

The greatest credit is due to Captain Ness and his crew for their seamanship and efforts on this occasion. The availability of radio-telephone communication in this emergency greatly facilitated operations.

In my report of the previous year I referred to recommendations for improvement works which were receiving consideration. The outcome has been Government approval in principle of the recommendations, which embody (a) new workshops; (b) a new bar suction dredger; (c) dredging out of the western lagoon as means of tidal compartment enlargement for increased tidal scour at the bar, and (d) development of a new internal shipping basin in the eastern lagoon. Development of proposals in respect of the first three recommendations for implementation is in hand.

I again express appreciation of the services voluntarily rendered to the Department by the Harbour Advisory Committee, the members of which are representative of all interests locally concerned in the successful functioning of the port. The Committee has continued to meet regularly and consider matters for the betterment of the port and its operation, and it is pleasing to note that several points which they have steadfastly advocated have now received endorsement by Government.

Consequent upon the decision to place the "Rubi Seddon" out of commission, some staff reduction was necessary, and those employees whose services terminated were mainly of ages sixty-five years or more. Such employees had rendered sterling service to the Harbour, some of them for periods in excess of thirty years, and it was of some gratification to extend to them substantial retiring-leave payment in appreciation.

I desire to refer also to the retirement at the conclusion of the year of the Harbourmaster, Captain A. W. Tointon. Captain Tointon had been a member of the port staff for thirty-four years, the latter seventeen years as Harbourmaster, and throughout he rendered most valued service to the Department and to the many shipping masters who worked in and out of the port during the period without mishap. Captain A. R. Ness, of the harbour staff, succeeded to the position as Harbourmaster.

EXAMINATION OF MARINE ENGINEERS

During the year, 459 candidates were examined for Marine Engineer's Certificates of Competency at the various centres throughout the Dominion. Of these, 171 were examined for First- and Second-class Certificates of Imperial validity, 146 were examined for Third-class Marine Certificates, and 29 were examined for First- and Second-class Coastal Motor Certificates of New Zealand validity.

Candidates sitting for First-class Imperial Validity Certificates total 43, of which 13 passed for Certificates, 12 passed Part "A," 6 partly passed "A" or "B" sections, and 12 failed.

Candidates sitting for Second-class Imperial Validity Certificates total 128, of which 23 passed for Certificates, 36 passed Part "A," 22 partly passed "A" or "B" sections and 47 failed.

Passes for First-class Imperial Validity Certificates issued by the Department were subdivided as follows: 1 Combined Steam and Motor, 3 Steam, 2 Steam Endorsement, 1 Motor, and 6 Motor Endorsement.

Passes for Second-class Imperial Validity Certificates issued by the Department were subdivided as follows: 17 Steam, 4 Motor, and 2 Motor Endorsement, totalling 36 Certificates, issued as shown in the following table:—

Class.	Combined Steam and Motor.	Steam.	Steam Endorsement.	Motor.	Motor Endorsement.	Total.
First ..	1	3	2	1	6	13
Second ..	..	17	..	4	2	23