

Nineteen of these vessels had not been surveyed before. The seagoing vessels not previously surveyed by the Department are the "Foxton," "Himatangi," and "Otakou." The "Foxton" is a new motor cargo-vessel built of wood at Auckland. Her gross and registered tonnage are 224 and 99 respectively. This vessel is engaged in the coastal trade.

The "Himatangi" (ex "Coolebar") is also engaged in the coastal trade. Prior to coming to New Zealand she was trading on the Australian coast. She is a steel cargo-vessel built nineteen years ago and has a gross tonnage of 479.

The "Otakou" is the new steam-dredge owned by the Otago Harbour Board. Her dimensions are: Length, 250 ft. 4 in.; breadth, 46 ft. 2 in.; depth, 19 ft. 7 in.

Two small home-trade vessels, the "Karoro" and the "Koutunui," were converted from steam to motor vessels.

Departmental circulars relating to life-saving appliances for ships and harbour regulations, and Board of Trade circulars relating to salinometers and deck sheatings, were issued during the year.

Two hundred and sixty-three vessels were surveyed for seaworthiness and efficiency under section 226 of the Shipping and Seamen Act. There were also thirty-seven other surveys made, making a total of 300 surveys carried out in addition to the usual periodical surveys. In the previous year the total number of these additional surveys was 319.

In the majority of cases the defects necessitating survey under section 226 were due to collisions and grounding.

CARGO SAFE WORKING-LOAD REGULATIONS AND TABLES.

Requests for copies of the "Safe Working-loads Regulations and Tables" are still coming to hand. There are only 274 copies left out of the issue of 2,000, which is an indication of value of this publication not only to shipping, but to every one concerned in the use of lifting-gear.

REGISTRATION OF SHIPPING.

On the 31st December, 1929, there were on the register of vessels in the Dominion 71 sailing-vessels, of 8,868 tons register; 253 steamers, of 104,407 tons register; and 217 motor-vessels, of 6,242 tons register, as compared with 88 sailing-vessels, of 11,303 tons register; 250 steamers, of 93,771 tons register; and 222 motor-vessels, of 5,815 tons register, at the end of the previous year.

The number of seamen and boys employed on board was 3,805, as compared with 3,611 at the end of 1928.

GOVERNMENT SHIPPING OFFICES.

In the Government shipping offices the administration of the Shipping and Seamen Act has been efficiently carried out. Appended is a statement showing the number of seamen engaged and discharged at the various ports during the year, and the fees received for such transactions. The total number engaged and discharged was 14,568 and 14,460 respectively, as against 14,557 and 13,994 respectively, during the previous financial year. The transactions at the four main ports were as follows (the figures in parentheses being those of the previous year):—

Port.			Engagements.	Discharges.	Fees.		
					£	s.	d.
Auckland	..	..	4,405 (4,452)	4,498 (4,547)	815	6	0
Wellington	..	..	5,860 (6,051)	5,650 (5,400)	1,022	8	0
Lyttelton	..	..	1,163 (1,180)	1,135 (1,127)	198	10	0
Dunedin	..	..	916 (976)	1,010 (1,013)	181	6	0

INSPECTION OF SEAMEN.

This service has been maintained. A record of seamen applying for work is kept for the purpose of filling vacancies as they occur.

SICK AND INJURED SEAMEN.

The total amount paid by shipowners to sick and injured seamen under the provisions of the Shipping and Seamen Act, 1908, and its amendments, was £21,814 8s. 2d., as against £18,270 5s. 9d., an increase of £3,544 2s. 5d.

EXAMINATION OF MARINE ENGINEERS.

During the year 214 (208) candidates were examined for marine engineers' certificates of competency at the various examination centres throughout the Dominion.

Of the 104 (97) who presented themselves for examination for first-, second-, and third-class certificates of competency for service in seagoing steamships, 17 first class, 14 second class, and 34 third class were successful, and 19 first class, 5 second class, and 15 third class failed in the examinations. The first- and second-class certificates mentioned in this paragraph are of Imperial validity.

The remainder of the candidates—110 (111) in all—were examined for certificates of competency which are valid in New Zealand only. Of these, 38, 29 of whom were successful, were examined for service in seagoing vessels propelled by some motive agent other than steam; 65, 59 of whom succeeded in the examination, for service in vessels propelled by some motive agent other than steam plying within restricted limits; and 7, 4 of whom were successful, for service in steam-driven vessels plying within restricted limits.