

have electric current available they shall provide connecting-plugs where necessary, to which movable clusters can be attached; and generally that electric light shall always be provided where possible.

16. That this Commission recommends that Dr. Maclaurin be asked to draft regulations regarding the fumigation of vessels in order to minimize the risk of accident to those engaged in waterside work.

17. That when a vessel is in dry dock or on patent slip on no account shall the propeller be turned until after the foreman in charge has notified the engineer that men working on planks or in vessel are clear of the propeller.

18. That a gangway-plank to the dock-head of staging on ship's side shall in every case have a set of stanchions and a handrail attachable to one side of the plank.

19. That all discharge-pipes and latrines, &c., on board ship be locked while men are working on stages.

20. That in cases where boilers are being cleaned the stop-valve of the working-boiler shall in every case be locked down during such work.

21. That when cleaning boilers men shall not be required to work therein at a temperature of more than 100 degrees.

22. That a competent officer of the Marine Department shall decide the deck load to be carried on lighters and the position which such deck load shall occupy on lighters.

23. That an officer of the Marine Department shall be appointed to decide, when required so to do, what space below shall be left clear for men loading or discharging lighters.

24. That the Inspector of Gear shall decide, when any dispute arises, the number of gangs to work in a hold.

25. That a regulation be prepared providing that the Inspector of Gear shall in every case decide whether a man is unfit to work through the influence of liquor, and such Inspector shall be entitled to send such man away from the work if so satisfied, the union undertaking to support such a regulation.

The above twenty-five recommendations were unanimously agreed to by Captain McArthur for the shipping companies, J. Marchbanks for the Harbour Boards, and Messrs. J. Glover and Roberts for the Waterside Workers' Union.

22nd July, 1918.

THOMAS M. WILFORD.

26. That when cargo is being loaded or discharged from a ship's hold for a particular port or ports, the Inspector shall, in the event of a dispute arising, decide whether the method of such loading or discharging is safe for the working of the same.

27. That ships' bunkers while being worked shall be lighted with electric light wherever current is available.

CHAS. MCARTHUR.

J. MARCHBANKS.

L. GLOVER.

JAS. ROBERTS.

A. That when coal is being *discharged* from ships or hulks by means of trams, stout planks of uniform thickness and of a total width of 30 in. shall be provided and securely fixed alongside the tram-line; or, in the alternative, stout planks of uniform thickness and of a total width of 24 in., with stanchions and a life-line on side, shall be provided.

B. That on all ships registered in New Zealand, and in all hulks whether registered in New Zealand or not, all hatch landings on coamings or beams shall be not less than 2½ in. in width.

C. That in the selection of men to act as Inspectors of Gear (head), experience and fitness for the position shall be the tests for appointment.

D. Insanitary condition of ships' holds: That in any port where there is a Port Health Officer such officer shall, when complaint is made to him by men engaged in working in a hold that such hold is insanitary, order such steps to be taken as he may deem necessary to clean such hold, and the owners of the ship concerned shall be compelled to see that the course prescribed by him is carried out to his satisfaction. Where there is no Port Health Officer, then the Marine Department shall appoint some person to act in place of such Port Health Officer.

E. That the Inspector of Gear shall be allowed in his absolute discretion, and in the interest of the safety of those working below deck, to stop, for such time as he thinks necessary, "chipping" at any particular place he may think fit, so that orders being given may be clearly heard below.

F. That while men are working on the side of a ship in dock or on slip it shall be the duty of the owner of such dock or slip to have on deck a man whose duty it shall be to prevent ropes fastened to the deck being interfered with, or anything being thrown over the side so as to endanger those working on the side; and when men are working on the side of a ship on other occasions the same duty and obligation shall be imposed on the ship.

G. That the Inspector of Machinery draft a regulation with reference to the question of sludge-hole doors of steam boilers being taken off or left on while boilers are being cleaned.

H. That an extra man be employed in each stokehold during the time in port when men are engaged cleaning the inside of boilers or in tank-ends of furnaces to safeguard the possibility of accidents.

I. Where, in loading or unloading a ship, any obstruction prevents the bull-rope man being in full, clear, and continuous view of the winchmen, an extra man shall be employed who shall be in full view of both winchman and bull-rope man, and whose sole duty shall be to communicate signals from winchman to bull-rope man and *vice versa*.

The above recommendations were decided upon by me after hearing the opinions of the members of the Commission. They are not unanimous decisions.

22nd July, 1918.

THOMAS M. WILFORD.