

Okarito Harbour.—The Okarito Harbour Co. has continued to develop this harbour, and in doing so completed the construction of a timber training-wall north of the proposed entrance straight out from the present wall.

A cut was made in the shingle bank, but all efforts to close the present entrance and open a new one have been unsuccessful. The company erected a dam in the north channel of the lagoon, but this was unsuccessful owing to the nature of the underlying strata; various other temporary measures such as the erection of scrub groynes have been tried, but so far without success. The present wharf was demolished and a new wharf commenced. It is now the company's intention to temporarily abandon the project of the new entrance and build a wharf to suit the present entrance.

Waikopu Harbour.—This port has been operated by the Wairoa Harbour Board on behalf of the Public Works Department. During the year sixty-six coastal vessels worked the port, and handled 3,147 tons of general cargo; 309 42 ft. poles; 9,000 ft. of hardwood timber. In addition seven overseas vessels worked the port, and lifted 8,023 quarters of beef; 81,092 carcasses of mutton and lamb; 1,056 bales of wool; 274 sacks of hides; 41 casks of tallow; 54 tons of manure; 1,639 pigs; 1,019 carcasses of pork; 500 boxes of casings; 2,024 packages sundries; 100 cases of jellied veal.

Necessary repairs have been carried out to the wharf and buildings. Approximately 200 yards of concrete cast in blocks and *in situ* have been added to the top of the breakwater at the sea ends, and this has somewhat improved the conditions at the wharf. Soundings taken during the year show no appreciable change in depth either at the wharf or the roadstead.

Elmslie Bay Wharf and Approach, French Pass.—The erection of a new wharf to replace the existing decayed structure was completed under contract. The structure is built of hardwood timber throughout, and comprises eleven 12 ft. approach spans, 8 ft. roadway carried on two pile piers, and an enlarged end 72 ft. by 30 ft. carried on hardwood piles with steps for launch passengers and davits for the handling of light cargo.

A shed 24 ft. by 12 ft. has been erected on the wharf for storage of cargo. The approach filling is protected from wave action by curved concrete retaining-walls. The wharf serves D'Urville Island and the whole of the French Pass area.

Marlborough Sounds.—Repairs to wharves in the Sounds area are in hand at Torea Bay, Portage, and Onahau Bay in Queen Charlotte Sound, and Waitaria Bay in Kenepuru Sound. The work consists of generally renovating and repairing the existing structures.

Te Hapua Wharf.—Tenders were called for the proposed new concrete wharf at Te Hapua, an isolated Native village in the far North. On account of the locality of the structure it was very difficult to get a satisfactory tender, but the contract has recently been let, and work will shortly be put in hand.

Whangapara Wharf.—The approach to this wharf has been completed in stone to a length of 45 ft. and a width of 15 ft. Steps are being taken to have plans prepared for the new wharf.

Thames Harbour Berthage at Thames Wharf.—The dredging of the berthage at the above wharf has been carried out by the Public Works Department for the Thames Harbour Board over a length of 277 ft. to a width of 60 ft. and a depth of 9 ft. at low water extending to the seaward end of the wharf. A shallow channel has also been extended for a distance of 226 ft. to a width of 50 ft., and a depth of 7 ft. at low water. Dredging operations are still in progress. When completed this work will considerably improve the channel leading to the wharf and enable vessels to work the wharf with much greater facility.

LIGHTHOUSES.

Baring Head.—This lighthouse was erected at the entrance to the Wellington Heads towards the end of last year, and was officially opened on 17th June, 1935. It has been operating successfully since that date. Additional oil storage was provided at the power-house, and the approach road to the station was cleaned up generally. A telephone line eight miles in length was erected in order to connect the lighthouse with the exchange at Eastbourne.

Akaroa Lighthouse.—Repairs to the landing-stage and erection of a new stairway were completed during the financial year. Renovations were also carried out to the keeper's cottage.

Godley Head Lighthouse.—Alterations were carried out to the lubricating-system of the engines and compressors.

French Pass Beacon.—About the end of last year the concrete beacon at the entrance to the Pass was damaged and partly unseated from the rock foundation. Repairs consisting of the placing of a concrete band around the base are at present in hand, but the work is rendered difficult owing to the fact that the base of the beacon is practically at the low spring-tide level, and if bad weather is experienced during the spring-tide period the work is very much hampered.

Taiaroa Fog Signal.—Repairs to the engines were carried out during the year.

Tiritiri Fog Signal.—A reinforced concrete building 20 ft. by 21 ft. was erected on the above Island to house the fog signal apparatus. In addition to this work the main lighthouse tower was painted both internally and externally and a lightning conductor installed.

GENERAL.

A number of applications have been received from local bodies and private individuals for approval of works involving marine interests. Among the various applications were the following:—

Foreshore Licenses.—Westhaven Inlet; Kawarau Rapids, Lake Wakatipu; Tryphena Harbour, Great Barrier Island; Akaroa Harbour.

Breakwater.—Extension at Oamaru.