

number engaged and discharged was 8,830 and 8,694 respectively, as against 10,985 and 10,911 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	..	..	..	2,701 (3,515)	2,813 (3,363)	513	19	0	(634	3	0)
Wellington	..	..	..	4,014 (4,104)	3,675 (4,271)	685	5	0	(781	17	0)
Lyttelton	..	..	..	439 (1,116)	433 (1,106)	73	4	0	(188	11	0)
Dunedin	..	..	..	352 (883)	406 (814)	74	4	0	(162	4	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 £9,908 15s. 3d., as against £12,498 4s. 5d. for the previous year, a decrease of £2,589 9s. 2d.

EXAMINATION OF MARINE ENGINEERS.

In the course of the year 204 candidates were examined for marine engineers' certificates of competency at the various centres throughout the Dominion.

Of these, 108 were examined for third-class, for second-class, and for first-class ordinary and motor certificates of Imperial validity; of the 74 third-class candidates who presented themselves for examination, 45 were successful and 29 unsuccessful; of the 11 second-class ordinary and motor candidates examined, 8 were successful and 3 unsuccessful; and of the 23 candidates examined for first-class ordinary and motor certificates and motor endorsements, 16 passed and 7 failed in the examinations.

In the case of second-class candidates the above particulars are comprised of 9 candidates for ordinary certificates, 6 of whom were successful; and 2 candidates for motor certificates, both of whom were successful.

In the case of first-class candidates the foregoing return comprised 17 candidates for ordinary certificates, 11 of whom were successful; 4 candidates for motor certificates, of whom 3 were successful; and 2 candidates for motor endorsements of ordinary certificates, both of whom were successful.

Of the 16 candidates who were successful for first-class ordinary and motor certificates, 10 candidates passed at the first attempt, 4 at the second attempt, and 2 at the third attempt. Of the 8 candidates who were successful for second-class ordinary and motor certificates, 4 candidates passed at the first attempt, 2 at the second attempt, 1 at the third attempt, and 1 at the fourth attempt. In the case of the 45 candidates who were successful for third-class marine certificates, 29 passed at the first attempt, 12 at the second attempt, 3 at the third attempt, and 1 at the fourth attempt.

The remaining 96 candidates were examined for certificates of competency which are valid in New Zealand only. Of these, 62, 43 of whom were successful, were examined for service in sea-going vessels propelled by some motive power other than steam; 31, 27 of whom were successful, for service in vessels propelled by some motive power other than steam plying within restricted limits; and 3 were successful for service in steam-driven vessels plying within restricted limits.

The examinations for first-class, for second-class ordinary, and motor certificates, also those for third-class certificates, are held at the four main centres only.

Examinations for certificates of competency which are valid in New Zealand only are held at the fifteen centres throughout the Dominion.

INSPECTION OF BOILERS AND MACHINERY.

Boilers and Pressure Vessels.

The following is a statement of the number of inspections made during this year, the corresponding figures for the previous year being shown in parentheses :—

	Number.
Boilers and pressure vessels inspected for the first time	167 (226)
Air-receivers inspected for the first time	75 (142)
Total inspections of all boilers and pressure vessels	7,658 (7,914)

New rules relating to the construction of land boilers have been in operation since May, 1932, and are giving satisfaction to the Department and makers and owners of boilers. Circular instructions promoting uniformity of practice in the removal of brickwork from boilers for the purpose of examination of the shell plates, and in the stripping of lagging from the barrels of locomotive or locomotive-type boilers constructed with lap seams for the purpose of close examination of the seams were issued during the year.

The latter instruction was issued after the cause of lap-seam cracks in the barrels of two traction-engine boilers had been closely investigated by the Department. These two boilers were made by the same manufacturer in England, and were imported in the years 1925 and 1926 respectively. Each