

REVENUE.

Branch.	1921-22.			1922-23.			1923-24.			1924-25.			1925-26.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Shipping Branch—															
Light dues	41,311	9	6	39,688	16	8	76,867	15	6	80,467	6	2	82,875	6	3
Engagement and discharge fees, &c.	3,698	6	6	4,107	15	6	4,026	15	5	4,155	5	8	4,532	5	10
Survey fees	3,538	7	10	3,095	9	0	4,785	2	6	5,010	0	4	6,137	16	11
Examination fees	585	12	8	395	12	6	369	12	0	417	5	0	429	10	0
Miscellaneous	1,076	5	1	1,289	0	4	1,389	8	0	1,175	6	3	823	14	3
Harbours—															
Pilotage, port charges, &c.	647	15	6	764	14	6	768	13	1	842	18	7	870	11	8
Foreshore revenue	1,165	12	6	1,126	14	1	2,909	0	4	4,393	19	1	5,704	2	4
Inspection of Machinery—															
Inspection fees, &c.	17,382	12	11	17,126	19	0	16,125	11	2	17,256	2	10	18,005	8	10
Examination fees	658	16	9	667	0	0	738	18	0	732	18	0	657	5	0
Fisheries—															
Net profit from sale of oysters	2,741	4	7	2,546	9	6	2,310	19	9	2,139	10	1	2,517	3	11
Fishing-boat license fees, &c.	323	15	0	324	9	6	627	14	1	477	14	6	575	5	4
Rental of toheroa-beds	10	0	0	10	0	0	300	0	0	300	0	0	300	0	0
Government Steamers—															
Freight, passage-money, &c.	6,026	4	4	1,785	0	7	2,788	1	8	4,793	0	10	3,185	17	8
Ross Sea Revenue	..	..	..	..	..	..	200	0	0	200	0	0	1,720	12	6
Miscellaneous Revenue	22	19	11	1,872	6	10	1,850	4	4	961	9	10	950	11	3
Totals—General Accounts	79,189	3	1	74,800	8	0	116,057	5	10	123,322	17	2	129,285	11	9
Westport Harbour Account	25,836	19	3	38,700	8	1	42,285	7	4	50,378	11	0	57,539	12	11
Totals	105,026	2	4	113,500	16	1	158,342	13	2	173,701	8	2	186,825	4	8

WESTPORT.

During the year the new harbour navigation lights were installed.

In order to deepen the water available at the berthages and to increase the depth and width of the swinging-basin, arrangements were made to charter the Greymouth Harbour Board's bucket dredge "Mawhera." The services of the vessel could not be obtained until February. Up to 31st March the dredge had removed 48,200 yards of material, at an average cost of 11-5d. per yard. Unfortunately, the dredge had to be returned to Greymouth for a period to deal with difficulties which had arisen there. It is hoped she will be able to carry on continuously to completion of the work. It is unfortunate that two of the heaviest floods known in the river for many years brought down quantities of shingle equivalent to about two months' work of removal.

A grab was hired from the New Plymouth Harbour Board to be used in conjunction with wharf-cranes for berthage dredging, but this method proved too expensive.

Despite bad weather, which adversely affects the bar and prevents dredging operations, good depths were maintained, the working-depths being as under: Over 18 ft. to 20 ft., two days; over 20 ft. to 22 ft., thirty-three days; over 22 ft. to 24 ft., 128 days; over 24 ft. to 26 ft., 157 days; over 26 ft., forty-five days.

The dredging of the swinging-basin to increased depth and width is being undertaken, to enable the larger ships now visiting the port for bunker-coal to be swung at any state of the tide. It is anticipated that when the dredging is completed ships up to 425 ft. in length will be handled safely. During the past year twenty-six ships visited the port for bunker-coal, twelve of these arriving during the months of February and March. This trade shows signs of considerably increasing. A factor which militates against it to some extent is that coal is not always available and ships are sometimes kept waiting. It is hoped that steady demand will induce the mining companies to make such provisions as will obviate these delays.

There has been much local agitation for many and various works, running in the aggregate into several hundred thousands of pounds. Acting under your direction, I spent some days at the port investigating these proposals, most of which had been proposed and some actually commenced by the Board, but eventually abandoned by it as a result of the report of a special Commission in 1913.

The only works which I could find necessary and justified were:—

- (a.) Improvement of various harbour lights. This has been done.
- (b.) Increasing depth of berthage at wharves. This has been done.
- (c.) Dredging out the swinging-basin for a length of 1,500 ft. opposite the crane wharf, to enable ships of up to 425 ft. to be swung. This work is in hand, and would have been completed ere this but for the extra work involved by the two floods previously referred to.
- (d.) Improved craneage facilities at the crane wharf, mainly used for coal loading.

There are four cranes on this wharf. One of them has been increased in height to enable it to load the larger ships at any state of the tide. Though this has resulted in considerable improvement, it is not completely satisfactory with ships having much top hamper. The cranes are the property of and are operated by the Railway Department, which is now considering the best method of effecting still further improvement in craneage facilities.

The record annual export of coal from Westport is 800,000 tons, in 1914. The average of the last three years is 516,000 tons. Last year was slightly below the previous year owing to trouble at the Millerton Mine. The Harbour Board's reports of 1916, 1917, and 1918 contained statements