depreciation	3-51	..	37-12	Storage charges ..	..
1-30	Insurances, &c. ..	1-59	..	0-56	Sundries ..	..
4-77	Plant hire	5-84	..			
0-19	Printing and stationery	0-23	..			
23-90	Rent, rates, &c. ..	29-28	..			
1-25	Plant : running-expenses	1-53	..			
23-51	Salaries, &c. : casual storemen, &c. ..	28-81	2,364			
5-95	Overtime	7-28	597			
11-38	Staff	13-94	1,144			
			4,105			
0-61	Sundries	0-75	61			
0-11	Telephone tolls, &c. ..	0-13	..			
0-14	Travelling-expenses ..	0-17	..			
2-50	Administration : assessment	3-06	..			
			252			
81-64	Total working-expenses	100-00	—			
18-36	Net balance, carried down to Appropriation Account ..		1,847			
100-00			£10,053			£10,053

APPROPRIATION ACCOUNT FOR THE EIGHT MONTHS ENDED 31ST MARCH, 1947

Percentage of Total Income.		Percentage of Total Income.	
14-91	Plant purchase reserve	18-36	Net balance, brought down from Revenue Account
3-45	Balance, carried down to Accumulated Funds Account ..	18-36	
18-36			£1,847
			£
			1,847

ACCUMULATED FUNDS ACCOUNT FOR THE EIGHT MONTHS ENDED 31ST MARCH, 1947

Balance, brought down from Appropriation Account, 31st March, 1947	£ 347
--	-------

BALANCE-SHEET AS AT 31ST MARCH, 1947

<i>Liabilities</i>		<i>Assets</i>	
Creditors	£ 4,591	Cash at Bank of New Zealand : Head Office Account	£ 407
Reserves : plant purchase	 1,500	Debtors	 3,478
Accumulated funds balance brought in for period 1st August, 1946, to 31st March, 1947	 347	Fixed : plant— Purchases, 1st August, 1946, to 31st March, 1947	£ 2,602
		Sales, 1st August, 1946, to 31st March, 1947	£ 18
		Depreciation, 1st August, 1946, to 31st March, 1947	285
		Office furniture and fittings— Purchases, 1st August, 1946, to 31st March, 1947	256
		Depreciation, 1st August, 1946, to 31st March, 1947	20
			236
	<u>£6,438</u>		<u>£6,438</u>

A. E. BOCKETT, General Manager.
A. G. DAVIDSON, Chief Accountant.

I hereby certify that the Revenue Account and the Balance-sheet relating to the Stores Fund have been duly examined and compared with the books and supporting documents, and correctly state the position as disclosed thereby.—J. P. RUTHERFORD, Controller and Auditor-General.

REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1947
SUPERVISION FUND

Percentage of Total Income.	<i>Expenditure</i>	Percentage of Total Expenses.	£	Percentage of Total Income.	<i>Income</i>	£
4.53	Insurance ..	4.27	1,349	100.00	Levies ..	29,796
16.20	Overtime ..	15.27	4,826	6.03	Net loss, carried down to Appropriation Account	1,795
15.72	Salaries, &c. ..	14.83	4,684			
0.49	Sundries ..	0.46	146			
66.59	Wages ..	62.81	19,841			
2.50	Administration : assessment (National Administration Fund) ..	2.36	745			
	Total working-expenses ..	100.00	31,591			
106.03			£31,591	106.03		£31,591

SUPERVISION FUND—*continued*
BALANCE-SHEET AS AT 31ST MARCH, 1947

	<i>Liabilities</i>				<i>Assets</i>	
	£	£	£	£	Cash at Bank of New Zealand : Debtors : contracts, &c.	Head Office accounts ..
Profit distribution—						
As per Balance-sheet, 31st March, 1946	..	227				.. 10,660
Appropriated for year ..	..	740				.. 390
Payments during year ..	..	—	937			.. ..
Creditors ..	..	..	821	116		.. ..
Accumulated Funds—				23		
As per Balance-sheet, 31st March, 1946	..	..	13,416			
Less balance brought in for year ..	..	..	2,505	10,911		
				<u>£11,050</u>		<u>£11,050</u>

A. E. BOCKETT, General Manager.
A. G. DAVIDSON, Chief Accountant.

I hereby certify that the Revenue Account and the Balance-sheet relating to the Supervision Fund have been duly examined and compared with the books and supporting documents, and correctly state the position as disclosed thereby. The audit of the records of disbursements through the central pay offices was carried out by Auditors appointed for the purpose by the Audit Office in terms of Regulation 15 (5) of the Waterfront Industry Emergency Regulations 1946.—J. P. RUTHERFORD, Controller and Auditor-General.

**SUMMARY OF ADMINISTRATIVE EXPENDITURE FROM CONSOLIDATED FUND, VOTE, "LABOUR,"
PERIOD 1940-47 AND ESTIMATED 1947-48**

1st April, 1946, to 31st March, 1947.		1940-46.	1946-47.	1940-47.	Estimated, 1947-48.
Salaries—					
Commissioners' and members' fees	..	21,851	2,350	24,201	3,360
General Manager and Assistant	..	..	1,341	1,341	1,466
Controllers and Branch Managers	..	19,499	3,500	22,999	5,026
Assistant Controllers and Assistant Branch Managers	..	8,511	875	9,386	2,102
Wharf Superintendents	..	24,544	3,871	28,415	..
Clerical Division (including cost-of-living allowances)	..	16,950	2,726	19,676	2,726
Totals	..	91,355	14,663	106,018	14,680
Miscellaneous expenditure					
Office furniture and fittings	..	6,927	1,400	8,027	1,400
Printing and stationery	..	2,733	300	3,033	300
Rent of offices, &c.	..	979	200	1,179	200
Travelling expenses, &c.	..	6,807	1,300	8,107	1,300
	..	3,699	950	4,649	1,891
Gross expenditure	..	112,200	18,813	131,013	19,771
Credits-in-aid (expenditure refunded by Commission)	..	44,806	6,563	51,369	2,692
Net expenditure	..	67,394	12,250	79,644	17,079

SUMMARY ALL FUNDS

REVENUE, APPROPRIATION, AND ACCUMULATED FUNDS ACCOUNT FOR THE PERIOD 9TH APRIL, 1940, TO 31ST MARCH, 1947, SHOWING
PERCENTAGES OF INCOME, EXPENDITURE, ETC., FOR EACH FUND

	Percentage of Total Income.	1940-46.	Percentage of Total Expenses.	Percentage of Total Income.	1946-47.	Percentage of Total Expenses.	Percentage of Total Income.	1940-47.	Percentage of Total Expenses.
<i>1. Revenue Account</i>									
<i>Expenditure.</i>									
Buildings	0.01	593	0.01	0.03	762	0.03	0.01	£ 1,355	0.01
Consolidated (Vote, "Labour")	0.52	67,394	0.56	0.47	12,250	0.52	0.51	79,644	0.55
Co-operative Contracts	86.04	11,210,819	92.99	79.96	2,091,936	88.32	85.02	13,302,755	92.23
National Administration*	4.39	572,845	4.75	8.55†	223,707	9.45	5.09	796,552	5.52
Stores	..	..	..	0.31	8,207	0.35	0.05	8,207	0.06
Supervision	1.56	203,765	1.69	1.20	31,591	1.33	1.51	235,356	1.63
Total expenditure	92.52	12,055,416	100.00	90.52	2,368,453	100.00	92.19	14,423,869	100.00
Net balance carried down	7.48	974,331	..	9.48	247,962	..	7.81	1,222,293	..
	100.00	13,029,747	..	100.00	2,616,415	..	100.00	15,646,162	..
<i>Income</i>									
Buildings	0.01	£ 820	..	0.05	£ 1,329	..	0.01	£ 2,149	..
Consolidated (Vote, "Labour")	0.52	67,394	..	0.47	12,250	..	0.51	79,644	..
Co-operative Contracts	92.93	12,107,981	..	88.47	2,314,627	..	92.18	14,422,608	..
National Administration	4.85	632,825	..	9.49	248,360	..	5.63	881,185	..
Stores	..	..	..	0.38	10,053	..	0.07	10,053	..
Supervision	1.69	220,727	..	1.14	29,796	..	1.60	250,523	..
	100.00	13,029,747	..	100.00	2,616,415	..	100.00	15,646,162	..

2. *Appropriation Account*

	7.51	£	978,965	..	9.48	£	247,962	..	£	1,226,927	..
Net balance brought down	..	..	..	..	..	..	..	..	..	..	..
Profit distributions	..	..	..	..	..	..	..	..	..	..	..
Grants	..	..	..	..	..	..	..	..	..	..	..
Reserve Accounts	..	..	..	..	..	..	..	..	..	..	..
Balance carried down	..	..	..	..	..	..	..	..	..	..	..
	7.51	£	978,965	..	9.48	£	247,962	..	£	1,226,927	..
	..	£	811,134	..	7.87	£	206,039	..	£	1,017,173	..
	0.23	£	6,350	..	0.21	£	5,460	..	£	11,810	..
	0.05	£	100,000	..	0.44	£	11,500	..	£	111,500	..
	0.76	£	61,481	..	0.96	£	24,963	..	£	86,444	..
	0.47	£	..	..	..	£	..	..	£	..	..
	7.51	£	978,965	..	9.48	£	247,962	..	£	1,226,927	..

3. *Accumulated Funds Account*

	..	..	56,847	..	..	24,963	..	..	81,810	..
Balance brought forward	..	..	..	..	..	..	..	..	..	..

* Includes Annual Holidays Act, General (Administration), Industrial Rest Period, and National Pay Office Funds, previously shown separately. † Includes annual and statutory holidays and guaranteed minimum payments, £128,300, equivalent to 5.42 per cent, total expenses and 4.90 per cent, total income; balance of £95,407 represents administration expenses, equivalent to 4.03 per cent, total expenses and 3.65 per cent, total income.

STORE, AUCKLAND

STATEMENT OF STORES HANDLED FOR THE PERIOD 1ST AUGUST, 1946, to 31ST MARCH, 1947

Class of Stores.	Take over from Cargo Control Committee, 1st August, 1946.		Received into Store, 1st August, 1946 to 31st March, 1947.		Delivered ex Store, 1st August, 1946 to 31st March, 1947.		Balance in Store, 31st March, 1947.	
	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.
Wheat, &c.	2,847	..	2,731	12	4,385	10	1,193	2
Tea	827	..	2,996	29	3,816	39	6	30
Flour	..	..	704	34	704	34	..	..
Cheese	441	..	38	21	479	21	..	..
Other foodstuffs ..	..	..	1,041	24	962	23	79	1
Wool	844	20	877	30	1,358	30	363	20
Newsprint	733	10	..	..	..	..	733	10
Tallow	433	8	197	8	540	16	..	..
General merchandise ..	865	23	1,686	14	1,987	22	564	15
Totals	6,991	21	10,184	12	14,235	35	2,979	38

						Total Tonnage handled.
Received	..	..	..	..	..	10,184 tons.
Delivered	..	..	..	..	..	14,236 „
Tea-sorting, &c. ..	..	..	..	..	..	3,656 „
Total	..	..	..	..	..	28,076 tons.
Total man-hours worked ..	..	..	..	..	..	10,682 hours.
Rate of handling per man-hour ..	..	..	..	..	..	2.63 tons.
Total handling charges ..	..	..	..	..	..	£2,661.
Cost per ton handled ..	..	..	..	..	..	1s. 10-75d.
Area of store ..	..	..	..	..	..	48,000 square feet.

ANALYSIS OF TEMPORARY TRANSFERS OF UNIONISTS BETWEEN PORTS
TO MEET LABOUR SHORTAGES, JUNE, 1941, TO MARCH, 1947

Period.	Ports.		Number of Transfers.	Number of Men transferred.	Transfer Costs paid from (a) Vote “Labour”; (b) War Expenses Account.
	From	To			
April, 1946, to March, 1947	Wanganui ..	Wellington ..	2	74	£ s. d. 341 10 3
	Wanganui ..	New Plymouth	2	66	479 19 6
	Timaru ..	Lyttelton ..	1	29	380 18 10
June, 1941, to March, 1946	..	..	5 160	169 5,340	(a)1,202 8 7 (b)30,013 7 3
	..	..	165	5,509	42,015 15 10

CARGO CONTROL COMMITTEES OPERATING UNDER THE CARGO CONTROL EMERGENCY REGULATIONS 1942

1. *Summary of Expenditure*

	Miscellaneous Expenditure (Clause 16 (1)).		Overhead Expenditure (Clause 16 (2)).		Removing Cargo : Recoverable Costs. (Clause 16 (3A))		Removing Cargo : Non-recoverable Costs (Clause 16 (3B))		Total Expenditure.	
	Auckland.	Wellington.	Auckland.	Wellington.	Auckland.	Wellington.	Auckland.	Wellington.	Auckland.	Wellington.
Total to 31st March, 1946	£ 63,427	£ 2,926	£ 27,123	£ 6,989	£ 18,647	£ 3,044	£ 4,762	£ 472	£ 113,959	£ 13,431
1st April, 1946, to 31st July, 1946	6,747	..	828	..	1,855	..	375	..	9,905	..
Total claims passed	£70,174	£2,926	£27,951	£6,989	£20,602	£3,044	£5,137	£472	£123,864	£13,431

CARGO CONTROL COMMITTEES OPERATING UNDER THE CARGO CONTROL EMERGENCY REGULATIONS 1942—*continued*

		Auckland.			Wellington.		
		Total to 31st March, 1946.	1st April, 1946, to 31st July, 1946.	Total to 31st July, 1946.	Total to 31st October, 1945.	1st April, 1946, to 31st March, 1947.	Total to 31st March, 1947.
<i>2. Summary of Stores Revenue and Expenses</i>							
Store expenses	.. ..	£ 47,155	£ 5,046	£ 52,201	£ 3,348	£ ..	£ 3,348
Office expenses, 50 per cent. general expenses administration	.. ..	4,523	583	5,106	475	..	475
Rent of store space at 1s. 6d. square foot ..	.. ..	20,620	1,715	22,335	..	..	..
Total expenses	.. ..	72,298	7,344	79,642	3,823	..	3,823
Total store revenue	.. ..	80,848	7,614	88,462	4,237	..	4,237
Gross profit	.. ..	£8,550	£270	£8,820	£414	..	£414
<i>3. Tonnages removed from Wharf in Overtime Hours</i>							
Total tonnages removed	.. ..	343,537	6,053	349,600	89,189	..	89,189
Total cost as above	.. ..	£27,123	£828	£27,951	£6,989	..	£6,989
Cost per ton ..	.. ..	1s. 6.95d.	2s. 8.83d.	1s. 7.19d.	1s. 6.81d.	..	1s. 6.81d.
<i>4. Summary of Tonnages handled in Store</i>							
Tonnages received into store	.. ..	178,332	12,044	190,376	6,314	..	6,314
Tonnages delivered from store	.. ..	159,984	12,265	172,249	5,813	..	5,813
Total tonnages handled	.. ..	338,316	24,309	362,625	12,127	..	12,127
Tonnage in store	.. ..	8,501	6,981	..	..	..	..

5. *Cost of Handling*

(i) Casual Labour	£	£	£
	29,044	3,366	32,410
Less difference between ordinary time and over- time	4,502	170	4,672
Net cost	£24,542	£3,196	£27,738
Cost of handling casual labour per ton	1s. 5-41d.	2s. 7-55d.	1s. 6-36d.
	£	£	£
(ii) Total store expenses	72,298	7,344	79,642
Less difference between ordinary and overtime (including permanent hands)	6,080	381	6,461
Net store expenses	£66,218	£6,963	£73,181
Cost per ton (overall)	3s. 10-97d.	5s. 8-74d.	4s. 0-63d.
6. <i>Store area</i>	85,897 square feet. (Committee revoked as at 31st July, 1946.)		
	11,000 square feet.		

Committee revoked as at 31st October, 1945.
Goods in store taken over by Ministry of
Supply, who controlled store.

NOTES.—(1) Included in "Miscellaneous Expenditure" is £4,662 for Auckland and £1,042 for Wellington, being cost of Clark Fork trucks used in the stores. The truck purchased for Wellington has been disposed of to the Ministry of Supply, the amount realized being £1,051 4s. 10d.

(2) A Cargo Control Committee was set up on 21st April, 1943, for the City of Christchurch and the Port of Lyttelton. No separate storage space was required, as the operations of the Committee were carried out in conjunction with the Railways Department at Christchurch. Total expenditure from War Expenses Account up to 31st March, 1943, has amounted to £86 9s. 2d. (regulations, clause 16 (1), £35 6s. 4d. and clause 16 (2), £80 2s. 10d.).

(3) At Auckland storage space of 48,000 square feet and stores therein totalling 6,991½ tons taken over by Waterfront Industry Commission as from 1st August, 1946, to be operated as a Government store.

By Authority: E. V. PAUL, Government Printer, Wellington.—1947.

Price 1s. 9d.]

