

The committee, which consisted of representatives of the shipowners, the waterside workers, and the Marine Department, carefully examined all the hooks, over one hundred and seventy, submitted, and selected seven for trial under working-conditions at various ports and in vessels using the various kinds of cargo gear. On receipt of the reports on these seven hooks the Committee again met, and after further consideration came to a unanimous opinion that none of the hooks sufficiently complied with the conditions of the competition, or was of such outstanding merit as to justify the Committee in recommending that any of the hooks should be specified to be used to the exclusion of all other hooks; or to award the full prize to any of them.

It was therefore decided to determine the competition, and to award the sum set aside under the conditions of the competition as follows, in recognition of their endeavours to solve the safety cargo-hook problem: A. A. E. Pennefather, £60; Simplex Safety-hook Syndicate, £25; A. H. Rowson, £15.

REGISTRATION OF SHIPPING.

On the 31st December, 1931, there were on the register of vessels in the Dominion 65 sailing-vessels of 5,892 tons register; 231 steamers of 95,929 tons register; and 234 motor-vessels of 8,118 tons register, as compared with 65 sailing-vessels of 5,892 tons register; 242 steamers of 98,305 tons register; and 224 motor-vessels of 7,773 tons register, at the end of the previous year.

The number of seamen and boys employed on board was 3,597, as compared with 3,680 for the year 1930.

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 10,985 and 10,911 respectively, as against 12,235 and 12,697 respectively during the previous 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.	£	s.	d.
Auckland	..	..	..	3,515 (3,606)	3,363 (3,860)	634	3	0	(692	5	0)
Wellington	..	..	..	4,104 (5,200)	4,271 (5,156)	781	17	0	(913	14	0)
Lyttelton	..	..	..	1,116 (979)	1,106 (979)	188	11	0	(164	3	0)
Dunedin	..	..	..	883 (1,015)	814 (1,121)	162	4	0	(190	3	0)

ENGAGEMENT OF SEAMEN.

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

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 £12,498 4s. 5d., as against £16,025 4s. 2d. for the previous year, a decrease of £3,526 19s. 9d.

EXAMINATION OF MARINE ENGINEERS.

In the course of the year 208 candidates were examined for marine engineers' certificates of competency at the various examination centres throughout the Dominion.

Of these, 112 were examined for third-class certificates, second-class and first-class ordinary and motor certificates of Imperial validity. Of the 61 third-class candidates who presented themselves for examination, 27 were successful and 34 unsuccessful; of the 28 second-class ordinary and motor candidates examined, 16 were successful and 12 unsuccessful; and of the 23 candidates examined for first-class ordinary and motor certificates and motor endorsements, 12 passed and 11 failed in the examinations.

In the case of second-class candidates, the particulars given above comprise 23 candidates for ordinary certificates, 13 of whom were successful, and 5 candidates for motor certificates, 3 of whom were successful.

In the case of first-class candidates, the foregoing return comprises 15 candidates for ordinary certificates, 5 of whom were successful, 1 candidate for motor certificates who was successful, and 7 candidates for motor endorsements of ordinary certificates, 6 of whom were successful.

The examination for the endorsement of ordinary certificates for service in motor-ships, and also of motor certificates for service in steamships, is not so extensive as the full ordinary or motor examination. The former consists of two divisions only—viz., engineering knowledge, written and verbal.

The remaining 96 candidates were examined for certificates of competency which are valid in New Zealand only. Of these, 56—33 of whom were successful—were examined for service in sea-going vessels propelled by some motive agent other than steam; 35—31 of whom were successful—for service in vessels propelled by some motive agent other than steam plying within restricted limits; and 5—3 of whom were successful—for service in steam-driven vessels plying within restricted limits.