

*Districts and Inspectors.*

Several changes have taken place with regard to Inspectors during the year. Alexander Bethune, Senior Inspector of Machinery at Christchurch, retired on superannuation. Mr. Bethune was a very courteous and popular officer, and had gained the esteem of the owners of shipping and of all the engineers and steam-users in his district. Mr. Hood was promoted and transferred from the Nelson District to fill Mr. Bethune's position at Christchurch. Mr. Grant was transferred from Invercargill to fill Mr. Hood's position at Nelson. Mr. Cooper, of Dunedin District, was transferred to fill Mr. Grant's place at Invercargill. Mr. Hendry and Mr. Johnston were appointed permanent Inspectors during the year, and Mr. Scott and Mr. Anderson temporary Inspectors to fill the places of Messrs. Knowles and Healy, who have gone to Great Britain to join the Navy.

A new district was made in the north of Auckland, with headquarters at Whangarei, and will be known as the Auckland North District. Mr. Bell, from the Auckland Office, was appointed to have charge of it.

I have, &c.,

ROBERT DUNCAN,

Chief Inspector of Machinery, Chief Surveyor of Ships; Chief Examiner of Marine Engineers, Land Engineers, Stationary-engine Drivers, and Electric-tram Drivers.

The Secretary, Marine and Inspection of Machinery Department.

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## APPENDIX.

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### RESOLUTIONS SUBMITTED TO AND CONSIDERED BY THE WATERSIDE ACCIDENTS COMMISSION.

1. THAT it is desirable that the inspection of all running-gear and all subsidiary appliances used for discharging and unloading cargo and coal from or into ships, hulks, store-ships, or lighters, or handling it on wharves, be regularly made by a qualified officer appointed by the Marine Department, and that the necessary amendments be made in the Harbours Act and Shipping and Seamen Act to give effect to such inspection.

2. That it is necessary and important that the present regulations of Harbour Boards be revised and consolidated.

3. That the inspection of all machinery (as distinguished from running-gear) used for loading and discharging ships, hulks, lighters, or store-ships, and for handling it on shore, be undertaken by an Inspector of Machinery appointed by the Marine Department, and that the necessary legislation be placed upon the statute-book to give effect to this recommendation.

4. That at the annual inspection of ships surveyed in New Zealand ship's winches shall be opened up, dismantled, inspected, and put in thoroughly good working-order.

5. That when coal is being discharged by baskets by means of a bull-rope on to a stage for loading directly into carts or other vehicles such stage shall be not less than 3 ft. 6 in. in width and shall be firm.

6. That when a T iron is used for working a bull-rope the T iron shall be *securely* bolted to the hatch-coaming. The T of such iron shall not be less than 3 in. in diameter.

7. That provision be made for shackling bridles to the ends of thwartship hatch-beams to enable such beams to be shipped and unshipped—this provision it being agreed will minimize accidents which may occur through men being required to "go out" on beams for shipping or unshipping the same.

8. Lanyards on fore-and-afters. That where fore and aft hatch-beams are used lanyards and bridles of sufficient length shall be always available and fit for use, and shall be used for the purpose of enabling such beams, or any of them, to be shipped and unshipped from deck.

9. That all timber fore and after hatch-beams be shod with iron to minimize wear and to ensure safety.

10. That on all lighters or launches engaged in roadstead harbours sufficient life-saving appliances, in good order, shall be carried at all times to enable all men on board to be furnished with same in case of peril. This regulation to apply to hulks when being moved from Port Chalmers to Dunedin.

11. That on all lighters and launches working in roadstead harbours a supply of blue lights shall be carried to enable signals to be made if necessary.

12. Hooks for coal-baskets: It being unanimously agreed that a new kind of hook for coal-baskets is necessary, this Commission recommends that a hook be provided to safeguard the possibility of accidents through baskets becoming unhooked.

13. That a table be issued by the Marine Department giving the recommended working-loads of chain, and the working-loads of wire, manila, and flax ropes, of lanyards on cargo-nets, and of hooks if possible.

14. That a regulation be provided requiring all ropemakers in New Zealand to guarantee by certificate attached thereto the breaking-strain of any rope manufactured for sale or sold, with a penalty in such regulation for any breach thereof.

15. Lighting: That all ships and hulks which load or unload cargo at night-time shall be required to use electric lights wherever the same can be obtained, and that where Harbour Boards