

1915.
NEW ZEALAND.

MARINE DEPARTMENT:

ANNUAL REPORT FOR 1914-15.

Presented to both Houses of the General Assembly by Command of His Excellency.

MY LORD,—

Marine Department, Wellington, 22nd June, 1915.

I do myself the honour to transmit herewith, for Your Excellency's information, the report of the Marine Department of the Dominion for the financial year ended the 31st March last.

I have, &c.,

W. H. HERRIES.

His Excellency the Right Hon. the Earl of Liverpool, G.C.M.G., M.V.O.,
Governor of New Zealand.

The SECRETARY, MARINE DEPARTMENT, to the Hon. the MINISTER OF MARINE.

SIR,—

Marine Department, Wellington, 31st May, 1915.

I have the honour to make the following report on the work of this Department during the year ended the 31st March last:—

Harbours Amendment Act, 1914.

The principal provisions of this Act are that each candidate for election to a seat on a Harbour Board is to deposit £3 with the Returning Officer at the time of nomination, which is returnable to him if he polls one-eighth or more of the votes of the successful candidate polling the fewest votes; that when an officer of a Board is absent his duties and powers may be performed by an acting-officer approved of by the Board; that no money is to be drawn out of a bank unless authorized by the Board, and all moneys are to be paid by the Board in cash or by cheque signed by the Chairman or by any two members of the Board and countersigned by the Treasurer; that the Governor in Council may prescribe rules as to age, service, skill, character, and otherwise of persons appointed Harbour-masters and pilots; that Boards may hold special meetings either on resolution of the Board or on requisition of the Chairman or any three members; that the Governor in Council may grant the control of foreshore outside the limits of Harbour Board ports to any local authority, Domain Board, or persons as trustees for the inhabitants of the locality for recreation and bathing purposes.

Inspection of Machinery Amendment Act, 1914.

The principal provisions of this Act are that the Minister of Marine is to administer the Inspection of Machinery Acts; that the Secretary of the Department instead of the Inspectors of Machinery is to issue boiler and machinery certificates, on the reports of the Inspectors; that the Secretary may exempt any boiler or machinery from the requirement as to having a certificated driver on such conditions as he may prescribe; that separate certificates may be issued for locomotive-engine drivers and traction-engine drivers; that certificates without examination may be issued to New Zealand certificated railway-engine drivers who have been employed in driving a railway locomotive or stationary engine, and that in the case of electric motors used in any factory or workshop the inspection fee is only to be charged on the boiler or engines which drive the dynamo or generator, and not on the dynamo or generator or on the motors worked by the power supplied from the dynamo or generator.

Mercantile Marine Offices.

The work connected with these offices has been carried out in a very satisfactory manner. The withholding of the certificates of discharge of seamen for failure to join their ships and for desertion is having a good effect, as offenders are unable to ship in other vessels whilst their discharges are withheld. There are, however, still too many offences of this nature. In a few cases it has been found impossible to get properly certificated second mates for oversea ships, this being apparently