

There were a great many oil-engines still due for inspection at the end of the year, and the present staff cannot cope with the increase that has been made to this class of inspection-work in recent years. The oil-engine has proved a useful appliance for all classes of work, and has largely displaced men in the country on farms, and is now universally used for lifting purposes in the construction of new buildings, &c.

#### *Fencing of Machinery.*

The fencing and guarding of machinery has been well attended to during the year. So far as I can gather the owners have co-operated with the Inspectors in the direction of providing suitable guards for dangerous parts of moving machines and machinery in motion. All parts in motion cannot, however, be guarded, as to do so would interfere with the efficiency of the machinery. Common-sense must largely come in here, and the attendant must use discretion. The wearing of loose clothing is often the cause of accident, and sometimes the attendant of a machine gets careless through use of it and takes unnecessary risks.

The number of notices given to fence and guard machinery total 806.

#### *Boilers inspected.*

The inspection of boilers and of digesters and machinery in connection with boilers is fairly well in hand. Nothing exceptional has occurred throughout the year in connection with boilers. A great many useful repairs were carried out to the satisfaction of the Inspectors. Notices to repair boilers to the number of 339 were issued by the staff to steam-users, and some 749 defects were discovered in connection with boilers and their respective fittings. Nineteen defects were very dangerous, and if neglected might have caused serious loss to life and property. No accident causing the death of any one has occurred with boilers this year. No trouble or friction has taken place against the decision of the Inspector to have repairs made, which goes to prove that the public have every confidence in the Inspector's decision and recommendations at these annual visits.

Three hundred and twenty-seven new boilers were inspected for the first time this year. Of this number the greater percentage were of the multitubular type. The imported boilers were principally of the portable, locomotive, traction, and road-roller type. There were also a few of the water-tube and Lancashire type. Exclusive of what are commonly called "boilers"—that is, vessels in which steam is generated for engines and power purposes generally—a number of vessels using steam for a variety of purposes were also inspected. Such steam-vessels include digesters, wool-drying machines, manure-driers, and retorts for freezing-works, vulcanizers for motor-garages, &c.

The following table gives the districts to which the new boilers have gone, the horse-power, and whether made in the Dominion or imported:—

| District.               | Local.  |                   | Imported. |                     | Total.  |                     |
|-------------------------|---------|-------------------|-----------|---------------------|---------|---------------------|
|                         | Number. | Horse-power.      | Number.   | Horse-power.        | Number. | Horse-power.        |
| Auckland ... ..         | 24      | 266 $\frac{3}{4}$ | 42        | 452 $\frac{3}{4}$   | 66      | 719 $\frac{1}{2}$   |
| Auckland South ... ..   | 23      | 230 $\frac{1}{2}$ | 11        | 860 $\frac{1}{2}$   | 34      | 1,091               |
| Hawke's Bay ... ..      | 21      | 227 $\frac{1}{4}$ | 15        | 175 $\frac{1}{4}$   | 36      | 402 $\frac{1}{2}$   |
| Taranaki ... ..         | 18      | 211 $\frac{1}{4}$ | 8         | 36                  | 26      | 247 $\frac{1}{2}$   |
| Wellington North ... .. | 9       | 142 $\frac{1}{2}$ | 6         | 30 $\frac{1}{2}$    | 15      | 173                 |
| Wellington ... ..       | 24      | 213 $\frac{1}{2}$ | 21        | 60 $\frac{1}{2}$    | 45      | 274                 |
| Marlborough ... ..      | 4       | 25                | 1         | 2 $\frac{1}{2}$     | 5       | 27 $\frac{1}{2}$    |
| Nelson North ... ..     | 6       | 82 $\frac{1}{2}$  | 4         | 17 $\frac{1}{2}$    | 10      | 100                 |
| Nelson South ... ..     | 5       | 32                | 2         | 15                  | 7       | 47                  |
| Westland ... ..         | 3       | 29                | 2         | 60                  | 5       | 89                  |
| Canterbury ... ..       | 19      | 96 $\frac{1}{2}$  | 15        | 81                  | 34      | 177 $\frac{1}{2}$   |
| Canterbury South ... .. | ...     | ...               | 3         | 19                  | 3       | 19                  |
| Otago ... ..            | 13      | 96                | 12        | 264                 | 25      | 360                 |
| Southland ... ..        | 9       | 124               | 7         | 45 $\frac{3}{4}$    | 16      | 169 $\frac{3}{4}$   |
| Totals ... ..           | 178     | 1,777             | 149       | 2,120 $\frac{1}{4}$ | 327     | 3,897 $\frac{1}{4}$ |

#### *Districts and Inspectors.*

There were no changes in the departmental staff during the year. Several of the officers assisted in districts outside of their own.

I have, &c.,

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The Secretary, Marine and Inspection of Machinery Department