

1924.
NEW ZEALAND.

MARINE DEPARTMENT.

ANNUAL REPORT FOR 1923-24.

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

MY LORD,—

Marine Department, Wellington, 28th August, 1924.

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.,

G. JAS. ANDERSON,

Minister of Marine.

His Excellency Viscount Jellicoe of Scapa, G.C.B., O.M., G.C.V.O.,
Governor-General of New Zealand.

R E P O R T.

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

Marine Department, Wellington, 31st July, 1924.

SIR,—

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

ADMINISTRATION.

Mr. A. D. Park, who was appointed as Secretary for Marine on the 14th June, 1922, relinquished the position on the 31st October, 1923, when he assumed the position of Assistant Public Service Commissioner. A very considerable amount of reorganization work was successfully carried out by my predecessor. His work has been energetically carried on.

The Department's main work is administration of the Shipping and Seamen Act, Harbours Act, Inspection of Machinery Act, and Fisheries Act. Each of these Acts, with the exception of the Harbours Act, which was consolidated in 1923, dates from the general statute consolidation in 1908—sixteen years ago—and each (again excepting the Harbours Act) is subject to many subsequent amending Acts.

While the underlying principles of the main Acts may be sound, the general advance made and the changing conditions which have occurred in the intervening years, render administration of the Acts, amendments notwithstanding, a matter of considerable difficulty. The Shipping and Seamen Act particularly, and to some extent the Harbours Act, varied and extended in many respects by Arbitration Court awards, are the media of governance of an industry and interests in which there is frequent conflict. That perhaps, under present-day conditions, may be expected, and I offer no comment beyond saying that in an industry of so vital importance, not only to the parties directly concerned in its operation, but to the community as a whole, such a state of affairs is to be regretted.