

The lighthouse tower, school, landing-shed, both engine houses, and dry store all received the necessary maintenance-work and were repainted.

The whole of the tram-line was overhauled, new sleepers put in and repacked, and the line left in good working-order.

During the period, the power-house for the electrification of the station and installation of a radio beacon were erected. Duplicate generating-equipment, switchboard, and battery were installed, the erection of two lattice-steel radio-beacon towers and an earth-mat, together with the electrification of the light, laying of cables, and wiring of dwellings, were completed. A short-wave aerial-mast was also erected. The light is now functioning under electric automatic control, but the installation of the radio beacon has been delayed pending the arrival of equipment. This equipment is now on hand, and installation work is under way.

Farewell Spit.—A hardwood-timber landing-stage, fabricated at the workshop, has been erected on site on this station.

Brothers Island.—A radio-telephone-communication aerial-mast and auxiliary gear, fabricated at the workshop, has been erected and an engine-shed supplied and installed. The davit for the south landing-crane has also been erected.

French Pass.—A signal-mast has been fabricated at the workshop for erection at this station.

Separation Point.—An acetylene automatic light has been erected at this point ready to be put into operation. A crab winch and landing-crane have been erected, and a tramway laid from the crane to the base of the steel tower.

This light, with lantern and sun-valve mounted on the steel tower, is all complete with gas-cylinders, and only remains to be put into commission.

Cape Campbell.—The work of electrification and installation of a radio beacon was put in hand early in the period. The power-house was erected during the period 1937-38. Duplicate generating-equipment, switchboard, and battery have now been installed, and the electrification of the light, laying of cables, and wiring of dwellings all completed. Four umbrella-type aerials were erected from the tower, and an earth-mat laid round its base. The light is now functioning under electric automatic control, and the radio beacon is working to schedule.

Godley Head. During the period minor repairs were carried out to the fog-signal engines.

In order to make room for Defence Department activity in the vicinity of the lighthouse it has become necessary to move the light and the keeper's dwelling. After inspection of the locality a suitable site was chosen lower down the cliff, and preliminary survey work put in hand. As it is proposed to electrify this light when it is moved, estimates have been prepared covering both its removal and electrification.

These are at present under discussion with the Defence Department with a view to their participating in the cost of removal.

Centre Island.—Plans and specifications were prepared for the erection of three lighthouse-keepers' cottages at this station, and during the year all the necessary materials were purchased by this Department and conveyed to the Island. A contract was let in February last for the erection of the cottages, and it was anticipated that work would be in hand by the end of the period and completed by the middle of October next.

Puysegur Point.—A report on the condition of the three cottages, &c., at this station was prepared in July, 1938, and the necessary authority to effect repairs was subsequently issued. The materials were conveyed to Puysegur in December, but some difficulty was experienced in getting them from the landing to the site of the work. All materials are now on the site, and renovation work is in progress.

A reconnaissance survey of the access road from the landing to the lighthouse, a distance of approximately $1\frac{3}{4}$ miles, was made during the 1937-38 period, and an estimate of the work has been compiled. The construction of the road will probably be put in hand during 1939-40.

Tairoa Head.—During the year a new concrete building was erected for the fog signal, and repairs and renovations were carried out to the lighthouse and dwellings.

Jackson's Bay.—In connection with the proposed light at this point, a preliminary survey has been completed and tenders called for the supply of a lighthouse-tower, landing-crane, winches, and light equipment, including lens.

GENERAL.

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

Foreshore Licenses.—Mangonui Harbour; Kaipara Harbour; Paremata; Queenstown, Lake Wakatipu; Wairoa River, Kaipara Harbour; Mercury Island; Kohukohu, Hokianga Harbour; Dargaville, Wairoa River, Kaipara Harbour; Dudding's Creek, Kaipara Harbour; Terakohe, Golden Bay; Awanui River, Wharf; Whangaroa Harbour;

Wharves and Jetties.—Lyttelton Harbour; Graving Dock, Lyttelton Harbour; Matakana Island, Tauranga Harbour; Hobson Wharf, Auckland Harbour; Queenstown, Lake Wakatipu; Tauranga Harbour; Sumpter Wharf, Oamaru Harbour; Awanui River; Haulashore Island, Nelson Harbour;

Boatshed, Skids, Slipways, &c.—Anderson's Bay, Otago Harbour; Colinswood, Otago Harbour; Karitane, Waikouaiti River (14); St. Mary's Bay, Auckland Harbour (2); Deborah Bay, Otago Harbour; The Cove, Portobello Bay, Otago Harbour; The Cove, Waverley, Otago Harbour (2); Picton; Broad Bay, Otago Harbour; Ponsonby, Auckland Harbour; Sulphur Bay, Northcote, Auckland; Evans Bay, Wellington Harbour; Smith's Bay, Ross Point, Otago Harbour; Roseneath, Sawyers Bay, Otago Harbour;