

1948
NEW ZEALAND

WATERFRONT INDUSTRY COMMISSION

ANNUAL REPORT AND STATEMENT OF ACCOUNTS FOR THE YEAR ENDED
31st MARCH, 1948

Presented by Leave of the House

20th September, 1948.

SIR,—

We have the honour to submit a report covering the activities of the Commission for the year ended 31st March, 1948.

D. J. DALGLISH, Chairman.	
J. O. JOHNSON	} Members.
G. L. ALMOND	
H. A. ANDERSON	

The Hon. the Minister of Labour.

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1. INTRODUCTION

At the commencement of the year under review, Mr. A. E. Bockett, General Manager of the Commission, was acting as sole Commissioner pending some agreement being reached between employers, employees, and the Government as to the future of Commission control of the industry. After protracted negotiations, agreement was reached for the establishment of the Commission which took office on the 10th November, 1947. The new Commission consisted of a Chairman, two members nominated by the New Zealand Waterside Employers' Association, two members nominated by the New Zealand Waterside Workers' Union, and a Government member who is the Deputy Chairman of the Commission. Judge Dalglish, Deputy Judge of the Court of Arbitration, was appointed Chairman of the Commission. The members of the Commission were appointed to hold office for a term of five years and were appointed on a full-time basis.

The powers, functions, and responsibilities of the new Commission are similar to those conferred on previous Commissions. An alteration was made in voting powers and procedure whereby decisions are arrived at on a majority vote, and provision is made that the Commission's decision is to be pronounced by the Chairman and no dissenting opinion is to be expressed by any other member of the Commission.

Prior to the appointment of the Commission, assurances were given by the New Zealand Waterside Employers' Association and the New Zealand Waterside Workers' Union that employers and employees would accept and observe all decisions of the Commission, whether such decisions were arrived at unanimously or on a majority of votes, and that both of the organizations would do all in their power to ensure that the Commission would function successfully in the interests of the industry and the country as a whole.

2. DESPATCH OF SHIPPING

The functions of the Commission are to ensure the utmost expedition in the loading and discharging of ships. The need for the rapid handling of goods and turn-round of ships in New Zealand is vital to the whole economy of the country and is of no less importance to-day than during the war years.

Published in the Appendix (page 71) is a table showing the time spent on the New Zealand coast by overseas vessels each year from 1939 to March, 1948. Vessels which discharged and loaded spent an average of 56 days on the coast for the year 1947-48, as compared with an average of 52 days for the year 1946-47 and 42 days in 1939. Overseas vessels which loaded only spent an average of 23 days on the coast in the year 1947-48, as compared with the average of 26 days in the year 1946-47 and 27 days in 1939.

The various factors affecting the turn-round of shipping are summarized hereunder :—

(a) RATES OF WORK

Published in the Appendix (pages 30-51) are tables showing the rates of work for the loading and discharging of all vessels worked under the co-operative contracting system for the years 1940-47 and for the year 1947-48.

(i) OVERSEAS VESSELS

The all-ports average rate of work for the loading of overseas vessels has been maintained during the year, but there was a drop in the rate of loading overseas vessels at Auckland. The rate of loading butter at that port fell from 780 boxes per gang per hour for the year 1946-47 to 742 boxes per gang per hour for the year 1947-48, while the rate of loading mutton and lamb fell from 768 carcasses in 1946-47 to 729 carcasses in 1947-48.

The all-ports average rate of discharging overseas vessels increased slightly from 12.15 tons per gang per hour in 1946-47 to 12.53 tons per gang per hour for the year 1947-48. This rate cannot be considered to be satisfactory, and there is plenty of room for improvement. The low rate of discharge is not, however, entirely due to the men, as there are other factors involved such as congestion of wharf and railway goods-sheds, multiplicity of marks, &c.

(ii) COASTAL VESSELS

The all-ports average rate of handling coastwise cargo for the year 1947-48 was 13.6 tons per gang per hour for Union Steam Ship Co. vessels and 15.94 tons for other coastal vessels, compared with 13.54 tons and 16 tons respectively for the previous year.

There has been a falling off in the rate of handling coastwise cargo at Auckland during the last three years and at Wellington last year. The rate of work at Auckland compares unfavourably with the rates of work on Union Steam Ship Co. vessels at other main ports. A comparison is shown hereunder:—

Port.	Rate per Net Gang-hour.			
	1944-45.	1945-46.	1946-47.	1947-48.
	Tons.	Tons.	Tons.	Tons.
Auckland	12.45	11.29	11.06	10.83
Wellington	15.91	15.86	15.74	14.29
Lyttelton	14.69	15.02	14.50	14.31
Dunedin	14.75	13.84	13.30	14.75

The variation in the rates of work at each port is due not only to the men employed, but also to the facilities available at the port, method of handling, &c.

It is gratifying to record a marked improvement in the rate of handling coastwise cargo at Dunedin, where the rate of work on vessels of the Union Steam Ship Co. increased from 13.3 tons per net gang-hour in 1946-47 to 14.75 tons in 1947-48, while the rate for other coastal vessels increased from 15.46 tons per net gang-hour in 1946-47 to 16.84 tons in 1947-48.

(iii) GENERAL

The Commission's figures for rates of work are calculated according to the times when loading or unloading operations are actually proceeding, and the times occupied in removing or replacing hatches, in shunting operations, and in weather or other delays are not taken into account. Unfortunately, in Auckland and Wellington, and to a less extent in Lyttelton, there appears to be a tendency for the times so occupied to increase, with the result that the amount of work done per paid hour is less in proportion to the work done per net hour than was formerly the case.

(b) OVERLOADING OF PORT FACILITIES

During the calendar year ended 31st December, 1947, a total of 8,412,000 tons of cargo was handled at New Zealand ports, as compared with a total of 7,683,000 tons for the year ended the 31st December, 1946, and as compared with 8,165,000 for the year 1938. This shows an increase of 729,000 tons handled last year compared with

the year 1946 and an increase of 247,000 tons over the 1938 year. For the three months ended March, 1948, a total of 2,125,000 tons of cargo was handled at New Zealand ports, compared with 1,930,000 tons for the three months ended 31st March, 1947, an increase of 195,000 tons for this three-months period.

The main increase in cargo handled was at the Port of Auckland, where during the year ended December, 1947, the cargo handled was 300,000 tons more than during the preceding year, and 360,000 tons more than during the year ended December, 1938.

The increase in berthage space and shed accommodation has been insufficient to meet the large increase in cargo handled, and the result has been congestion of wharf sheds and the overloading of port facilities and railway services. The Port of Auckland in particular has been congested and, apart from delays to shipping through major disputes, the shortage of berthage space has been a factor resulting in vessels lying idle in the stream. Full use cannot be made of the Export Wharf at that port until grit-arresters have been installed in the Kings Wharf Power-station. The erection of the Bulk Import Wharf, which has been authorized by the Auckland Harbour Board, will improve the berthage position of the port, but this wharf will not be available for some years.

(c) CONGESTION OF WHARF AND RAILWAY SHEDS—SHORTAGE OF RAILWAY TRUCKS

The congestion of wharf and railway goods-sheds, particularly with the large increase in the total cargo handled during the year, necessitated the reintroduction of the Cargo Control Emergency Regulations and the appointment of Cargo Control Committees at a number of ports. These Committees performed a very useful service during the war years in directing merchants to take delivery of goods and in removing goods from wharf sheds to stores off the wharf. The regulations were reintroduced in October, 1947.

On a number of occasions at railway ports it has not been possible to work overtime on discharging jobs, and, in particular, no overtime was worked at the Port of Lyttelton on discharging vessels from the end of November, 1947, to the end of January, 1948, due to shortage of railway wagons. The Railways Department has placed orders overseas for additional trucks, and as these come to hand the position will improve. The Agriculture Department has authorized the use of lorries for taking delivery of phosphate cargoes when there is a shortage of railway trucks, and this has helped the position considerably.

(d) INCREASE IN TONNAGES HANDLED PER VESSEL

Overseas vessels are carrying greater inward cargoes and full export cargoes and there is a greater tonnage handled for each trip than pre-war.

The telescoping of meat has resulted in a saving of freezer space of approximately 30 per cent., and this has had the effect of greater tonnages of freezer cargo being shipped in each vessel.

Regarding coastal vessels, while these vessels are taking much longer to turn round to-day, they are handling full cargoes, and compared with 1939 there has been an increase of 50 per cent. in the average tonnage of cargo handled per round trip. This is not, however, sufficient to offset the additional time taken in turn round.

(e) REDUCTION IN WORKING-HOURS

The reduction of hours of work on the waterfront from 10 p.m. to 9 p.m. on week-days and the cessation of Saturday afternoon work (except where a ship is finishing) represents an average loss of nine hours per week, or 13 per cent. on pre-war working-hours.

(f) MULTIPLICITY OF MARKS

The multiplicity of marks of cargo discharged is a major cause of shed congestion. The Commission has taken steps to deal with this matter so far as the shipment of potatoes is concerned, and the Auckland Fact Finding Committee has represented the matter to the Chamber of Commerce with a view to a reduction being effected in the marks of standard packages.

(g) SPELLING

During the year, port Committees at Wellington and Lyttelton reached agreement whereby workers are allowed to relieve one another for a reasonable rest period, or "smoke-oh," in each four-hour period during the morning and afternoon. This agreement has resulted in improvement at these two ports. No agreement has been reached regarding the Port of Auckland, and the practice of spelling is still unsatisfactory at that port.

(h) DISPUTES INVOLVING STOPPAGES OF WORK

Published in the Appendix (page 75) is a table summarizing the man-hours lost through stoppages of work on the waterfront during the period of Commission control and for the four-year period 1937-40, prior to Commission control.

During the year ended 31st March, 1948, the percentage of man-hours lost through disputes involving stoppage of work was 1.78 per cent., as against 2.64 per cent. for the preceding year. The average percentage of man-hours lost during the period of Commission control from 1941-48 was 0.95 per cent., as compared with 0.80 per cent. for the four years prior to Commission control. Of the total of 221,038 man-hours lost during the year, 212,780 man-hours were lost at the Port of Auckland.

Three major disputes developed at this port during the year. The first dispute concerned a demand by shipwork carpenters, who are members of the New Zealand Waterside Workers' Union but not under Commission jurisdiction, for an increase in wages of 6d. per hour and to be brought under Commission control. Waterside workers, in support of the shipwork carpenters, refused to handle dunnage in the customary manner, and this resulted in their dismissal and the extension of the dispute throughout the port. Normal work was resumed following a direction from the national executive of the New Zealand Waterside Workers' Union after consultation with the Federation of Labour.

The second dispute concerned a demand for extra dirt-money payment for discharging phosphul from the vessel "Cape York"; and the third dispute concerned the handling of the hatches of the "Mountpark" in February last.

3. CO-OPERATIVE CONTRACTING

(a) VALUE OF CONTRACTS AND TONNAGES HANDLED

Summarized below is a statement showing tonnages of contracts handled during the last three years and total to 31st March, 1948:—

Year.				Number of Contracts.	Value.	Tonnage.
					£	
1945-46	..	..	..	3,738	1,801,713	4,638,912
1946-47	..	..	..	3,717	1,811,214	4,818,915
1947-48	..	..	..	4,127	2,275,722	5,562,895
1940-48	..	..	..	25,801	13,040,689	33,025,089

The total value of contracts during the year 1947-48 has increased by £464,508 over the preceding year and the tonnage handled is 743,980 tons greater.

In December, 1947, the Commission introduced an incentive-payments scheme for the discharge of bulk phosphate at the ports of Auckland, New Plymouth, Lyttelton, Port Chalmers, and Dunedin, and the results have proved very satisfactory, particularly at Ravensbourne and Dunedin, where there has been a substantial increase in the rate of work. At the end of the financial year under review steps were being taken to introduce an incentive-payments scheme for the discharge of bulk sulphur.

(b) COSTS OF CARGO HANDLING

Tables have now been printed by the Commission and are available to shipping companies and the union showing the stevedoring costs for various cargoes and each class of contract for the four years ended 31st March, 1947. Costs for the year ended 31st March, 1948, are being finalized, and will be printed later.

(c) PROFIT DISTRIBUTION

Included in the Appendix (pages 52-61) is a table summarizing the results of co-operative contract stevedoring and showing the amount of profit distributed at each port and each class of contract and the average profit per winch-hour for the seven-year period 1940-47 and for the year ended 31st March, 1948, and the totals to that date. An amount of £275,251 was distributed during the year at a winch-time rate of 10-9d. per hour, as against an amount of £205,328 distributed for the year ended 31st March, 1947, at a rate of 10-65d. per winch-hour, an increase of £69,923 and an increase of 0-25d. per winch-hour. The total amount of profit distributed from the commencement of contracting until 31st March, 1948, was £1,336,484 at a winch-time rate of profit of 9-64d.

The Commission issued an order during the year providing for the payment of profit distribution to non-union waterside workers as from 1st April, 1947, and since that date non-unionists have participated in the profits earned under the co-operative contracting system.

4. AVERAGE HOURS OF WORK

Published in the Appendix (page 67) is a table showing the average hours of work per man-week (ordinary and overtime) by unionists for the fifty-two weeks ended 27th March, 1948. The average hours per week for all main and secondary ports was $45\frac{1}{2}$ ($33\frac{1}{2}$ ordinary time, 12 overtime) for the year ended 27th March, 1948, as against $42\frac{3}{4}$ hours ($33\frac{1}{4}$ ordinary time, $9\frac{1}{2}$ overtime) for the previous year. The ordinary hours of work were increased by an average of a quarter of an hour and overtime hours by an average of $2\frac{1}{2}$ hours, an overall increase of $2\frac{3}{4}$ hours per week as against the previous year. The over-all increase can be mainly attributed to the payment of the guaranteed daily minimum of two hours when work is not available, and the increase in overtime hours can be attributed to the inclusion for the full year of Saturday morning work as overtime. The Saturday morning rate was increased to time and a half as from 1st August, 1946, and during four months of the preceding financial year Saturday morning work was treated as ordinary hours.

5. RATES OF PAY : AVERAGE WAGE

Following the pronouncement of the Court of Arbitration increasing the standard minimum rates of wages for adult workers by 3d. per hour and including the cost-of-living bonuses in the basic rate, the Commission as from 1st October, 1947, increased the basic rate of pay of waterside workers by 3d. per hour. The two cost-of-living bonuses, which were previously paid at a flat rate (irrespective of ordinary or overtime

hours) of 4d. per hour, were calculated to represent 3½d. per hour on the basic rate of pay, and the cost-of-living bonuses were included in the basic rate at that figure. The new basic rate of pay of waterside workers as from 1st October, 1947, was therefore fixed at 3s. 8d. per hour, or 1d. per hour above the skilled rate fixed by the Court of Arbitration.

The average wage per man-week worked at main and secondary ports for the year ended 31st March, 1948, was £10 16s. 6d., as against £9 13s. 5d. for the preceding year. The increase of £1 3s. 1d. per man-week can be attributed mainly to the increase in the basic rate of pay, to the additional time worked per week, and the payment of the guaranteed daily minimum of two hours.

The basis adopted by the Commission of calculating the average weekly wage on the man-weeks worked is as accurate as can be calculated for casual workers.

During the current year, through the operations of the daily and weekly minimum payments, all waterside workers who were working or available for work would have received some payment for every week of the year, and therefore the average is spread over the full year and all men who were regularly working or available for work would have earned the average wage for their respective port over the full yearly period. The total amount of earnings of union waterside workers for all main and secondary ports for the year ended 31st March, 1948, was £2,894,926, as against £2,346,497 for the year ended 31st March, 1947, an increase of £548,429.

Tables are published in the Appendix (pages 68–70) showing the average wage of waterside workers in the following returns:—

- (a) Return showing the Average Wage of Unionists per Man-week for Years 1940–47, 1947–48, and 1940–48 (Appendix, page 68).
- (b) Return showing Earnings of Unionists for Year ended 31st March, 1948, analysed according to Income Groups (Appendix, page 69).
- (c) Return showing Average Total Earnings, Profit Distributions, Ordinary and Overtime Hours, Weeks, and Holidays worked by Unionists with Highest Earnings for Year ended 31st March, 1948 (Appendix, page 70).

6. GUARANTEED DAILY AND WEEKLY MINIMUM PAYMENTS

The daily guarantee of two hours' work or payment in lieu thereof and the weekly guarantee of work to the value of £5 or payment in lieu thereof operated at main and secondary ports from 10th March, 1947, and this year is the first year that these guarantees have applied for the full year. During the year the principle of a guaranteed weekly minimum was extended to the ports of Whakatane, where a guarantee of £4 per week operates, Opotiki, where a guarantee of £3 per week operates, and Awanui, Whangarei, and Tokomaru Bay, where a guarantee of £3 10s. per week operates.

Published in the Appendix (page 72) is a table showing the cost of daily and weekly minimum payments. The cost of the daily minimum payment was £38,799, the cost of the weekly minimum payment was £21,344, and the total cost was £60,143. It will be seen from the published table that the cost per man-week of operating the scheme at the ports of Auckland, Wellington, and Lyttelton has been very small, while the cost of operating the scheme at the ports of Oamaru, Greymouth, Gisborne, and Napier are substantial. The average per man-week varies from 2·35d. at Auckland to 33s. 4·19d. per man-week at Oamaru.

At the time the scheme was introduced it was estimated to cost approximately £100,000 per annum, but owing to the large volume of work available during the year the payments were not as great as anticipated.

7. ACCOMMODATION AND AMENITIES

It has been the policy of the Commission to provide waiting-rooms and amenities at ports where the finances of the Harbour Boards are such that this work cannot be undertaken by them, and the Commission has, during recent years, erected assembly halls and administrative offices at the ports of Napier, Westport, Greymouth, and Nelson. It is primarily the responsibility of Harbour Boards under the Harbours Act to provide waiting-rooms and amenities for waterside workers, and the Commission has always taken the view that this responsibility should be undertaken by Harbour Boards at the four main ports, where the finances of the Boards are such as to enable this work to be undertaken. The Commission has, however, agreed at main ports to meet the cost of equipping restaurants and cafeterias, provided the Harbour Boards supply the necessary buildings and facilities.

Up to the present date the Commission has either expended or been committed to expenditure to an amount of £80,000 in providing modern waiting-rooms at secondary ports and equipping restaurants and cafeterias at main ports.

The progress made during the year regarding the provision of accommodation and amenities is summarized as follows:—

Auckland.—Modern cafeterias were opened in November, 1947, at Princes, Queen's, King's, and Export Wharves. These cafeterias are being operated by the union through a cafeteria committee and are providing an efficient service to waterside workers at the port. The Auckland Harbour Board met the cost of providing the cafeterias, while the Commission was responsible for all costs of equipment. The Commission also provided a mobile canteen, which is being used to carry refreshments to workers at other wharves. The Commission has also expended a considerable amount of money in the equipment of the main restaurant in the Port Building with a view to making provision for the supply of hot meals there.

Wellington.—The main restaurant at Wellington is being operated by the local branch of the union, and after experiencing a number of difficulties in the early stages, the restaurant is now operating satisfactorily. Cafeterias are being provided at Aotea Quay and Taranaki Street Wharf, and these should be available in the near future. The Commission has spent approximately £6,000 in the purchase of equipment and in alterations to the restaurant at the port.

Following negotiations with the Wellington Harbour Board, arrangements were made whereby the Board would provide washing-facilities around the wharves and also improve the lavatory accommodation. Arrangements have been made for a site to be made available to the Board from the Marine Department, and the Board has been requested to proceed with the preparation of plans and specifications for a modern waiting-room.

Lyttelton.—Plans and specifications are in course of preparation for the erection of a modern waiting-room at this port. The Harbour Board has been requested, and has agreed, to provide a first-aid room on the waterfront, and cafeterias.

Gisborne.—During the year, the Commission erected an administrative office on Harbour Board property adjacent to the men's waiting-room. The provision of an office as central pay office and bureau on the waterfront at Gisborne will lead to greater efficiency at the port.

Nelson.—A modern waiting-room with administrative offices was almost completed by the end of the year. The total cost for the erection of the building was approximately £14,500.

Timaru.—The Commission met the cost of effecting improvements to the present waiting-room at this port.

Bluff.—A modern waiting-room with administrative offices is in the course of erection at the port of Bluff, and this building should be completed before the end of 1948.

8. ANNUAL HOLIDAYS AND STATUTORY HOLIDAYS

(a) ANNUAL HOLIDAYS

Published in the Appendix (page 73) is a table showing the number of half-days annual holidays allocated to unionists at all main and secondary ports. The more favourable basis adopted last year in the qualifying conditions for the granting of annual holidays to union waterside workers has resulted in the majority of waterside workers receiving the full two week's annual holiday. The cost of granting annual holidays to waterside workers at main and secondary ports from August, 1944, to 31st March, 1948, is as follows:—

1944-45 (eight months)—						£
Union ..	..	..	..	..	..	42,150
Non-union ..	..	..	..	..	..	7,183
1945-46						
Union ..	..	..	..	..	..	71,241
Non-union ..	..	..	..	..	..	10,240
VE Day (2 days' pay)	..	..	..	..	..	13,272
VJ Day (1½ days' pay)	..	..	..	..	..	10,518
1946-47						
Union ..	..	..	..	..	..	84,885
Non-union ..	..	..	..	..	..	9,826
1947-48						
Union ..	..	..	..	..	..	87,392
Non-union ..	..	..	..	..	..	11,122
Total ..	..	..	..	..	..	<u>£347,829</u>

(b) STATUTORY HOLIDAYS

The cost of granting payment for the nine statutory holidays to unionists and non-unionists at the main and secondary ports from 1st August, 1946, to 31st March, 1948, is as follows:—

1946-47 (eight months)—						£
Union ..	..	..	..	..	..	31,358
1947-48—						
Union ..	..	..	..	..	..	80,722
Non-union ..	..	..	..	..	..	6,530
Total ..	..	..	..	..	..	<u>£118,610</u>

9. CARGO CONTROL COMMITTEES

Following a recommendation from the Aid to Britain Conference, the Government reintroduced the Cargo Control Emergency Regulations in October, 1947, providing for the appointment of Cargo Control Committees with power to direct that merchants' stores be kept open and delivery of goods taken from wharf and railway goods-sheds in ordinary and overtime hours to prevent congestion. Cargo Control Committees were established at the ports of Auckland, Wellington, New Plymouth, and Lyttelton (including the City of Christchurch). These Committees are doing very good work and have fully justified their appointment. The fear that import licences would be cancelled if goods were not imported prior to 31st December, 1947, resulted in very large importations arriving at the end of the year and during the holiday period, when a number of

merchants' stores were closed. The efforts of Cargo Control Committees to deal with this problem considerably reduced the congestion in wharf and railway sheds. The decision of the Government to extend the licensing period to February next year should overcome the problem which existed during the last Christmas holiday period.

10. GOVERNMENT STORE, AUCKLAND

No. 3 Cargo Control Store continued during the year to be operated by the Commission as a Government store for the storage of Government goods. The store was used mainly for the storage of wheat on behalf of the Wheat Committee, for the sorting and storage of tea on behalf of the Food Controller, and as a transit store for the storage of goods for other Government Departments. In addition to the storage of Government cargo, the store was also used for the storage of goods of private consignees to prevent congestion of wharf sheds. Goods for private consignees are only stored when the Commission is satisfied that alternative private storage accommodation is not available.

During the year ended 31st March, 1948, a total of 51,544 tons of cargo was handled in the store, as compared with 28,076 tons for the eight months ended 31st March, 1947. The rate of handling per man-hour for the year ended 31st March, 1948, was 2.94 tons, as against 2.63 tons for the preceding eight months, and the cost per ton handled was 2s. 3.11d. per ton for the current year, as against 1s. 10.75d. for the preceding period.

The increased rate of handling per man-hour is attributed to the purchase of a large quantity of palette-boards and the greater use of fork hoists in the store. When fork hoists were used in the store they have been debited against handling charges at the rate of 10s. per hour, and this has resulted in an increased cost per ton handled and a corresponding greater profit against the hire of mechanical plant. The volume of cargo handled through the store during the year indicates the need for the continuation of its operation for some time to come. The store is operated at a profit and the work has been carried on efficiently by the Commission's store staff at Auckland.

11. ACCOUNTS

(a) GENERAL

No changes took place either in the nature or in the number of the Commission's funds during the year ended 31st March, 1948. The funds operated by the Commission as at 31st March, 1948, were therefore the same as those set out on page 14 of H.—45 dated 21st August, 1947. Only one variation occurred in the rates of levies or assessments for the 1947–48 financial year. An increase in levies applied as from 1st December, 1947 (Order No. 37), to all ports still remaining in the Supervision Fund (see Section (g)). The year, however, has been one of great shipping activity, and this is reflected particularly in the two main operating funds—Co-operative Contracts and National Administration. The tendency noted during the first two post-war years for income to recede from the wartime peak during 1943–44 has been so sharply reversed that once again the total income for 1947–48 at £3,431,015 has approached within £153,351 of that peak of £3,584,366. The reasons for this increase are dealt with in Section (d)—Co-operative Contracts Fund. Advantage has been taken of the buoyant position to make additions to the Commission's reserve funds not only for the provision of future guaranteed-wage payments, but also to cover present commitments for watersiders' assembly halls at secondary ports and cafeteria amenities at main ports.

As comparative figures are now available for the present funds of the Commission for consecutive years, the opportunity has been taken this year to include such figures, as well as the usual percentages, in the statements of account. All inter-fund charges such as buildings maintenance levies and national administration levies have been shown under separate expenditure headings so that the effect of such transfers can be readily appreciated.

In view of the considerable sums already spent, or to be spent, by the Commission on such fixed assets as buildings, cafeteria plant, and office furniture and fittings, the time has now come when it is desirable that the accumulated depreciation allowances on these assets should be invested in suitable securities to provide for ultimate renewals or replacements. The Commission proposes to initiate this procedure during the 1948-49 financial year.

In addition to the detailed statements of account for each fund included in the Appendix, a table is given (Appendix, page 94) showing in summarized form the fund totals of expenditure and income, as well as Appropriation Account headings and Accumulated Funds Accounts for the period 1940-47, 1946-47, 1947-48, and the full period of the Commission's activities, 1940-48. Percentages are shown to indicate the relation of each fund to the total operations of the Commission. The following points are of interest as compared with 1946-47 and past years :—

- (i) Income and expenditure have increased by £814,600 and £678,859 respectively as compared with 1946-47. For the second year in the Commission's history both totals exceed £3,000,000. Aggregate totals for 1940-48 are now :—

	£
Income	19,077,177
Expenditure	17,471,181

- (ii) Profit distributions (mainly Co-operative Contracts Fund) have increased by £69,592, or by over 33½ per cent. as compared with 1946-47. The aggregate of profit distributions is now £1,292,804 over the period 1940-48 (excluding equivalent profit distributions for period July, 1940, to March, 1943, which were not included in the Commission's accounts for those years).
- (iii) Charges directly concerned with the discharging and loading of shipping (Co-operative Contracts Fund) amount to 85·67 per cent. of the Commission's income for 1947-48 and to 87·09 per cent. of expenditure. These charges, although greater in value are 2·80 per cent. and 1·23 per cent. respectively less than the corresponding proportions of 1946-47 total income and expenditure. This is due to the considerable increase in wage payments for guarantees and holidays now included in National Administration Fund.
- (iv) Administrative costs are equivalent to 3·84 per cent. of "total income" and 4·32 per cent. of "total expenditure," a decrease of 0·28 per cent. and 0·23 per cent. respectively as compared with 1946-47. Details are :—

Fund.	Percentage of Total Income.		Percentage of Total Expenditure.	
	1946-47.	1947-48.	1946-47.	1947-48.
Consolidated (vote, "Labour and Employment")	0·47	0·50	0·52	0·56
National Administration	3·65	3·34	4·03	3·76
Totals ..	4·12	3·84	4·55	4·32

- (v) After appropriations, a balance of £10,997 was carried down to Accumulated Funds Account, as compared with £24,963 for 1946-47.

(b) BUILDINGS FUND

(See Appendix, page 76)

Although no further buildings were completed during 1947-48, additional expenditure on works in progress amounted to £12,965. The major portion of this expenditure was in respect of the Nelson assembly hall and offices, which were officially opened on 17th April, 1948, just after the close of the financial year. The first progress payment had also been made on the Bluff assembly hall and offices, and the balance of this item concerned payments on a small central pay office building at Gisborne and alterations to the Napier assembly hall. As the Gisborne office was urgently required, it was officially opened on Saturday, 28th February, 1948, although not fully completed. Additions, costing £154, completed during 1947-48 were mainly for extensions of facilities at Greymouth.

The total book value of buildings erected (less depreciation) or in progress as at 31st March, 1948, was £44,817, an increase in value of £12,252 as compared with 31st March, 1947. The following buildings are included in this total:—

Port.	Type of Building.	Union Membership, 31st December, 1947.	Date opened or Position as at 31st March, 1948.
Wellington ..	Labour engagement shelter	1,891	Completed 19th June, 1941.
Napier ..	Assembly hall and offices ..	220	Opened 2nd September, 1944.
Westport ..	Assembly hall and offices ..	83	Opened 16th March, 1946.
Timaru ..	Central pay office ..	114	Opened 23rd May, 1946.
Greymouth..	Assembly hall and offices..	122	Opened 19th October, 1946.
Gisborne ..	Central pay office ..	95	Opened 28th February, 1948.
Nelson ..	Assembly hall and offices ..	75	Construction almost completed—opened 17th April, 1948.
Bluff ..	Assembly hall and offices ..	230	Construction commenced.
	Total	2,830	

The Commission has also indicated its readiness to build a modern assembly hall and offices at the Port of Oamaru (union membership, 53) when a suitable site for a permanent building is provided.

With the completion of these buildings the Commission will have carried out the programme which it initiated in 1943-44 of providing urgent new and improved waiting-room and office accommodation at ports where Harbour Boards, on whom the primary responsibility fell for the provision of such accommodation, were prevented, through financial difficulties, from fulfilling their obligations. In all, assembly hall, locker, shower, and cafeteria facilities will have been provided for approximately 800 waterside workers at six out of the twelve secondary ports in New Zealand.

The estimated final cost of this programme is £75,000. For the year ended 31st March, 1948, the Commission has appropriated £15,000 from National Administration Fund (see Section (e)) to Buildings Reserve, making a total of £65,000 in that account.

Annual maintenance charges in the nature of cleaning, heating, and lighting are a direct charge on National Administration Fund Levies of ports where buildings have been erected. These port funds also receive contributions towards such costs from Harbour Boards to the extent that such charges were met by the Boards prior to the Commission erecting new buildings. The Commission, however, has undertaken the full responsibility for major repairs and maintenance of its buildings and for depreciation on them. In order to spread these costs equitably, a "buildings maintenance levy" of 5 per cent. on original cost is made annually on all completed buildings, and this also is charged against port National Administration Fund levies. The total of such levies for the year ended 31st March, 1948, credited to Buildings Fund Revenue Account was £1,677; of this amount, £867 has been set aside for depreciation, £42 represents the Commission's internal administration assessment of $2\frac{1}{2}$ per cent. on fund incomes, and the balance of £756 (an increase of £179 on 1946-47) has been transferred to Accumulated Funds Account. This makes a total of £1,550 available to meet future repairs and maintenance charges on buildings.

(c) CONSOLIDATED (VOTE, "LABOUR AND EMPLOYMENT") FUND

(See Appendix, page 93)

The parliamentary grant from Consolidated Fund (vote, "Labour and Employment") was £17,079 for 1947-48, an increase of £4,829 on the 1946-47 appropriation. Included, however, in the 1947-48 total was an amount of £1,454 for additional expenditure in 1946-47. It has also since been found possible to transfer a surplus of £1,129 on 1947-48 expenditure in reduction of the estimated grant required for 1948-49. The net effect of these adjustments is that the true expenditure from parliamentary grant for 1947-48 was £14,496, or only £792 greater than the corrected expenditure for 1946-47. All the increases in expenditure were on account of salaries, partly due to the £25 per annum adjustment which operated from 1st October, 1947, but mainly on account of the reconstitution of a full-time Commission, comprising Chairman and five members as from 10th November, 1947. The surplus referred to above was due to a reduction in salary payments for the Commission. When these were estimated early in October, 1947, it was anticipated that the Chairman's salary would also be payable out of the Commission's grant. The appointment as Chairman of a Deputy Judge of the Arbitration Court, whose salary is provided for under permanent appropriations, altered the position.

The net expenditure provided by way of charges or grants from Consolidated Fund for the eight-years period 1940-48 now aggregates £96,723, or an average of £12,090 per year. The estimated net expenditure of £17,230 for 1948-49 makes provision for a full year's expenditure on the revised basis for 1947-48 of £18,359 less surplus of £1,129 from 1947-48.

(d) CO-OPERATIVE CONTRACTS FUND

(See Appendix, page 78)

The outstanding feature of the accounts for the Co-operative Contracts Fund for the year ended 31st March, 1948, is the striking increase in total income, which at £2,939,456 is £614,829 greater than total income for 1946-47. This increase is notable not only because it reverses the downward trend which has operated during each of the three financial years following the wartime peak of £3,378,148 in 1943-44, but also because of the extent and nature of the increase in income. While the 1943-44 income increase was due almost entirely to American and New Zealand Armed Forces non-contract handling of cargo costing £1,178,366 in waterfront wages, only £17,974 of the 1947-48 income increase is on account of non-contract wages. Of the balance, £464,508 is in respect of co-operative contracts and £142,312 in respect of equivalent contracts—that

is, of the profit-earning portions of Co-operative Contracts Fund income. The unpredictable nature of these increases is further illustrated by the fact that from 1942-43, by which time the co-operative contracting system was in operation at most main and secondary ports and on all types of vessels, till 1946-47, co-operative contract income had remained steady at around £1,800,000 per year. The 1947-48 total of £2,275,722 therefore represents an increase of almost 25 per cent. on the stabilized level which had existed over the previous five-years period.

There are two main reasons for the increase. First, a greater volume of shipping and cargo handled than has been normal in either of the two previous post-war years. This is borne out by the number of co-operative contracts and quantity of cargo handled (Appendix, page 26). Contracts for 1947-48, which numbered 4,127, were 410 (or 11·86 per cent.) greater than for 1946-47, while the 5,562,895 tons of cargo handled during 1947-48 was 743,980 tons, or 15½ per cent., more than for 1946-47 and mainly in respect of overseas general cargo discharged (492,948 tons increase). Second, the increase in basic rate of wages which operated from 1st October, 1947 (see Rates of Pay, page 68). While some further increase in co-operative contracts income during 1948-49 can be expected through the operation for the full financial year of the basic rate of wages increase, the continuation of the high level of income attained during 1947-48 will be dependent rather on whether the volume of overseas imports is maintained.

The substantial increase of £142,312 in equivalent contracts income, while partly due to the factors affecting co-operative contracts, is principally because of New Zealand Government Railways Department payments to waterfront workers which were handled by the Commission throughout the 1947-48 financial year, as compared with only the last four months during 1946-47.

Profit-earning income at £2,518,813 now represents 85·69 per cent. of total Co-operative Contracts Fund income, as compared with 82·61 per cent. in 1946-47. Net profit, however, which at £285,531 is £62,840 greater than in 1946-47, is equal to only 11½ per cent. on profit-earning income, as against 11½ per cent. in 1946-47. This drop in profit rate is in line with the 3·32 per cent. decline in over-all rates of work recorded in the Overseas Loading Summary (Appendix, page 29). Profit distributions and grants, which total £280,716 for 1947-48, are £69,928 greater than for 1946-47, and now represent 98·31 per cent. of net profit, as compared with 94·65 per cent. in 1946-47. The balance of £4,815, or 1·69 per cent., of Appropriation Account has been added to accumulated funds, which at 31st March, 1948, total £40,250.

The percentage assessment for administrative costs at £36,743 is £7,827 greater than for 1946-47. On the other hand, the whole of the 1947-48 appropriation of £15,000 to Buildings Reserve has been made from National Administration Fund (see Section (e)). On the basis of previous years, one-half of this appropriation (£7,500) would have been made from Co-operative Contracts Fund.

The heavy tonnage of overseas shipping on the New Zealand coast as at 31st March, 1948, has resulted in "debtors" for contracts, &c., at that date of £305,608, an increase of £67,464 on the figure at the same date in 1946-47. Although "deposits" against the working of overseas vessels at £150,605 also show an increase (£39,174), it was still necessary to call on National Administration Fund for cash balances to the extent of £35,678 in order to finance the advances of wages to waterfront workers against contract and other accounts.

(e) NATIONAL ADMINISTRATION FUND

(See Appendix, page 82)

The sources of income of the National Administration Fund have not been subject to any variation in nature or rates during 1947–48 and therefore remain the same as set out in the table at the foot of page 18, H.—45, dated 21st August, 1947. The income from the principal national administration levy of 8d. per paid labour-hour is not affected by increases in wage-rates, but only by fluctuations in quantity or rate of work performed on the waterfront. On the basis of figures for 1945–46 and 1946–47, which indicated a stabilized level of post-war employment on the waterfront, this levy was expected to return £350,000 per year. This was the anticipated annual cost of the peacetime services to be provided, including an estimated £100,000 per year for daily and weekly minimum payments which operated from 10th March, 1947.

As a result of the great increase in waterfront work during 1947–48 noted in Section (d)—Co-operative Contracts Fund—the total of National Administration Fund levies at £398,365 was £48,365 in excess of the estimated income. For similar reasons, assessments income of £37,214 for 1947–48 was £7,268 greater than for 1946–47. A further direct effect of the increase in waterfront work was that payments of daily and weekly guarantees amounted to £60,143, instead of £100,000 as expected, a saving of £39,857. It will be noted that these three surpluses, which total £95,490, equal almost exactly the net balance of £95,206 in the Revenue Account. But for the abnormal shipping position, therefore, the income as anticipated would have been sufficient only for the expenditure, including increased guaranteed payments, that would have been incurred.

As in 1946–47, the analysis of income and expenditure for this fund is given according to the four main subdivisions of expenditure as follows :—

(i) *Annual Holidays*.—The income to cover payment of annual holidays to waterfront workers in terms of the Annual Holidays Act, 1944, is based on 2½d. per paid labour-hour—that is, nine thirty-seconds of total National Administration Fund levies. For 1947–48 this proportion amounts to £112,040, which is £11,720, or 11·68 per cent., greater than for 1946–47. Expenditure on union and non-union holiday pay (including administration assessment of 2½ per cent. on income, as for a separate fund) increased by £4,097, or 4·21 per cent., to £101,315 as compared with 1946–47. The net surplus for 1947–48 was £10,725, or 9·57 per cent. of income, as compared with 3·1 per cent. for 1946–47. Consequent upon the increase in basic rate of pay which operated from 1st October, 1947 (see Rates of Pay, page 68), rates of annual-holiday pay also increased by 10d. per half-day (for unionists) and 0·10d. per paid hour (for non-unionists) as from pay-week ended 5th October, 1947. This was the main reason for the over-all additional expenditure on holiday pay during 1947–48. Other factors affecting the position were—

(a) Additions to union membership during the year (453).

(b) Greater volume of waterfront work, resulting in the employment of more non-union labour.

(ii) *Statutory Holidays*.—The proportion of National Administration Fund levies allocated to cover statutory-holiday payments is 1¾d. per paid labour-hour—that is, seven thirty-seconds. For 1947–48, income under this heading totalled £87,142. The income for 1946–47 of £50,572 covered a period of eight months only, and on a proportionate basis equalled £75,858 per year. Income for 1947–48 therefore was £11,284,

or 14·88 per cent. greater. Expenditure for 1947–48 on union and non-union statutory-holiday pay (including administration assessment of $2\frac{1}{2}$ per cent. on income, as for a separate fund) totalled £89,429 and exceeded 1946–47 expenditure by £56,808. This increase in expenditure is accounted for as follows :—

- (a) As two Easter periods fell within the 1947–48 financial year a total of eleven (11) statutory holidays were paid for, instead of the usual nine (9) days.
- (b) Statutory-holiday payments did not commence until October, 1946 (Labour Day). Only five (5) such holidays, therefore, were paid for during the 1946–47 financial year.
- (c) No non-union payments were made in 1946–47, as these did not commence till Easter, 1947, which was the first statutory-holiday payment for 1947–48.
- (d) Increase of 1s. 8d. per day which operated, consequent upon the increase in basic rate of pay, as from October, 1947 (Labour Day)—that is, for seven (7) out of the eleven (11) statutory holidays paid for during 1947–48.

Despite increased income, therefore, the statutory holidays subdivision of National Administration Fund shows a net deficit of £2,287, or 2·62 per cent. of income for 1947–48. As Easter, 1949, falls in the month of April, and Anzac Day, 1948, fell on a Sunday, the 1948–49 financial year will include six (6) statutory holidays only. This will have the effect of rectifying the adverse financial position in 1947–48.

(iii) *Daily and Weekly Minimum Payments.*—The proportion of National Administration Fund levies allotted to this section of expenditure is the same as for annual holidays—that is, $2\frac{1}{4}$ d. per paid labour-hour, equal to £112,040 for 1947–48. As stated in the opening paragraph of this Section, an income of £100,000 was budgeted for, so that the actual income was 11·20 per cent. greater than anticipated. On the other hand, for the same reason that income exceeded expectations—namely, the abnormal volume of shipping serviced during the year (see Section (d)—Co-operative Contracts Fund)—payments on account of daily and weekly minima at £62,944 (including administration assessment of $2\frac{1}{2}$ per cent. on income, as for a separate fund) were 37·06 per cent., or £37,056 less than the estimated £100,000. While expenditure in the other subdivisions of the National Administration Fund is incurred in more or less direct ratio to the volume of waterfront work, it will be seen that expenditure on daily and weekly minima, being in the nature of a wages stabilization account, varies in inverse ratio. For this reason the Commission has deemed it advisable to add £50,000 out of the net surplus of daily and weekly minimum payments account of £52,178 (£3,082, 1946–47 (three weeks period) ; £49,096, 1947–48 (full year)) to the Guaranteed Wage Reserve (see Subdivision (v)—Summary) to provide for excess payments in periods of subnormal shipping.

(iv) *Central Pay Office, Labour Engagement Bureau, and General Administration.*—The income allotted to this subdivision includes not only $1\frac{3}{4}$ d. per paid labour-hour (seven thirty-seconds of National Administration Fund Levy), but also the assessments on income of other Commission funds ($1\frac{1}{4}$ per cent. co-operative contracts ; $2\frac{1}{2}$ per cent. other funds), parliamentary appropriation, and sundries. Including £7,781 for the assessments allowed for in Subdivisions (i) to (iii) of this Section, the total administrative income for 1947–48 was £152,198, as compared with £95,925 in 1946–47, an increase of £56,273, or 58·66 per cent. Expenditure for 1947–48 at £114,527 represents an increase of £19,120, or 20·04 per cent., on 1946–47. It will be noted that proportionate rises in annual rate of expenditure have occurred in the majority of administrative items. During 1947–48 it was necessary to increase staff and accommodation in order to carry out the extended functions of the Commission as well as to cope with the increased volume of shipping.

The net surplus in this subdivision for 1947-48 is £37,671. Out of this surplus, however, it is necessary to provide for capital expenditure, particularly on buildings and cafeteria amenities. Details of buildings expenditure are given in Section (b)—Buildings Fund. Cafeteria amenities are incorporated in all assembly halls erected by the Commission. To assist in the provision of such amenities at main and some secondary ports, the Commission has assumed the financial responsibility for supplying cafeteria plant, fittings, and equipment in buildings provided by Harbour Boards at main ports. As mentioned in Subdivision (v)—Summary—amounts of £15,000 each for Buildings and Cafeteria Plant Purchase Reserves have been set aside for 1947-48 out of the net surplus of this subdivision, leaving a net balance of £7,671, or 5.04 per cent., of income.

As from 30th June, 1947, when daily and weekly minimum payments came into operation at Oamaru, the Commission also established a waterfront central pay office for that port. This completes the Commission's coverage of all main and secondary ports in New Zealand. Agents also act as partial central pay office organizations on behalf of the Commission at six minor ports—namely, Patea (annual and statutory holidays only), Awanui, Whangarei, Whakatane, Opotiki, and Tokomaru Bay (guaranteed weekly wage payments only).

(v) *Summary.*—This is the first full year's income on the basis of the revised National Administration Fund levy provided for in Order No. 11 of the Commission, which operated from 10th March, 1947. A substantial increase in such income was therefore anticipated in order to provide for such additional expenditure as daily and weekly minima and provision of cafeteria amenities on the waterfront. Total income for 1947-48 was £455,641, an increase of £207,281 on 1946-47. Of this income, £303,441, or two-thirds, was for holiday and minimum payments, and one-third, or £152,198, was for office administration, &c. Total expenditure of £360,435 for 1947-48 also shows the substantial increase of £136,728 as compared with 1946-47. Of this amount, £245,908, or, again, approximately two-thirds, was for holiday and minimum payments, and the remaining one-third, or £114,527, for office administration, &c.

As mentioned earlier in these notes, the Commission has decided to make provision from the 1947-48 net surplus of £95,206 in National Administration Fund for additions of £15,000 and £50,000 respectively to Buildings and Guaranteed Wage Reserves and to establish a new Cafeteria Plant Purchase Reserve of £15,000, making a total of £80,000 appropriated to reserves for the year. This leaves a net balance of £15,206 to be added to Accumulated Funds Account, which totals £49,530 as at 31st March, 1948. While the Commission considers that it is preferable to maintain a stable rate of levy and utilize surpluses in abnormal years to offset deficiencies in subnormal years, and that the present rate of levy is soundly related to average conditions, in view of the present exceptional circumstances, it is proposed to make a reduction in levies and assessments to operate from 4th October, 1948—that is, for the latter half of the 1948-49 financial year.

In so far as the Balance-sheet as at 31st March, 1948, is concerned, there is a substantial increase of £15,151 in balance of unclaimed moneys as compared with 1946-47. While this is partly due to balance-day adjustments on account of the large volume of waterfront work which coincided with the close of the financial year, the increase is chiefly due to further annual additions of non-union holiday pay, to which, as from the beginning of 1947-48 has been added quarterly amounts of non-union profit distributions.

The cash surpluses, after allowance for unclaimed moneys and creditors, have been utilized to finance the cash deficiencies in Co-operative Contracts Fund for advances of wages against contracts, &c. (see Section (d)).

(f) STORE FUND

(See Appendix, page 88)

Although the total income for 1947-48 at £13,703 shows an increase of £3,650 over 1946-47, as 1946-47 accounts covered a period of eight months only, on a proportionate basis there is a decrease of £1,377. This over-all decrease is due to the fall in "plant charges." With the acquisition of fork-lift trucks by merchants and the Auckland Harbour Board, opportunities for the hire of the surplus time of these machines when not required for store work declined considerably. During the year one truck was sold. On the other hand, expenditure too, while at £11,327 is £3,121 more than for 1946-47, on a proportionate basis represents a decrease at the rate of £983 for the year. The net surplus in Revenue Account for 1947-48 of £2,376 is £529 greater than for 1946-47, but represents 17·34 per cent. of income, as compared with 18·36 per cent. in 1946-47. From this surplus a further £2,000 has been appropriated to Plant Purchase Reserve, making a total of £3,500 in this account. Expenditure incurred for store plant (less depreciation) amounted to £3,397 as at 31st March, 1948. A net balance of £376 has been added to accumulated funds, making a total of £722 at 31st March, 1948.

(g) SUPERVISION FUND

(See Appendix, page 91)

Comparisons between this year's income and expenditure and that for 1946-47 are of little value owing to the fact that 1946-47 figures include the period of six months prior to the cessation on 30th September, 1946, of Commission responsibility for the supervision of waterfront labour at the ports of Auckland and Wellington. Substantial reductions in both income and expenditure for 1947-48 were to be expected.

During November, 1947, the winding-up of the Supervision Accounts for the ports of Auckland and Wellington was completed. The final credit balances were £11,706 and £1,046 respectively. The refund of these amounts was subject to the deduction of losses incurred on supervision at the other secondary ports included in the fund. As at 30th September, 1947, these losses totalled £2,935, of which amount £1,046 was treated as apportionable to the Port of Wellington, leaving no balance in the account for that port. After deduction of the balance of £1,949 from the Auckland account, there remained £9,757 for distribution. The Commission decided that this surplus would be refunded to contributors to the fund in relation to the contract price of stevedoring work subject to supervision charges from the commencement of the scheme in June, 1942, to its cessation in September, 1946. The *pro rata* distribution on this basis amounted to 0·84d. per pound contract price. Up to 31st March, 1948, a total of £9,610 had been paid out on this basis, leaving a balance of £147 still to be dealt with in the 1948-49 financial year.

In order to place the finances of the ports remaining in the Supervision Fund on a satisfactory footing, the Commission issued Order No. 37, increasing the various port levies as from 1st December, 1947, as follows:—

Port.	Date Supervision commenced by Commission.	Rate of Levy at 1st April, 1947 (on Contract Price).	Rate of Levy from 1st December, 1947 (on Contract Price).
		Per Cent.	Per Cent.
Nelson ..	29th April, 1942 ..	2	2½
Pictou ..	11th December, 1942 ..	4*	5
Westport ..	9th October, 1944 ..	2½	5
Greymouth..	23rd January, 1943 ..	2½	5

* Originally 5 per cent., but reduced to 4 per cent. as from 1st August, 1944.

The total income for 1947-48 for these four ports at old rates of levies for eight months and new rates of levies for four months was £3,459 and expenditure for the year was £3,625, leaving a net deficit for 1947-48 of £166. It will be noted that £3,226, or 88.99 per cent., of expenditure is on salaries. The supervising foremen at these ports are all engaged on a full-time salaried basis. As, however, these men are directly concerned in the operation of the co-operative contracts scheme at their respective ports the Commission makes additional quarterly profit distribution grants to them related to the level of profit distribution attained by waterside workers under the contracts scheme. For 1947-48 these distributions amounted to £380, and further increased the operating deficit to £546. After deduction of this deficit and the £9,610 transferred back to Appropriation Account for surplus distribution at Auckland, the balance in Accumulated Funds Account as at 31st March, 1948, stands at £754.

(Sgd.) D. J. DALGLISH, Chairman.

(Sgd.) J. O. JOHNSON	} Members.
(Sgd.) G. L. ALMOND	
(Sgd.) H. A. ANDERSON	

APPENDIX

WATERFRONT INDUSTRY COMMISSION

COMMISSION

Chairman .. ..	..	..	..	Judge D. J. DALGLISH.
Government representative .. ..	..	..	..	Mr. J. O. JOHNSON.
Employers' representatives .. ..	..	..	..	{ Captain G. L. ALMOND.
				{ Captain H. A. ANDERSON.
Union representatives .. ..	..	..	..	{ Mr. J. FLOOD.
				{ Mr. R. J. O'DONNELL.

EXECUTIVE STAFF

HEAD OFFICE, WELLINGTON

Mr. A. E. BOCKETT, Accts. Prof. .. ..	..	..	..	General Manager.
Captain C. V. STANICH .. ..	..	..	..	Relieving Branch Manager.
Mr. A. G. DAVIDSON, M.A., B.Com., A.R.A.N.Z., Dip. Soc. Sci. .. ..	..	..	..	Chief Accountant.
Mr. J. L. McGEE, A.R.A.N.Z. .. ..	..	..	..	Head Office Accountant.
Mr. R. A. MARSHALL .. ..	..	..	..	Contracts Accountant.

LOCAL OFFICES

<i>Auckland</i>			<i>Wellington</i>		
Mr. W. J. CUTHBERT ..	..	Branch Manager ..	..	Captain C. C. VANDEN BERGH.	
Mr. R. G. JONES ..	..	Assistant Branch Manager ..	..	Mr. HARDING.	
Mr. J. E. SCANLON ..	..	Secretary Accountant ..	..	Mr. J. M. GRAY.	
Mr. W. N. SMITH, B.Com., A.R.A.N.Z.	..	Pay Office Accountant ..	..	Mr. L. TURNER.	
Mr. T. DUFF ..	..	Labour Bureau Manager ..	..	Mr. G. BENNETT.	
<i>Canterbury</i>			<i>Otago</i>		
(Vacant) ..	..	Branch Manager ..	..	Mr. A. MATHESON.	
Mr. F. L. HICKMAN ..	..	Pay Office Accountant ..	..	Mr. R. SCOTT.	
Mr. B. REARDON ..	..	Labour Bureau Managers ..	..	{ Mr. G. LANGLEY (Dunedin).	
				{ Mr. W. E. CARRINGTON (Port Chalmers).	

COMMISSION'S REPRESENTATIVES

<i>Gisborne</i> .. ..	..	Mr. R. WATTS.	<i>Timaru</i> .. ..	..	Mr. W. J. SULLIVAN.
<i>Napier</i> .. ..	..	Mr. A. P. SHEEHAN.	<i>Oamaru</i> .. ..	..	Mr. M. COUTTS.
<i>New Plymouth</i> .. ..	..	Mr. A. P. NEIL.	<i>Bluff</i> .. ..	..	Mr. W. K. CAMERON.
<i>Wanganui</i> .. ..	..	Mr. F. GOULD.	<i>Westport</i> .. ..	..	Mr. G. W. ELLIOTT.
<i>Nelson</i> .. ..	..	Mr. E. H. RYAN.	<i>Greymouth</i> .. ..	..	Mr. B. A. THORBURN.

COMMISSION'S AGENTS AND/OR SUPERVISING FOREMEN

<i>Nelson</i> .. ..	..	Mr. J. H. CORTZEN.	<i>Westport</i> .. ..	..	{ Mr. E. FALCONER.
					{ Mr. L. TREDINNICK.
<i>Pictou</i> .. ..	..	Mr. W. J. C. PATTERSON.	<i>Greymouth</i> .. ..	..	{ Mr. L. WALSH.
					{ Mr. H. OUTRAM.
					{ Mr. C. OUTRAM.

SUMMARY OF COMMISSION STAFF AND UNION MEMBERSHIP AS AT 31st MARCH, 1948

COMMISSION STAFF

HEAD OFFICE, WELLINGTON

Chairman and Commissioners	6
General Manager and Administration	21
Co-operative Contracting	16
General Accounts	13
Statistics	4
	—

LOCAL OFFICES

Port.	Executive Officers and Adminis- tration.	Super- vising Foremen.	Pay Office.	Labour Bureau.	Co-op. Contract.	Cargo Store.	Care- takers.	Totals.	
Auckland ..	8	..	19	9	6	5	..	47	
Wellington ..	6	..	16	8	7	..	..	37	
Lyttelton ..	1	..	6	4	3	..	..	14	
Otago ..	2	..	5	3	2	..	..	12	
Gisborne ..	..	..	1*	..	..	..	..	1	
Napier ..	1*	..	4†	..	..	..	1	6	
New Plymouth ..	1	..	..	1	..	..	..	2	
Wanganui ..	1‡	..	1	..	..	..	..	2	
Nelson ..	..	1*	1	..	..	..	..	2	
Picton ..	..	1*	..	..	..	..	..	1	
Timaru ..	..	..	2†	..	..	..	..	2	
Oamaru ..	..	..	1	..	..	..	..	1	
Bluff ..	1	..	2	1	..	..	..	4	
Westport ..	..	3*	1‡	..	..	..	1	5	
Greymouth ..	..	2	1*	1	..	..	1	5	
Totals ..	21	7	60	27	18	5	3	141	141

* Also Labour Bureau.

† Also co-op. contracts.

‡ Also Supervising Foremen. Also Labour

Total, Commission Staff

.. .. .

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UNION MEMBERSHIP

MAIN PORTS—

Auckland	2,074	Dunedin	300
Wellington	1,891	Port Chalmers	246
Lyttelton ..	..	751				
Total, main ports			..	..	..	—5,262

SECONDARY PORTS—

Gisborne ..	95	Wanganui ..	80	Oamaru ..	53
Napier ..	220	Nelson ..	75	Bluff ..	230
Onchunga ..	37	Picton ..	44	Westport ..	83
New Plymouth ..	194	Timaru ..	114	Greymouth ..	122
Total secondary ports		..	..	..	—1,347

MINOR PORTS—

Mangonui ..	13	Opotiki ..	13	Patea ..	14
Whangaroa ..	7	Tokomaru Bay ..	16	Motueka ..	10
Bay of Islands ..	6	Tolaga Bay ..	10	Takaka ..	5
Whangarei ..	20	Awanui ..	14	Hokitika ..	3
Paeoroa ..	7	Hokianga ..	6	Golden Bay ..	100
Tauranga ..	13	Kaipara ..	11	Onekaka ..	11
Whakatane ..	17	Port Waikato ..	18		

*** Total union membership**

.. .. . **—6,923**

7,124

* As at 31st December, 1947.

NOTE.—Approximately one hundred union members act as casual check timekeepers to record details of co-operative contracts.

SUMMARY OF RESULTS OF CO-OPERATIVE CONTRACT STEVEDORING FOR YEARS 1940-47 AND 1947-48 SHOWING—

I. Quantities of Cargo handled II. Rates of Work

KEY TO ABBREVIATIONS AND TONNAGE CONVERSIONS

ABBREVIATIONS

<i>Cargo Units</i>			
S/ft	= Superficial feet.	Qrs.	= Quarters.
Cts.	= Crates.	F. c/c	= Freight carcasses.
R. c/c	= Running carcasses.		
<i>General Terms</i>			
Anal.	= Analysis.	T/K	= Timekeeper.
Cont.	= Contract.	Disc.	= Discharging.
Comm.	= Commission.	Ldg.	= Loading.
Or.	= Other.	D/L	= Discharging and loading.

BASIS OF CONVERSION OF CARGO UNITS TO TONS

	1940-47.	1947-48.	1940-48.
	lb.	lb.	lb.
Mutton and lamb: Average weight per R. c/c	37.09	39.05	37.39
Beef: Average weight per quarter ..	147.26	146.86	147.17
Boned beef: Average weight per quarter..	..	107.66	107.66

NOTE.—Weights of carcasses and quarters vary from year to year owing to seasonal differences and/or preponderance of mutton and lamb. For the year 1940-41 the contract system was not in force from the beginning of the year, and the 1941-42 weights were accepted as a basis.

FIGURES CONSTANT FOR ALL YEARS

Cheese : $12\frac{1}{2}$ crates to ton.
 Butter : 64 lb. per box = 35 boxes to ton.
 Frozen sundries : 60 lb. per freight carcass.
 Fruit : 25 cases to ton.

Wool : 1 bale = 350 lb. = 6.4 bales to ton.
 Hardwoods : $333\frac{1}{3}$ s/ft per ton.
 Softwoods : 500 s/ft per ton.

**SUMMARY OF TOTAL TONNAGES (ALL CLASSES OF CARGO) HANDLED UNDER CO-OPERATIVE
CONTRACT SYSTEM AT EACH PORT FOR EACH CLASS OF VESSEL FOR THE PERIOD
1940-48, AND TOTAL NUMBER OF CONTRACTS**

Port.	Year.	Class of Vessel.			Total.	Number of Contracts.
		Overseas.	U.S.S. Co.	Coastal.		
Auckland	1940-47	Tons. 3,527,900	Tons. 3,438,247	Tons. ..	Tons. 6,966,147	2,244
	1947-48	947,618	531,549	..	1,479,167	434
	1940-48	4,475,518	3,969,796	..	8,445,314	2,678
Wellington	1940-47	3,787,183	4,141,910	1,154,914	9,084,007	7,612
	1947-48	855,599	410,508	269,970	1,536,077	1,250
	1940-48	4,642,782	4,552,418	1,424,884	10,620,084	8,862
Lyttelton	1940-47	850,339	1,312,452	511,542	2,674,333	2,099
	1947-48	287,496	170,868	113,942	572,306	382
	1940-48	1,137,835	1,483,320	625,484	3,246,639	2,481
Dunedin	1941-47	203,766	1,004,948	276,582	1,485,296	1,128
	1947-48	114,263	144,617	33,728	292,608	205
	1941-48	318,029	1,149,565	310,310	1,777,904	1,333
Port Chalmers	1940-47	274,231	1,387	..	275,618	138
	1947-48	59,507	..	..	59,507	39
	1940-48	333,738	1,387	..	335,125	177
Gisborne	1941-47	3,245	164,758	84,155	252,158	435
	1947-48	..	26,451	41,252	67,703	124
	1941-48	3,245	191,209	125,407	319,861	559
Napier	1940-47	477,018	292,254	150,776	920,048	782
	1947-48	117,149	44,982	46,628	208,759	187
	1940-48	594,167	337,236	197,404	1,128,807	969
Port Waikato	1941-47	..	..	53,150	53,150	151
	1947-48	..	..	..	..	..
	1941-48	..	..	53,150	53,150	151
New Plymouth	1940-47	377,582	241,740	151,596	770,918	798
	1947-48	107,819	27,647	17,874	153,340	95
	1940-48	485,401	269,387	169,470	924,258	893
Wanganui	1941-47	6,269	19,690	415,230	441,189	1,095
	1947-48	..	..	99,072	99,072	248
	1941-48	6,269	19,690	514,302	540,261	1,343

SUMMARY OF TOTAL TONNAGES, ETC.—*continued*

Port.	Year.	Class of Vessel.			Total.	Number of Contracts.
		Overseas.	U.S.S. Co.	Coastal.		
Nelson	1940-47	Tons. 3,432	Tons. 65,824	Tons. 499,675	Tons. 568,931	1,623
	1947-48	..	13,719	114,220	127,939	396
	1940-48	3,432	79,543	613,895	696,870	2,019
Picton	1940-47	2,188	133,187	128,560	263,935	717
	1947-48	..	24,861	34,975	59,836	190
	1940-48	2,188	158,048	163,535	323,771	907
Timaru	1940-47	182,192	415,112	97,488	694,792	827
	1947-48	60,490	62,227	15,928	138,645	104
	1940-48	242,682	477,339	113,416	833,437	931
Bluff	1940-47	399,459	352,227	7,635	759,321	437
	1947-48	98,553	48,226	1,366	148,145	77
	1940-48	498,012	400,453	9,001	907,466	514
Westport	1944-47	..	794,773	167,412	962,185	643
	1947-48	..	319,549	68,161	387,710	234
	1944-48	..	1,114,322	235,573	1,349,895	877
Greymouth	1942-47	..	1,038,704	251,462	1,290,166	944
	1947-48	..	182,775	49,306	232,081	162
	1942-48	..	1,221,479	300,768	1,522,247	1,106
All ports	1940-47	10,094,804	13,417,213	3,950,177	27,462,194	21,673
	1947-48	2,648,494	2,007,979	906,422	5,562,895	4,127
	1940-48	12,743,298	15,425,192	4,856,599	33,025,089	25,800

NOTE.—Auckland: U.S.S. Co. vessels—from 1941-42; Lyttelton: Coastal vessels—from 1942-43; Port Chalmers: U.S.S. Co. vessels—from 1944-45; Gisborne: Coastal vessels—from 1944-45; Napier: U.S.S. Co. vessels—from 1941-42; Napier: Coastal vessels—from 1942-43; New Plymouth: Coastal vessels—from 1941-42; Nelson: Coastal vessels—from 1942-43; Picton: Coastal vessels—from 1942-43; Timaru: U.S.S. Co. vessels—from 1941-42; Timaru: Coastal vessels—from 1941-42; Bluff: U.S.S. Co. vessels—from 1941-42.

ALL PORTS—ALL CLASSES OF VESSELS

SUMMARY OF QUANTITIES OF CARGO HANDLED, PERIOD 10TH JULY, 1940, TO
31ST MARCH, 1948

Classes of Cargo.		Unit.	Quantities of Cargo handled.		
			1940-47.	1947-48.	1940-48.
General	D/L	Tons ..	14,459,588	2,866,927	17,326,515
Iron, steel, pig iron, pipes	" "	" "	406,780	23,836	430,616
Lead	Ldg.	" "	48,618	"	48,618
"	Disc.	" "	19,891	"	19,891
Raw sugar	" "	" "	188,460	"	188,460
Wheat and barley—Bulk	Disc.	" "	8,905	35,056	43,961
Bagged	D/L	" "	303,398	90,283	393,681
Cement	" "	" "	282,503	52,963	335,466
Hides	" "	" "	69,024	15,028	84,052
Tallow, pelts, &c.	" "	" "	417,019	60,672	477,691
Wool	Disc.	Bales	662,764	186,615	849,379
"	Ldg.	" "	5,844,605	1,518,913	7,363,518
Dolomite	Disc.	Tons	13,946	6,382	20,328
Timber—					
Hardwood—					
Trucks	Ldg.	S/ft ..	26,733	"	26,733
"	Disc.	" "	30,278,000	9,796,127	40,074,127
Wharf	" "	" "	36,893,258	10,479,379	47,372,637
"	Ldg.	" "	603,831	99,291	703,122
Softwood—					
Trucks	Disc.	" "	65,368,449	4,678,057	70,046,506
"	Ldg.	" "	113,736,606	16,170,299	129,906,905
Wharf	Disc.	" "	80,056,691	19,593,208	99,649,899
"	Ldg.	" "	5,294,587	2,802,303	8,096,890
Barges	Disc.	" "	6,277,552	"	6,277,552
Sulphur	" "	Tons	5,794	"	5,794
Phosphate—Bulk	" "	" "	"	92,595	92,595
Bagged	" "	" "	"	10,602	10,602
Coal—					
Grab—					
New Zealand	" "	" "	3,280,030	521,352	3,801,382
"	Ldg.	" "	12,570	"	12,570
Newcastle	Disc.	" "	116,004	"	116,004
U.S.A. and Canada	" "	" "	30,522	93,484	124,006
Basket—					
New Zealand	" "	" "	63,581	4,135	67,716
Newcastle	" "	" "	20,795	"	20,795
Bunker—					
Hulks, &c.	Ldg.	" "	154,136	12,338	166,474
Trucks	" "	" "	107,732	28,026	135,758
Cargo: New Zealand	" "	" "	1,921,093	556,919	2,478,012
Fruit—					
Apples and pears	" "	Cases ..	508,586	138,992	647,578
"	D/L	Tons	84,377	23,939	108,316
Butter	" "	Boxes	30,481,230	5,124,796	35,606,026
Cheese	" "	Cts.	11,444,486	1,607,801	13,052,287
Mutton and lamb	" "	R. c/c	86,804,839	15,228,751	102,033,590
Beef—Boned	" "	Qrs.	"	627,505	627,505
Bone in	" "	" "	538,801	147,578	686,379
Frozen sundries	" "	F. c/c	15,187,163	2,554,621	17,741,784
Total, all classes		Tons ..	27,462,194	5,562,895	33,025,089
Number of contracts			*21,673	4,127	*25,800

* Does not include one contract (Opua) covering the loading of 3,421 carcasses mutton and lamb and 23,011 freight carcasses frozen sundries.

PORT OF LYTELTON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
		1940-47	1947-48		1940-47	1947-48		1942-47	1947-48	
General ..	Disc.	221,550	148,505	12.91	12.88	..	..	..	..	..
" ..	Ldg.	191,023	30,948	14.85	15.58	..	..	..	..	..
" ..	D/L	..	..	..	..	1,197,316	14.18	487,580	107,397	14.52
Iron, steel, &c.	"	..	..	..	..	36,166	11.46	6,457	65	11.88
Wheat and barley—Bagged ..	Disc.	14,526	12,409	16.19	16.69	..	..	..	..	..
" ..	D/L	..	..	..	..	4,551	17.74	..	..	..
Cement ..	"	..	..	..	..	..	..	..	1,660	15.89
Hides ..	"	..	..	..	..	4,200	14.30	1,722	574	15.14
" ..	Ldg.	1,377	943	13.36	13.14	..	..	..	..	..
Tallow, pelts, &c. ..	"	53,869	9,098	15.43	16.32	..	..	..	..	..
" ..	D/L	..	..	..	..	..	..	..	..	..
Wool, sheep-skins, &c.	Disc.	..	..	..	..	3,938	12.87	..	101	8.48
" ..	Ldg.	778,470	165,647	89	86	28,164	52	26,424	3,576	50
Timber—	"	..	..	..	..	33,232	57	370	..	63
Hardwood—Trucks	Disc.	267,903	683,713	2.788	2.312	5,838,988	2,659	1,715,256	380,222	2,913
Softwood—Trucks	"	1,460,291	2,348,229	4.525	3.921	1,070,776	3,350	582,864	51,416	3,903
" ..	Ldg.	8,526,810	1,924,548	3.728	3.788	7,406,100	3,523	555,385	69,932	2,995
Wharf ..	"	..	..	..	..	..	..	15,482	..	2,997
Phosphate—Bulk ..	Disc.	..	10,983	..	35.63	..	..	..	..	..

PORT OF DUNEDIN

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
		1941-47	1947-48		1941-47	1947-48		1941-47	1947-48	
General ..	Disc.	69,605	59,435	12.24	..	..	..	..	..	..
" ..	Ldg.	91,401	7,214	17.31	..	..	..	..	..	..
" ..	D/L	..	..	..	870,963	134,023	14.76	250,544	32,562	16.31
Iron, steel, &c.	" ..	..	..	..	89,229	5,255	12.71	13,284	692	13.89
Wheat and barley	" ..	5,773	7,528	14.59	2,875	..	15.81	..	..	..
Cement ..	" ..	..	311	..	..	..	..	4,624	..	19.15
Hides ..	" ..	..	..	14.93	3,393	..	14.07	747	138	14.32
" ..	Ldg.	..	..	..	..	..	..	..	..	..
Tallow, pelts, &c.	" ..	128	240	11.38	..	..	..	..	..	..
" ..	" ..	4,390	1,286	14.19	..	..	..	..	..	..
Wool, sheep-skins, &c.	D/L	..	..	15.03	1,202	..	15.20	27	..	10.12
" ..	Disc.	..	..	..	8,207	1,740	73	6,139	..	72
" ..	Ldg.	148,084	92,498	77	14,796	1,751	79	762	..	70
Timber—	" ..	..	..	..	..	..	..	..	..	..
Hardwood—	" ..	..	..	..	..	..	..	..	..	..
Trucks	Disc.	790,604	611,206	4.561	2,671,856	798,047	3.607	1,045,196	..	4.177
Wharf ..	" ..	40,195	400,576	2.539	2,391,652	240,904	2.844	385,857	..	3.578
" ..	Ldg.	..	..	..	15,058	19,150	4.015	..	..	..
Softwood—	" ..	..	..	..	..	..	..	..	..	..
Trucks	Disc.	..	80,795	..	56,463	..	3.475	..	..	..
" ..	Ldg.	..	..	2.499	291,765	..	..	..	..	..
Wharf ..	" ..	1,112,384	681,501	3.879	394,141	88,462	4.371	446,211	168,170	4.855
" ..	Disc.	..	..	..	321,718	121,031	3.853	..	..	..
" ..	Ldg.	..	..	3.112	..	..	..	..	..	..
Phosphate—	" ..	..	..	..	..	..	..	..	..	..
Bulk: Dunedin	Disc.	..	5,394	..	..	..	..	..	..	..
" ..	" ..	..	11,681	..	..	..	..	..	..	..
" ..	Ravensbourne	..	..	22.44	..	..	..	..	..	..

PORT OF PORT CHALMERS

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
		1940-47	1947-48		1940-47	1947-48		1940-47	1947-48	
General ..	Disc.	40,399	31,317	10.91	12.45	..	..	..	..	..
" ..	Ldg.	16,194	1,838	17.84	13.12	..	..	..	..	..
" ..	D/L	..	..	..	..	897	16.21	..	..	..
Iron, steel, &c.	"	..	..	..	..	264	7.09	..	..	..
Lead ..	"	..	..	..	..	..	..	..	..	..
Hides ..	Ldg.	218	..	8.90	..	..	..	..	..	..
" ..	"	243	16	11.81	16.00	..	..	..	..	..
Tallow, pelts, &c. ..	"	12,253	1,019	14.54	14.68	..	..	..	..	..
Wool, sheep-skins, &c.	"	400,362	23,944	87	79	..	..	..	..	..
Butter ..	"	9,465	2,666	554	561	..	..	..	..	..
Cheese ..	"	76,955	8,060	222	276	..	..	..	..	..
Mutton and lamb ..	"	7,757,322	1,033,942	876	891	..	..	..	..	..
Beef—Boned ..	"	..	4,135	..	306	..	..	..	..	..
Bone in ..	"	..	1,477	..	211	..	..	..	..	..
Frozen sundries ..	"	346,636	109,353	436	516	8,434	395	..	..	..
Total, all classes ..	"	274,231	59,507	..	..	1,387	..	..	..	..
Number of contracts ..	"	134	39	..	..	4	..	..	..	..

PORT OF GISBORNE

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.		OVERSEAS VESSELS.				UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.			
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	
		1940-47	1947-48	1940-47	1947-48	1941-47	1947-48	1941-47	1947-48	1944-47	1947-48	1944-47	1947-48
General ..	D/L	..	..	..	..	40,347	8,709	14.47	14.73	74,067	32,874	14.12	14.74
Iron, steel, &c.	"	..	..	..	..	142	..	9.96	..	..	..	..	..
Cement ..	"	..	..	..	..	..	..	..	..	2,261	1,804	15.88	17.10
Hides ..	"	..	..	..	..	59	..	15.06	..	70	..	13.55	..
Tallow, pelts, &c.	Ldg.	145	..	15.40	..	..	..	..	..	..	..	..	..
"	D/L	..	..	..	..	389	..	13.11	..	208	599	16.42	17.24
Wool, sheep-skins, &c.	Ldg.	7,007	..	68	..	30,170	1,402	76	86	41,642	38,243	72	72
Timber—													
Hardwood—													
Trucks	Disc.	..	..	..	..	..	39,492	..	3,181	..	..	..	..
Wharf	"	..	..	..	..	430,575	176,471	2.41	2,224	..	..	..	..
Softwood—													
Trucks	"	..	..	..	..	101,860	..	3.234	..	..	..	..	..
Wharf	"	..	..	..	..	2,809,088	383,904	3,233	2,592	161,177	..	2,917	..
Coal—													
Grab—													
New Zealand ..	"	..	..	..	..	72,101	15,685	17.74	21.24	..	..	..	..
Newcastle ..	"	..	..	..	..	5,032	..	13.09	..	..	..	..	..
Basket—													
New Zealand ..	"	..	..	..	..	2,428	423	9.81	9.49	..	..	..	..
Newcastle ..	"	..	..	..	..	1,810	..	15.76	..	..	..	..	..
Butter ..	Boxes	..	..	..	..	194,874	..	441	..	22,454	..	578	..
Cheese ..	Cts.	..	..	..	..	3,436	..	157	..	969	..	211	..
Mutton and lamb ..	R. c/c	70,479	..	630	..	1,305,476	..	599	..	..	..	..	..
Beef ..	Qrs.	3,770	..	129	..	..	..	..	..	..	..	..	..
Frozen sundries ..	F. c/c	21,863	..	358	..	179,356	..	340	..	..	..	..	..
Total, all classes	Tons	3,245	..	..	..	104,758	26,451	..	..	84,155	41,252	..	..
Number of contracts	..	1	..	..	..	210	25	..	..	224	99	..	..

PORT OF NAPIER

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.				UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.			
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	
		1940-47	1947-48	1940-47	1947-48	1941-47	1947-48	1941-47	1947-48	1942-47	1947-48	1942-47	1947-48
General ..	Disc.	22,297	3,455	16.07	12.10	..	..	..	..	..	..	..	..
" ..	Ldg.	53,266	1,736	19.74	12.96	139,541	26,460	17.08	16.65	94,316	26,966	15.28	15.81
" ..	D/L	..	..	..	..	477	..	10.48	..	514	345	11.28	9.37
Iron, steel, &c. ..	" ..	..	..	..	..	415	..	13.68	..	..	..	..	..
Wheat and barley ..	" ..	..	..	..	..	191	..	16.98	..	33,615	8,921	17.81	18.79
Cement ..	" ..	..	..	..	..	1,467	68	14.87	14.84	511	335	16.62	16.61
Hides ..	" ..	..	729	14.14	14.09	..	..	..	..	..	..	..	..
" ..	Ldg.	944	8,031	17.61	15.10	..	..	..	..	..	..	..	..
Tallow, pelts, &c. ..	" ..	39,380	..	..	..	684	..	15.17	..	3,546	1,335	15.11	18.27
" ..	D/L	..	..	..	..	6,039	..	78	..	52,866	52,188	80	76
Wool, sheep-skins, &c. ..	Disc.	576,971	249,380	90	96	61,997	4,469	74	63	53,799	3,250	75	72
" ..	Ldg.	..	..	..	..	..	..	..	..	..	..	..	..
Timber—	" ..	..	..	..	..	..	..	..	..	..	..	..	..
Hardwood—	" ..	..	..	2,309	..	1,073,096	362,848	3,104	2,887	..	..	..	..
Trucks	Disc.	71,167	..	..	..	25,610	..	3,703	..	..	..	..	..
Wharf	" ..	..	..	..	..	..	..	..	..	..	..	..	..
Softwood—	" ..	..	..	..	..	..	..	..	..	..	..	..	..
Trucks	" ..	..	..	..	..	1,793,017	182,907	3,547	4,197	75,804	..	..	..
" ..	Ldg.	..	..	..	..	..	..	..	..	..	..	..	..
Wharf	Disc.	539,756	..	3,746	..	88,400	..	3,802	..	..	..	3,284	..
" ..	Ldg.	..	..	..	..	..	..	..	..	25,000	..	4,545	..

PORT OF PORT WAIKATO

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.	
		1940-47	1947-48	1940-47|1947-48	1940-47	1947-48	1940-47|1947-48	1941-47	1947-48	1941-47|1947-48
General .. .. .	.. D/L	..	..	..	..	..	..	27,812	..	16,86 ..
Dolomite .. .. .	.. Disc.	..	..	..	..	..	..	12,782	..	12,08 ..
Timber—Softwood : Barges ..	..	..	..	..	..	..	..	6,277,552	..	5,649 ..
Total, all classes	Tons	..	..	..	..	..	..	53,150	..	.. ..
Number of contracts .. .. .	..	..	..	..	..	..	..	151	..	.. ..

PORT OF NEW PLYMOUTH

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31st MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31st MARCH, 1948

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.				UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.			
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	
		1940-47	1947-48	1940-47	1947-48	1940-47	1947-48	1940-47	1947-48	1941-47	1947-48	1941-47	1947-48
General ..	Disc.	9,368	18,369	13.22	13.47	..	..	..	..	..	..	..	..
" ..	Ldg.	3,306	2,415	14.47	12.53	..	..	..	..	..	..	..	..
" ..	D/L	..	..	..	..	143,479	26,913	15.18	15.80	70,870	7,521	15.32	13.76
Iron, steel, &c. ..	"	..	..	..	..	970	..	11.14	..	839	206	11.10	10.26
Wheat and barley ..	"	..	..	..	..	11,418	..	18.15	..	..	..	..	..
Concrete ..	"	..	..	..	..	..	..	..	..	614	..	21.67	..
Hides ..	"	..	..	..	..	..	56	14.16	14.93	846	102	15.50	15.11
Tallow, tallow, &c. ..	Ldg.	1,381	688	11.77	11.22	..	..	..	..	..	..	..	..
" ..	"	19,290	2,917	11.87	12.98	..	..	..	..	..	..	..	..
" ..	P/L	..	..	..	..	325	..	8.86	..	466	..	14.68	..
Wool, sheep-skins, &c. ..	Ldg.	35,686	18,592	58	65	..	..	..	..	434	..	53	..
Timber—	"	..	..	..	..	..	..	..	..	..	..	..	..
Hardwood : Trucks	Disc.	..	..	..	..	298,431	..	2.339	..	..	..	..	..
Softwood : Trucks	"	..	..	..	..	15,011	44,807	2.953	3.990	15,029	..	5.465	..
Phosphate—Bulk ..	"	..	18,412	..	21.08	..	..	..	..	..	..	..	..
Coal—	"	..	..	..	..	..	..	..	..	..	..	..	..
Grab—	"	..	..	..	..	74,256	..	21.45	..	61,711	9,018	23.96	22.64
New Zealand ..	"	..	..	..	..	612	..	21.04	..	..	..	..	..
Newcastle ..	"	..	..	..	..	6,066	..	11.49	..	..	..	..	..
Basket : New Zealand	"	..	..	..	..	1,109	588	21.22	16.52	15,014	556	22.68	16.72
Fruit : Apples and pears	D/L	..	..	..	..	57,092	..	536	..	5,016	..	149	..
Butter ..	"	2,064,116	276,425	632	660	..	..	..	..	..	..	..	..
Cheese ..	"	1,996,607	293,650	280	303	..	..	..	..	..	..	..	..
Mutton and lamb ..	Cts.	4,246,134	946,347	696	737	..	..	..	..	..	..	..	..
Beef—Boned	R. c/e	..	87,812	..	242	..	..	..	..	..	..	..	..
Bone in ..	Qrs.	57,126	12,485	159	164	..	..	..	..	..	..	..	..
Frozen sundries ..	F. c/e	1,649,198	355,508	409	469	..	..	..	..	27,462	17,573	305	303
Total, all classes	"	377,582	107,819	..	..	241,740	27,647	..	..	151,596	17,874	..	..
Number of contracts	"	111	33	..	..	237	19	..	..	450	43	..	..

PORT OF WANGANUI

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER Co-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.				UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.			
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	
		1940-47	1947-48	1940-47	1947-48	1941-47	1947-48	1941-47	1947-48	1941-47	1947-48	1941-47	1947-48
General	D/L	..	..	..	..	2,075	..	18.39	..	196,199	36,131	18.87	17.74
Iron, steel, &c. ..	"	..	..	..	..	..	..	..	..	1,247	127	21.91	11.29
Wheat and barley ..	"	..	..	..	..	..	..	..	..	430	..	21.23	..
Cement .. ..	"	..	..	..	..	..	..	..	..	24,878	8,793	18.15	17.29
Hides .. ..	"	..	..	..	..	..	..	..	..	1,028	269	17.42	22.42
Tallow pelts, &c. ..	"	..	..	..	..	..	..	..	..	9,389	1,627	16.15	17.25
Wool, sheep-skins, &c.	"	..	..	..	..	..	..	..	..	2,519	..	101	..
Dolomite	Disc.	..	..	..	..	19,162	..	94	..	271,747	122,516	112	109
Timber—	Ldg.	..	..	..	..	..	..	..	..	1,164	5,499	12.06	12.51
Hardwood : Trucks	Disc.	..	..	..	..	299,340	..	3,381	..	..	..	..	..
Softwood—	"	..	..	..	..	..	..	..	..	..	..	..	..
Trucks .. ..	"	..	..	..	..	..	..	..	..	182,706	30,006	3,263	3,001
Wharf .. ..	"	..	..	..	..	..	..	..	..	156,082	126,065	3,644	4,285
Sulphur .. ..	"	..	..	..	..	..	..	..	..	..	..	..	..
Coal—	"	5,794	..	20.18	..	..	..	..	..	..	..	..	..
Grab—	"	..	..	..	..	..	..	..	..	..	..	..	..
New Zealand ..	"	..	..	..	..	..	..	..	..	106,377	17,623	24.60	22.05
Newcastle ..	"	..	..	..	..	13,662	..	16.46	..	..	..	..	..
Bunker : Hauls, &c.	"	..	..	..	..	61	..	30.50	..	..	..	..	..
Ldg.	"	..	..	..	..	..	..	..	..	..	..	..	..
Fruit : Apples and pears	D/L	..	..	..	..	..	..	..	..	..	1,363	..	17.99
Butter	Boxes	..	..	..	..	..	..	..	..	266,910	61,935	667	628
Cheese	Cts.	..	..	..	..	..	..	..	..	269,096	80,183	252	258
Mutton and lamb ..	R. c/c	28,501	..	1,086	..	..	..	..	..	7,142	..	779	..
Frozen sundries ..	F. c/c	..	..	..	..	..	..	..	..	3,300	..	591	..
Total, all classes	Tons	6,269	..	..	..	19,690	..	..	..	415,230	99,072	..	..
Number of contracts	..	4	..	..	..	15	..	..	..	1,076	248	..	..

PORT OF NELSON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.	Cargo Units.	UNION STEAM SHIP CO. VESSELS.			ANCHOR SHIPPING CO. VESSELS.			SMALL COASTAL VESSELS (Other than ANCHOR SHIPPING CO.).		
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
		1940-47	1947-48		1940-47	1947-48		1942-47	1947-48	
General ..	.. D/L	48,344	12,180	22.06	22.09	299,387	69,296	20,374	3,563	22.67
Cement ..	.. " Disc.	..	..	..	..	1,559	720	..	..	..
Wood, sheep-skins, &c.	.. " Ldg.	..	..	..	..	158	..	..	..	..
"	.. " Ldg.	4,359	..	114	..	2,918	637	1,296	..	140
Timber—	.. Disc.	..	..	..	..	21,547	..	162,232	..	6,736
Hardwood : Wharf	.. " "	..	..	..	..	16,900	..	..	..	..
Softwoods : Trucks	.. " "	..	..	..	..	..	6,993	..	..	..
Coal—	.. " "	..	..	..	..	107,870	25,755	..	..	..
Grab : New Zealand	.. " "	..	..	..	..	18,811	57	..	..	..
Basket : New Zealand	.. " "	..	..	..	..	16.47	19.00	..	..	..
Bunker : Hulks, &c.	.. Ldg.	300	..	19.67	..	28,501	6,812	45	..	20
Fruit : Apples and pears	.. D/L	7,850	1,539	24.61	25.16	14,850	1,918	6,716	4,242	32.07
Mutton and lamb ..	.. R. c/e	408,601	..	1,245	..	..	..	16,374	89,012	1,252
Frozen sundries ..	.. F. c/e	72,767	..	581	..	..	..	756	13,289	412
Total, all classes	.. ..	65,824	13,719	..	..	471,589	104,658	28,086	9,562	..
Number of contracts	.. ..	113	16	..	..	1,454	351	55	29	..
OVERSEAS VESSELS.										
Fruit : Apples and pears	.. Ldg.	85,798	..	875	..	..	..	..	..	..
Total, all classes	.. ..	3,432	..	..	..	..	..	..	..	..
Number of contracts	.. ..	1	..	..	..	..	..	..	..	..

PORT OF PICTON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.			
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.	Rates of Work per Net Gang-hour.		Quantities of Cargo handled.	Rates of Work per Net Gang-hour.
		1940-47	1947-48		1940-47	1947-48			1940-47	1947-48		
General ..	Ldg.	139	..	17.38	109,861	24,861	15.48	..	65,620	24,632	..	..
" ..	" D/L	..	..	..	183	..	13.23	..	555	..	..	16.17
Iron, steel, &c. ..	" ..	..	..	..	..	..	..	..	7,870	1,611	..	..
Cement ..	" ..	..	..	..	608	..	15.20	..	..	..	..	..
Tallow, pelts, &c. ..	" ..	..	..	..	2,524	..	88	..	..	..	..	..
Wool, sheep-skins, &c. ..	Bales	11,033	..	96	30,238	..	87	..	10,326	..	..	76
Timber—	Ldg.	..	..	..	46,588	..	2,507	..	330,624	..	..	3,909
Hardwood : Trucks	Disc.	..	..	..	..	..	..	..	109,283	..	..	3,001
Softwood : Trucks	" ..	..	..	..	..	..	..	..	..	..	..	..
Coal—	" ..	..	..	..	..	..	..	..	..	..	..	..
Grab : New Zealand	" ..	..	..	..	..	..	..	..	47,662	5,664	25.16	27.13
Basket : New Zealand	" ..	..	..	..	328	..	8.48	..	2,547	..	10.42	..
Fruit : Apples and pears	D/L	..	..	..	114	..	14.25	..	440	..	20.31	..
Mutton and lamb ..	" ..	24,081	..	980	976,440	..	847	..	156,086	181,188	953	1,086
Beef ..	R.c/c	..	..	..	1,586	..	86	..	..	..	..	..
Frozen sundries ..	Qrs.	..	..	..	36,023	..	418	..	8,194	8,732	515	582
" ..	F.c/c	..	..	..	..	..	..	..	..	..	..	..
Total, all classes	Tons	2,188	..	..	133,187	24,861	..	..	128,560	34,975	..	..
Number of contracts	..	4	..	..	300	53	..	..	413	137	..	..

PORT OF TIMARU

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.			OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.		
			Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
			1940-47	1947-48		1940-47	1947-48	1940-47	1947-48	1941-47	1947-48	
Cargo Units.			Tons			Tons						
			1940-47	1947-48		1940-47	1947-48	1940-47	1947-48	1941-47	1947-48	
General ..	Disc.		2,489	1,375	17.22	10.01						
" ..	Ldg.		41,739	5,084	16.63	15.78						
" ..	D/L											
Iron, steel, &c. ..	"											
Wheat and barley—Bagged	Disc.		13,065	17,852	21.12	22.42						
Hides ..	Ldg.		12	17	18.00	18.55						
Tallow, pelts, &c. ..	"		9,037	2,348	17.48	17.78						
" ..	D/L											
Wool, sheep-skins, &c. ..	Disc.											
" ..	Ldg.		300,512	95,091	101	96						
Timber—												
Hardwood: Trucks	Disc.		59,786	33,803	3,290	2,704						
Softwood—												
Trucks	"											
" ..	Ldg.											
Coal—												
Grab—												
New Zealand ..	Disc.											
Newcastle ..	"											
Basket—												
New Zealand ..	"											
Newcastle ..	"											
Butter ..	"		18,781	7,335	493	638						
Cheese ..	"		8,135	4,752	198	207						
Mutton and lamb	"		3,957,316	916,497	927	1,008						
Frozen sundries ..	"		108,367	44,975	486	509						
Total, all classes	"		182,192	60,490								
Number of contracts	"		89	24								

PORT OF BLUFF

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.	Cargo Units.	OVERSEAS VESSELS.			UNION STEAM SHIP CO. VESSELS.			SMALL COASTAL VESSELS.		
		Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.
		1940-47	1947-48		1940-47	1947-48		1940-47	1947-48	
General ..	Disc.	17,036	16,388	11.89	12.03	..	..	..	..	..
" ..	Ldg.	14,562	5,154	13.02	14.22	..	..	..	..	..
" ..	D/L.	..	..	..	..	295,126	44,649	..	..	..
Iron, steel, &c. ..	"	..	..	..	..	2,172	954	1,366	15.55	16.33
Wheat and barley	"	..	..	..	..	303	..	..	..	..
Hides ..	"	..	..	..	..	..	..	..	..	..
Tallow, pelts, &c. ..	Ldg.	64	124	15.06	16.72	..	..	..	..	..
" ..	"
" ..	D/L.	29,160	5,408	15.71	16.70	..	..	..	..	..
Wool, sheep-skins, &c.	Disc.	..	..	..	..	3,453	..	..	..	..
" ..	Ldg.	424,463	121,793	85	90	1,191	1,476	..	..	..
Timber—	"	..	..	..	..	22,716	..	..	..	..
Hardwood : Trucks	Disc.	..	86,160	..	2,377	1,312,174	212,662	3,363	2,615	..
Softwood : Trucks	Ldg.	..	501,207	..	3,875	11,470,508	877,130	3,729	3,248	..
Coal—	"	..	..	..	..	..	..	..	..	..
Grab : New Zealand	Tons	..	..	..	..	12,570	..	25.04	..	..
Basket : New Zealand	"	..	..	..	..	4,563	..	11.10	..	..
Butter ..	Boxes	35,756	7,302	478	558	9,464	..	421	..	..
Cheese ..	Cts.	951,799	134,460	252	269	21,949	..	182	..	..
Mutton and lamb ..	R. c/c	10,593,005	1,965,592	861	974	..	..	..	..	..
Beef—Boned ..	Qrs.	..	13,689	298	298	..	..	..	..	..
Bone in ..	"	28,787	14,725	154	196	7,508	..	134	..	..
Frozen sundries ..	F. c/c	675,861	174,893	451	573	30,527	..	353	..	..
Total, all classes	Tons	399,459	98,533	..	..	352,227	48,226	7,635	1,366	..
Number of contracts	..	140	43	..	..	289	33	8	1	..

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1948

Classes of Cargo.	OVERSEAS VESSELS.				UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.			
	Cargo Units.	Quantities of Cargo handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo handled.	Rates of Work per Net Gang-hour.	Quantities of Cargo handled.	Rates of Work per Net Gang-hour.				
		1940-47	1947-48	1940-47		1947-48		1944-47	1947-48			
										1944-47	1947-48	1944-47	1947-48
PORT OF WESTPORT												
General ..	D/L	..	..	..	8,208	2,257	14.03	16.73	4,743	3,239	11.33	10.90
Iron, steel, &c.	"	..	..	..	..	..	..	..	50	160	7.41	6.55
Cement ..	"	..	..	..	..	..	..	..	1,255	445	12.74	16.85
Timber: Softwood—												
Trucks ..	Ldg.	..	..	..	402,541	..	3.539	..	1,820,700	132,653	3,945	4,627
Wharf ..	"	..	..	..	97,092	58,619	3.884	3.398	913,825	1,174,709	3,874	4,209
Coal—Bunker: Trucks	"	..	..	..	40,144	16,763	81.41	87.08	6,275	1,712	79.01	89.32
Cargo: New Zealand	"	..	..	..	745,422	300,412	89.06	85.05	149,620	59,991	84.11	80.77
Total, all classes	"	..	..	..	794,773	319,549	..	..	167,412	68,161	..	..
Number of contracts	"	..	..	..	345	129	..	..	298	105	..	..
PORT OF GREYMOOUTH												
General ..	D/L	..	..	..	32,759	6,557	14.17	13.30	7,248	2,201	12.58	11.02
Iron, steel, &c.	"	..	..	..	465	445	12.13	15.00	71	..	14.44	..
Cement ..	"	..	..	..	..	500	..	16.44	5,239	2,378	17.21	19.26
Timber—Softwood: Trucks	Ldg.	..	..	..	67,530,803	6,562,169	5.292	4.980	10,979,987	404,569	4,721	4,304
N.Z. Coal—Bunker: Trucks	"	..	..	..	50,816	7,837	37.95	28.04	10,497	1,714	105.67	101.82
Cargo: New Zealand	"	..	..	..	819,602	154,312	84.19	74.30	206,449	42,204	125.32	121.51
Total, all classes	"	..	..	..	1,038,704	182,775	..	..	251,462	49,306	..	..
Number of contracts	"	..	..	..	551	90	..	..	393	72	..	..

NOTE.—Greymouth: The period covered is 1942-47, instead of 1944-47.

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1947 (AS PER PREVIOUS ANNUAL REPORT), FIGURES FOR YEAR ENDED 31ST MARCH, 1948, AND TOTALS FROM COMMENCEMENT TO DATE

Port.	Class of Vessel.	Period.	Class of Contract.				Total Contract Price.	Amount of Profit distributed.				"Winch" Hours (Comm.).	Average Per Hour (Comm.).	Total Cont., T.K.s., Wages.
			Disc.	Ldg.	D/L.	Total.		Comm.	N.Z.R., Harbour Boards, &c.		Total.			
									£	£				
Auckland	Overseas	1940-47	547	419	19	985	£ 2,220,089	£ 183,704	£ 409	£ 184,113	4,717,141	s. d. 0 9-35	21,145	
		1947-48	154	84	1	239	626,914	59,916	84	60,000	1,484,394	0 9-69	5,874	
		Totals	701	503	20	1,224	2,847,003	243,620	493	244,113	6,201,535	0 9-43	27,019	
	U.S.S. Co.	1940-47	708	123	428	1,259	1,328,547	39,671	377	40,048	3,351,435	0 2-84	16,884	
		1947-48	126	25	44	195	191,789	8,163	124	8,287	511,534	0 3-83	3,135	
		Totals	834	148	472	1,454	1,520,336	47,834	501	48,335	3,862,969	0 2-97	20,019	
Wellington	All	1940-47	1,255	542	447	2,244	3,548,636	223,375	786	224,161	8,068,576	0 6-69	38,029	
		1947-48	280	109	45	434	818,703	68,079	208	68,287	1,995,928	0 8-19	9,009	
		Totals	1,535	651	492	2,678	4,367,339	291,454	994	292,448	10,064,504	0 6-95	47,038	
	Overseas	1940-47	574	613	36	1,223	1,872,845	178,648	40,319	218,967	3,811,130	0 11-25	23,931	
		1947-48	158	104	2	264	405,537	40,443	12,433	52,876	838,393	0 11-58	5,441	
		Totals	732	717	38	1,487	2,278,382	219,091	52,752	271,843	4,649,523	0 11-31	29,372	
	U.S.S. Co.	1940-47	1,341	142	1,813	3,296	1,156,022	71,944	19,800	91,744	2,579,408	0 6-69	21,532	
		1947-48	109	16	190	315	127,324	3,904	984	4,888	249,011	0 3-76	2,838	
		Totals	1,450	158	2,003	3,611	1,283,346	75,848	20,784	96,632	2,828,419	0 6-44	24,370	
	Coastal	1940-47	1,469	128	1,496	3,093	287,033	15,958	6,201	22,159	741,367	0 5-16	6,385	
		1947-48	348	35	288	671	79,235	2,393	775	3,168	206,615	0 2-78	1,844	
		Totals	1,817	163	1,784	3,764	366,268	18,351	6,976	25,327	947,982	0 4-65	8,229	
All	1940-47	3,384	883	3,245	7,612	3,315,900	266,550	66,320	332,870	7,131,905	0 8-97	51,848		
	1947-48	615	155	480	1,250	612,116	46,740	14,192	60,932	1,294,019	0 8-67	10,123		
	Totals	3,999	1,038	3,825	8,862	3,928,016	313,290	80,512	393,802	8,425,924	0 8-92	61,971		

Lyttelton	Overseas	1940-47	183	277	1	461	476,822	61,539	17,565	79,104	929,672	1 3-89	6,180
		1947-48	91	58	..	149	133,353	19,036	6,652	25,678	272,733	1 4-74	1,755
	Totals		274	335	1	610	610,175	80,565	24,217	104,782	1,202,405	1 4-08	7,935
	U.S.S. Co. ..	1940-47	117	88	750	955	381,891	36,026	16,873	52,899	727,806	0 11-88	7,655
		1947-48	10	6	65	81	54,888	5,429	2,641	8,070	101,453	1 0-84	1,142
	Totals		127	94	815	1,036	436,749	41,455	19,514	60,969	829,259	1 0-00	8,797
	Coastal	1940-47	58	52	573	683	123,448	14,455	7,858	22,313	251,750	1 1-78	3,136
		1947-48	22	16	114	152	30,085	2,979	1,650	4,629	66,471	0 10-76	764
	Totals		80	68	687	835	153,533	17,434	9,508	26,942	318,221	1 1-15	3,900
	All		358	417	1,324	2,099	982,131	112,020	42,296	154,316	1,909,228	1 2-08	16,971
Dunedin	Overseas	1940-47	123	80	179	382	218,326	27,434	10,943	38,377	440,657	1 2-94	3,661
		1947-48	481	497	1,503	2,481	1,200,457	139,454	53,239	192,693	2,349,885	1 2-24	20,632
	Totals		604	577	1,682	2,863	1,418,783	166,888	64,282	231,070	2,790,542	1 2-18	24,293
	U.S.S. Co. ..	1940-47	66	73	..	139	76,883	8,392	3,577	11,969	158,155	1 0-73	1,291
		1947-48	50	34	..	84	41,342	6,915	3,405	10,320	88,223	1 6-81	718
	Totals		116	107	..	223	118,225	15,307	6,982	22,289	246,378	1 2-91	2,009
	U.S.S. Co. ..	1940-47	65	48	576	689	426,236	19,933	..	19,933	1,096,380	0 4-36	5,693
		1947-48	2	6	84	92	64,884	3,979	..	3,979	159,454	0 5-99	858
	Totals		67	54	660	781	491,120	23,912	..	23,912	1,255,834	0 4-57	6,551
	Coastal	1940-47	17	14	269	300	96,377	4,015	..	4,015	265,035	0 3-64	1,840
		1947-48	1	..	28	29	12,395	844	..	844	31,646	0 6-40	219
All	Totals		18	14	297	329	108,772	4,859	..	4,859	296,681	0 3-93	2,079
	U.S.S. Co. ..	1940-47	148	135	845	1,128	599,496	32,340	3,577	35,917	1,519,570	0 5-11	8,844
		1947-48	53	40	112	205	118,621	11,738	3,405	15,143	279,323	0 10-08	1,795
	Totals		201	175	957	1,333	718,117	44,078	6,982	51,060	1,798,893	0 5-88	10,639

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, ETC.—continued

Port.	Class of Vessel.	Period.	Class of Contract.				Total Contract Price.	Amount of Profit distributed.			Total "Winch," Hours (Comm.).	Average Per Hour (Comm.).		Total Comm., T.K.s, Wages.
			Disc.	Idg.	D/L.	Total.		Comm.	N.Z.R., Harbor Boards, &c.	Total.		s.	d.	
Port Chalmers	Overseas ..	1940-47	36	98	..	134	£	36,457	£	43,579	363,462	2	0-07	2,235
		1947-48	24	15	..	39	36,938	6,340	1,778	8,118	65,750	1	11-14	422
		Totals	60	113	..	173	252,340	42,797	8,900	51,697	429,212	1	11-93	2,657
	U.S.S. Co. ..	1940-47	1	3	..	4	827	33	5	38	1,153	0	6-87	14
		1947-48	..	..	..	..	..	..	..	..	..	..	..	..
		Totals	1	3	..	4	827	33	5	38	1,153	0	6-87	14
Opua ..	All	1940-47	37	101	..	138	216,229	36,490	7,127	43,617	364,615	2	0-02	2,249
		1947-48	24	15	..	39	36,938	6,340	1,778	8,118	65,750	1	11-14	422
		Totals	61	116	..	177	253,167	42,830	8,905	51,735	430,365	1	11-88	2,671
	Overseas ..	1940-47	..	1	..	1	573	91	..	91	1,214	1	5-99	2
		1947-48	..	..	..	..	..	..	..	..	..	..	..	..
		Totals	..	1	..	1	573	91	..	91	1,214	1	5-99	2
Gisborne ..	All	1940-47	..	1	..	1	573	91	..	91	1,214	1	5-99	2
		1947-48	..	..	..	..	..	..	..	..	..	..	..	..
		Totals	..	1	..	1	573	91	..	91	1,214	1	5-99	2
	Overseas ..	1941-47	..	1	..	1	4,749	280	..	280	7,913	0	8-49	63
		1947-48	..	..	..	..	..	..	..	..	..	..	..	..
		Totals	..	1	..	1	4,749	280	..	280	7,913	0	8-49	63
Gisborne ..	U.S.S. Co. ..	1941-47	58	50	102	210	68,832	2,054	..	2,054	149,867	0	3-29	1,464
		1947-48	10	1	14	25	9,354	494	..	494	22,170	0	5-35	175
		Totals	68	51	116	235	78,186	2,548	..	2,548	172,037	0	3-55	1,639

Coastal	..	1944-47	16	37	171	224	31,438	500	..	500	75,725	0 1.58	616
		1947-48	2	31	66	99	16,121	593	..	593	48,222	0 2.95	326
All	..	Totals	18	68	237	323	47,559	1,093	..	1,093	123,947	0 2.11	942
		1941-47	74	88	273	435	105,019	2,834	..	2,834	233,505	0 2.91	2,143
Overseas	..	1947-48	12	32	80	124	25,475	1,087	..	1,087	70,392	0 3.70	501
		Totals	86	120	353	559	130,494	3,921	..	3,921	303,897	0 3.10	2,644
U.S.S. Co. ..	..	1940-47	13	170	3	186	339,980	43,074	334	43,408	689,233	1 3.00	4,154
		1947-48	6	36	1	43	83,577	15,298	29	15,327	178,733	1 8.54	722
U.S.S. Co. ..	..	Totals	19	206	4	229	423,557	58,372	363	58,735	867,966	1 4.14	4,876
		1941-47	87	14	109	210	85,485	7,252	1,245	8,497	156,438	0 11.13	1,353
Coastal	..	1947-48	9	..	15	24	12,357	1,080	223	1,303	27,696	0 9.36	137
		Totals	96	14	124	234	97,842	8,332	1,468	9,800	184,134	0 10.86	1,490
Equivalent contracts	..	1942-47	108	12	266	386	41,092	1,963	708	2,671	84,098	0 5.60	577
		1947-48	63	..	57	120	11,817	833	252	1,085	33,341	0 6.00	127
All	..	Totals	171	12	323	506	52,909	2,796	960	3,756	117,439	0 5.72	704
		1947-48	..	..	..	..	..	..	11	11	..	..	..
Equivalent contracts	..	1940-47	208	196	378	782	466,557	52,289	2,287	54,576	929,769	1 1.50	6,084
		1947-48	78	36	73	187	107,751	17,211	515	17,726	239,770	1 5.23	986
All	..	Totals	286	232	451	969	574,308	69,500	2,802	72,302	1,169,539	1 2.26	7,070

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, ETC.—continued

Port.	Class of Vessel.	Period.	Class of Contract.			Total Contract Price.	Amount of Profit distributed.			Total "Winch" Hours (Comm.).	Average Per Hour (Comm.).	Total Cont., T. K. S. Wages.
			Disc.	Idg.	D/L.	Total.	Comm.	N.Z.R., Harbour Boards, &c.	Total.			
Port Waikato	Coastal	1941-47	117	..	34	151	£	£	£	39,676	s. d.	£
		1947-48	..	..	..	..	2,022	..	2,022	..	1 0-23	1,149
	All	Totals	117	..	34	151	2,022	..	2,022	39,676	1 0-23	1,149
		1941-47	117	..	34	151	2,022	..	2,022	39,676	1 0-23	1,149
		1947-48	..	..	..	..	..	..	..	..	..	..
New Plymouth	Overseas	Totals	117	..	34	151	2,022	..	2,022	39,676	1 0-23	1,149
		1940-47	12	98	1	111	248,284	23,779	27,996	429,273	1 1-29	2,299
	U.S.S. Co. ..	1947-48	16	17	..	33	64,828	8,738	10,551	115,141	1 6-21	599
		Totals	28	115	1	144	313,112	32,517	38,547	544,414	1 2-33	2,898
		1940-47	130	4	103	237	54,485	3,462	4,955	107,905	0 7-70	1,093
Coastal	..	1947-48	2	..	17	19	6,846	628	277	15,473	0 9-74	127
		Totals	132	4	120	256	61,331	4,090	1,770	123,378	0 7-96	1,220
	..	1941-47	218	8	224	450	27,729	2,020	978	53,073	0 9-13	403
		1947-48	18	..	25	43	3,782	150	66	9,372	0 3-87	38
		Totals	236	8	249	493	31,511	2,170	1,044	62,445	0 8-34	441
All	..	1940-47	360	110	328	798	330,498	29,261	6,688	590,251	0 11-90	3,795
		1947-48	36	17	42	95	75,456	9,516	2,156	139,086	1 4-32	764
	Totals	1940-47	396	127	370	893	405,954	38,777	8,844	730,237	1 0-74	4,559
		1947-48	3	1	..	4	2,921	491	76	5,594	1 9-07	51
		Totals	3	1	..	4	2,921	491	76	5,594	1 9-07	51
Wanganui ..	Overseas	1940-47	3	1	..	4	2,921	491	76	5,594	1 9-07	51
		1947-48	..	..	..	..	..	..	..	..	..	..
	Totals	1940-47	3	1	..	4	2,921	491	76	5,594	1 9-07	51
		1947-48	..	..	..	..	..	..	..	..	..	..
		Totals	3	1	..	4	2,921	491	76	5,594	1 9-07	51

U.S.S. Co. . .	1941-47 1947-48	6	..	5	..	4	..	15	..	6,006	663	36	699	16,682	0 9-54	86
	Totals	6	..	5	..	4	..	15	..	6,006	663	36	699	16,682	0 9-54	86
Coastal . .	1941-47	280	..	240	556	560	1,076	1,095	94,167	13,967	6,687	20,654	16,682	201,467	1 4-64	1,528
	1947-48	48	..	86	114	114	248	248	30,460	4,651	720	5,371	57,126	1 7-54	..	..
	Totals	328	..	326	670	674	1,324	1,343	124,627	18,618	7,407	26,025	258,593	1 5-28	1,528	..
Equivalent contracts	1947-48	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..
All . .	1940-47	289	..	246	560	560	1,095	1,095	103,094	15,121	6,799	21,920	223,743	1 4-22	1,665	..
	1947-48	48	..	86	114	114	248	248	30,460	4,651	722	5,373	57,126	1 7-54	..	..
	Totals	337	..	332	674	674	1,343	1,343	133,554	19,772	7,521	27,293	280,869	1 4-89	1,665	..
Overseas . .	1946-47	..	..	1	..	..	1	1	1,056	163	36	199	974	3 4-16	..	..
	1947-48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Totals	..	..	1	..	..	1	1	1,056	163	36	199	974	3 4-16	..	..
U.S.S. Co. . .	1940-47	8	..	31	74	74	113	113	17,743	2,646	1,284	3,930	30,533	1 8-80	43	..
	1947-48	1	..	..	15	15	16	16	3,122	502	336	838	6,127	1 7-66	..	..
	Totals	9	..	31	89	89	129	129	20,865	3,148	1,620	4,768	36,660	1 8-61	43	..
Anchor Co. . .	1942-47	399	..	79	976	976	1,454	1,454	71,794	13,420	5,326	18,746	157,416	1 8-46	..	..
	1947-48	96	..	15	240	240	351	351	17,644	3,319	1,353	4,672	35,166	1 10-65	..	..
	Totals	495	..	94	1,216	1,216	1,805	1,805	89,438	16,739	6,679	23,418	192,582	1 8-86	..	..
Coastal . .	1942-47	16	..	11	28	28	55	55	5,320	845	290	1,135	11,418	1 5-76	..	..
	1947-48	5	..	21	3	3	29	29	1,847	469	170	639	3,796	2 5-65	..	..
	Totals	21	..	32	31	31	84	84	7,167	1,314	460	1,774	15,214	1 8-73	..	..
Equivalent contracts	1943-47	..	..	..	..	..	..	..	..	..	..	2,619	..	..	..	..
	1947-48	..	..	..	..	..	..	..	..	..	..	1,064	..	..	..	..
	Totals	..	..	..	..	..	..	..	..	..	..	3,683	..	..	..	..
All . .	1940-47	423	..	122	1,078	1,078	1,623	1,623	95,913	17,074	9,555	26,629	200,341	1 8-45	43	..
	1947-48	102	..	36	258	258	396	396	22,613	4,290	2,923	7,213	45,089	1 10-83	..	..
	Totals	525	..	158	1,336	1,336	2,019	2,019	118,526	21,364	12,478	33,842	245,430	1 8-89	43	..

Nelson

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, ETC.—*continued*

Port.	Class of Vessel.	Period.	Class of Contract.				Total Contract Price.	Amount of Profit distributed.				Total "Which Hours" (Comm.).	Average Per Hour (Comm.).	Total Cont., T. K. S. Wages.
			Disc.	Ldg.	D/L.	Total.		Comm.	N. Z. R., Harbour Boards, &c.		Total.			
									£	£				
Pictou	Overseas	1940-47	..	4	..	4	£	1,668	£	345	£	391	s. d.	£ 20
		1947-48	..	..	..	..	..	..	..	..	..	..	5 07	..
	Totals	..	4	..	4	1,668	345	46	391	2,791	2 5 07	20	..	
	U.S.S. Co.	1940-47	7	38	255	300	39,109	2,377	1,335	3,712	58,900	0 9 69	65	..
		1947-48	..	1	52	53	7,594	724	320	1,044	11,929	1 2 57	18	..
	Totals	7	39	307	353	46,703	3,101	1,655	4,756	70,829	0 10 51	83	..	
Timaru	Coastal	1942-47	140	47	226	413	27,321	1,860	785	2,645	58,660	0 7 61	5	..
		1947-48	16	37	84	137	8,567	903	514	1,417	18,263	0 11 87	22	..
	Totals	156	84	310	550	35,888	2,763	1,299	4,062	76,923	0 8 62	27	..	
	Equivalent contracts	1947-48	..	..	..	..	..	..	10	10	..	..	..	..
		All	1940-47	147	89	481	717	68,098	4,582	2,166	6,748	120,351	0 9 14	90
	1947-48		16	38	136	190	16,161	1,627	844	2,471	30,192	1 0 93	40	..
Timaru	Overseas	Totals	163	127	617	907	84,259	6,209	3,010	9,219	150,543	0 9 90	130	..
		1940-47	11	78	..	89	117,287	12,433	2,884	15,317	125,306	1 11 81	1,153	..
	1947-48	7	17	..	24	32,245	6,167	1,872	8,039	61,152	2 0 20	289	..	
	Totals	18	95	..	113	149,532	18,600	4,756	23,356	186,458	1 11 94	1,442	..	
	U.S.S. Co.	1941-47	29	37	430	496	118,042	11,558	4,709	16,267	161,214	1 5 21	1,584	..
		1947-48	4	5	49	58	19,706	2,434	1,116	3,550	28,299	1 8 64	238	..
Totals	33	42	479	554	137,748	13,992	5,825	19,817	189,513	1 5 72	1,822	..		

Coastal	1941-47	16	30	196	242	24,241	2,082	1,225	3,307	38,341	1	1-03	130
	1947-48	1	2	19	22	3,824	553	255	808	6,690	1	7-87	14
	Totals	17	32	215	264	28,065	2,635	1,480	4,115	45,031	1	2-05	144
All	1940-47	56	145	626	827	259,570	26,073	8,818	34,891	324,861	1	7-26	2,867
	1947-48	12	24	68	104	55,775	9,154	3,243	12,397	96,141	1	10-85	541
	Totals	68	169	694	931	315,345	35,227	12,061	47,288	421,002	1	8-08	3,408
Overseas	1940-47	24	116	..	140	273,172	31,498	9,638	41,136	337,195	1	10-42	4,080
	1947-48	14	29	..	43	65,889	11,478	3,125	14,603	113,988	2	0-16	892
	Totals	38	145	..	183	339,061	42,976	12,763	55,739	451,183	1	10-86	4,972
U.S.S. Co.	1941-47	28	14	247	289	128,875	6,948	2,982	9,930	202,513	0	8-23	2,299
	1947-48	2	3	28	33	17,581	1,182	588	1,770	31,515	0	9-00	345
	Totals	30	17	275	322	146,456	8,130	3,570	11,700	234,028	0	8-34	2,644
Coastal	1940-47	..	..	8	8	2,089	129	71	200	3,411	0	9-08	73
	1947-48	..	..	1	1	317	31	18	49	753	0	9-88	11
	Totals	..	..	9	9	2,406	160	89	249	4,164	0	9-22	84
All	1940-47	52	130	255	437	404,136	38,575	12,691	51,266	543,119	1	5-05	6,452
	1947-48	16	32	29	77	83,787	12,691	3,731	16,422	146,256	1	8-82	1,248
	Totals	68	162	284	514	487,923	51,266	16,422	67,688	689,375	1	5-85	7,700

Bluff

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, ETC.—continued

Port.	Class of Vessel.	Period.	Class of Contract.			Total Contract Price.	Amounts of Profit distributed.			Total "Whins" (Comm.).	Average Per Hour (Comm.).		Total Cont., I.K.S., Wages.
			Disc.	Ldg.	D/L.	Total.	Comm.	N.Z.R., Harbour Boards, &c.	Total.		s.	d.	
Westport ..	U.S.S. Co. ..	1944-47	1	40	304	345	£	£	£	93,217	1	2-05	£
		1947-48	..	17	112	129	44,988	5,456	2,091	7,547	2	4-93	..
		Totals	1	57	416	474	15,275	3,295	2,118	5,413	2	4-93	100
	Coastal ..	1944-47	..	50	248	298	60,263	8,751	4,209	12,960	1	5-13	100
		1947-48	..	15	90	105	17,741	1,393	632	2,025	0	9-44	..
		Totals	..	65	338	403	7,102	696	267	963	0	11-13	75
Greymouth ..	Equivalent contracts	1944-47	..	..	..	..	24,843	2,089	899	2,988	0	9-94	75
		1947-48	..	..	..	..	..	..	155	155	..	..	..
		Totals	..	..	..	..	..	..	172	172	..	..	..
	All ..	1944-47	1	90	552	643	62,729	6,849	2,878	9,727	1	0-78	..
		1947-48	..	32	202	234	22,377	3,991	2,557	6,548	1	9-58	175
		Totals	1	122	754	877	85,106	10,840	5,435	16,275	1	3-04	175
Greymouth ..	U.S.S. Co. ..	1942-47	..	151	400	551	156,357	16,029	2,095	18,124	0	11-54	3,335
		1947-48	1	18	71	90	25,234	1,923	389	2,312	0	8-84	489
		Totals	1	169	471	641	181,591	17,952	2,484	20,436	0	11-17	3,824
	Coastal ..	1942-47	45	103	245	393	34,322	4,879	696	5,575	1	9-35	947
		1947-48	6	20	46	72	5,929	909	264	1,173	2	7-06	136
		Totals	51	123	291	465	40,251	5,788	960	6,748	1	10-45	1,083
Greymouth ..	All ..	1942-47	45	254	645	944	190,679	20,908	2,791	23,699	1	0-92	4,282
		1947-48	7	38	117	162	31,163	2,832	653	3,485	0	11-47	625
		Totals	52	292	762	1,106	221,842	23,740	3,444	27,184	1	0-73	4,907

SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES FOR
PERIOD 1940-48, SHOWING TOTALS FOR EACH PORT

Port.	Date Commission commenced to operate Pay Office.	1940-47. £	1947-48. £	1940-48. £
Auckland	31/7/40	7,084,719*	1,044,719	8,129,438
Wellington	10/7/40	3,894,698*	730,376	4,625,074
Lyttelton	30/10/40	1,296,757	395,033	1,691,790
Otago	28/8/40	1,220,753	278,169	1,498,922
Gisborne	24/3/47	25,112	32,154	57,266
Napier	1/4/44	364,859	130,790	495,649
New Plymouth	2/10/40	403,598	127,143	530,741
Patea	Agency	4,742†	5,575	10,311
Wanganui	2/5/41	109,315	38,070	147,385
Nelson	1/4/44	91,350	31,109	122,459
Pictou	1/4/44	69,067	25,928	94,995
Timaru	3/9/45	77,525	79,838	157,363
Oamaru	30/6/47	15,456†	17,089	32,545
Bluff	11/12/40	399,007	119,195	518,202
Westport	10/10/44	67,980	37,231	105,211
Greyhound	21/10/44	39,277	47,000	86,277
Awanui	27/10/47	..	70	70
Whangarei	27/10/47	..	31	31
Whakatane	27/10/47	..	63	63
Opotiki	27/10/47	..	80	80
Tokomaru Bay	8/12/47	..	86	86
Total, all ports	..	15,164,215	3,139,749	18,303,964
Amounts paid on behalf of New Zealand and United States Armed Forces	{ Auckland .. Wellington ..	2,388,075 41,691	.. ..	2,388,075 41,691
		2,432,766	..	2,432,766

* Includes amounts paid on behalf of New Zealand and United States Armed Forces.

† From 1st April, 1946.

SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES FOR YEAR ENDED 31st MARCH, 1948, SHOWING TOTAL FOR EACH SHIPPING COMPANY

Labour Wages, Shipping Companies.	Auckland.	Wellington.	Lyttelton.	Otago.	Gisborne.	Napier.	New Plymouth.	Wanganui.	Nelson.	Picton.	Oamaru.	Timaru.	Bluff.	Westport.	Greyouth.	Total, all Ports.
Ansell and Co.	5,854	19,607	..	..	..	1	..	..	14,982	782	..	..	..	714	1,864	43,898
Anchor Shipping and Foundry	98,631	..	..	..	..	..	..	..	..	..	..	..	..	..	..	98,631
Auckland Stevedoring Co.	137	..	..	..	..	..	..	..	..	..	137
Baillie and Co.	552	..	..	..	..	..	..	2,802	..	2,802
Beauchamp, H. R., and Co.	..	28,837	..	..	..	..	84	..	..	..	..	..	..	..	..	28,921
Birds Eye Line, Ltd.
British Chemical Industries	4	..	4
British Phosphate Com- missioners	21,589	..	1,747	20,180	..	..	13,801	..	..	..	..	..	..	..	..	57,317
Burgess and Co.	1,027	..	..	..	..	..	..	..	1,027
Cable Oil Co.	11	..	..	..	9,031	..	147	..	2,175	..	..	..	11
Canterbury Steam Shipping Co., Ltd.	..	16,807	7,085	465	..	..	..	..	..	..	..	..	..	81	..	35,791
Clare and Clare	14	..	..	..	..	..	..	..	..	..	..	14
Cock, J. H., and Co., Ltd.	470	2,480	..	..	..	..	..	..	..	2,950
Collingwood Shipping Co., Ltd.	89
Colonial Sugar Refining Co., Ltd.	6,563	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,563
Common, Shelton, Ltd.	8	..	..	..	..	..	..	..	..	..	..	8
Corson and Sons, Ltd.	1	..	..	..	..	..	..	..	..	1	..	1
Coutts and Jamieson	2	..	..	..	..	..	..	..	..	..	..	2
Cranby, C. H., and Co.	1,380	..	..	..	..	..	..	..	..	..	1,380
Dalgaty and Co., Ltd.	..	4,615	142	71	..	..	..	..	69	..	..	..	..	..	195	5,096
Darling and McDowell	4	..	..	..	..	..	859	..	..	..	..	859
Dominion Stevedoring Co.	32,385	..	..	..	..	..	..	..	..	32,385
Dunedin Wanganui Steam Ship Co.	6,574	..	..	..	..	..	..	..	..	..	..	..	6,574
Eckford, T., and Co.	371	..	..	..	..	..	371
Frankham, A. G., Ltd.	5,417	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,417
Fenwick, J. and Co.	10,307	..	..	..	..	..	..	..	..	..	10,307
Gannaway and Co.	18,166	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18,166
Gisborne By-products
Gisborne Harbour Board	3	..	..	..	..	..	..	..	..	..	..	66
Gisborne Refrigerating Co.	66	..	..	..	..	..	..	..	..	..	..	12
Gisborne Sheep-farmers	6,855	..	..	..	108	..	..	..	..	..	..	6,855
Golden Bay Shipping Co.	..	854	..	..	..	..	..	..	17	..	..	..	..	..	..	962
Greenmouth Harbour Board
Herdman, H. L.	2,277	..	..	..	..	10,074	284	2,821	..	..	..	..	..	2,277
Holm and Co.	1,106	29,874	..	4,596	..	..	2,221	..	..	..	..	..	..	..	..	48,555
Hooker Bros.	2,221
Iron and Steel Co.	18	..	..	..	739	..	..	..	..	..	..	..	2,221
Johnston and Co., Ltd.	..	13,234	..	..	..	..	..	..	..	..	..	..	..	..	..	13,973

SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES
FOR YEAR ENDED 31ST MARCH, 1948, SHOWING TOTAL FOR EACH SHIPPING COMPANY—*continued*

The understated additional amounts have been paid or are payable in respect of the ports listed hereunder :—

	Waterfront Wages.	Annual-holiday Pay.		Statutory-holiday Pay.		Daily Minimal.	Weekly: Minimal.	Totals.
		Union.	Non-union.	Union.	Non-union.			
(a) Before establishment of Central Pay Office, Oamaru	£ 3,270	£ 22	£ 38	£ 175	£ 71	£ ..	£ ..	£ 3,576
(b) Commission's Agency, Patea	..	228	1	214	..	..	..	5,575
(c) Minor ports—								
Awanui	..	..	..	..	..	..	70	70
Whangarei	..	..	..	..	..	..	31	31
Whakatane	63	63
Opotiki	80	80
Tokomaru Bay	86	86
Totals	8,402	250	39	389	71	..	330	9,481

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TABLE SHOWING NUMBER OF UNIONIST MAN-WEEKS, TOTAL HOURS, AND AVERAGE HOURS PER WEEK (ORDINARY AND OVERTIME) COVERING PERIOD OF FIFTY-TWO WEEKS ENDED 27TH MARCH, 1948

Port.	Number of Man-weeks worked.	Total Hours worked.			Average Hours worked per Week.		
		Ordinary.	Overtime.	Total.	Ordinary.	Overtime.	Total.
Auckland	..	2,849,762½	955,405½	3,805,168	34½	11½	46
Wellington	..	1,921,336½	709,302½	2,630,638½	35½	13½	49
Lyttelton	..	1,010,800½	370,215½*	1,381,015½*	35	12½	47½
Dunedin	..	546,522	214,398½	760,918½	36½	14½	50½
Port Chalmers	..	321,762½	85,050½	406,812½†	31½	8½	39½
Gisborne	..	98,090½	31,610	129,700½	26½	8½	34½
Napier	..	342,122½	122,329½	464,452½‡	30½	11	41½
Onehunga	..	54,024	18,877	72,901	29½	10½	40
New Plymouth	..	291,691½	108,320	400,011½	32½	12	44½
Wanganui	..	111,791	35,561½	147,352½*	30½	9½	40½
Nelson	..	135,605½	26,636½	162,242½	37½	7½	44½
Pictou	..	2,192	29,861½	88,418†	26½	13½	40½
Timaru	..	58,556½	62,652	226,371½	30½	11½	41½
Oamaru||	..	163,719½	9,953½	52,063½†	25	6	31
Bluff	..	42,113	101,308	381,833½†	31½	11½	43
Westport	..	280,525½	44,033	122,837½†	22	12½	34½
Greymouth	..	78,804½	58,026½	184,298½	24	11	35
Totals	..	126,271½	2,983,539½	11,417,038½	33½	12	45½

* Includes New Zealand Railways and Harbour Board hours.
 † Includes New Zealand Railways hours.
 ‡ Includes Harbour Board hours.
 § Includes

NOTES.—Working-hours have been affected by—
 (a) *Main Ports*.—Cancellation as from 8th September, 1945, of shift-work and work on Sundays, holidays, and on Saturday afternoons (except when vessels could finish by 5 p.m.).
 (b) *Secondary Ports*.—Cancellation as from 8th September, 1945, of shift-work; cancellation as from 26th November, 1945, of work on Saturday nights, Sundays, and holidays; cessation of work on Saturday afternoons and at 9 p.m. on ordinary week-days.

AVERAGE EARNINGS: RETURN A.—RETURN OF NUMBER OF UNIONISTS EMPLOYED, WAGES, ETC., PAID, AND AVERAGE WAGE PER MAN-WEEK WORKED FOR YEARS ENDED 31ST MARCH, 1941-48

Port.	1940-47.			1947-48.			1940-48.		
	Number of Man-weeks.	Total Wages and Profits paid.	Average per Week worked.	Number of Man-weeks.	Total Wages and Profits paid.	Average per Week worked.	Number of Man-weeks.	Total Wages and Profits paid.	Average per Week worked.
		£	£ s. d.		£	£ s. d.		£	£ s. d.
Auckland*	479,936	5,284,286	11 0 2	82,588	882,129	10 13 7	562,524	6,166,415	10 19 3
Wellington	344,363	3,645,167	10 11 8	53,786	617,178	11 9 6	398,149	4,262,345	10 14 1
Lyttelton	129,207	1,160,845	9 8 5	28,908	329,414†	11 7 11	132,115	1,490,239	9 15 11
Dunedin	87,500	807,360	9 4 6	15,027	179,685	11 19 2	102,527	987,045	9 12 7
Port Chalmers	48,802	424,866	8 14 1	10,301	95,945‡	9 6 3	59,103	520,811	8 16 3
Gisborne	70	352	5 0 7	3,738	28,295	7 11 5	3,808	28,647	7 10 5
Napier	40,655	409,594	10 1 6	11,138	118,085§	10 12 0	51,793	527,679	10 3 9
Onchunga	..	..	..	1,819	15,306	8 8 3	1,819	15,306	8 8 3
New Plymouth	45,018	391,860	8 14 1	8,993	101,771‡	11 6 4	54,011	493,631	9 2 9
Wanganui	15,426	105,519	6 16 10	3,625	36,306†	10 0 4	19,051	141,825	7 8 11
Nelson	13,320	128,586	9 13 1	3,642	39,146	10 15 0	16,962	167,732	9 17 9
Pictou	6,780	58,866	8 13 8	2,192	21,091‡	9 12 5	8,972	79,957	8 18 3
Timaru	6,978	65,846	9 8 9	5,438	57,050‡	10 9 10	12,416	122,896	9 18 0
Oamaru¶	..	..	..	1,684	16,730†	6 7 5	1,684	10,730	6 7 5
Bluff	36,044	329,033	8 17 7	8,866	97,844‡	11 0 9	44,910	417,877	9 6 1
Westport	9,486	84,667	8 18 6	3,589	36,688‡	10 4 5	13,075	121,355	9 5 8
Greymouth	2,054	16,676	8 2 4	5,285	46,141‡	8 14 7	7,339	62,817	8 11 2
All ports	1,259,639	12,904,523	10 4 11	250,619	2,712,804	10 16 6	1,510,258	15,617,237	10 6 10

* Includes Onchunga returns for 1940-47.

† Includes New Zealand Railways and Harbour Board wages.

§ Includes Harbour Board and overhaul wages.

¶ For 39 weeks.

‡ Includes New Zealand Railways wages.

**AVERAGE EARNINGS: RETURN B.—RETURN SHOWING EARNINGS OF UNION WATERSIDE
WORKERS FOR YEAR ENDED 31ST MARCH, 1948, ANALYSED UNDER INCOME GROUPS**

Port.	Under £100.		£100 to £200.		£200 to £300.		£300 to £400.	
	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.
		£		£		£		£
Auckland	313	6,836	69	10,799	177	45,103	294	105,194
Wellington	281	9,686	223	30,278	149	37,572	217	77,065
Lyttelton	69	2,226	38	6,015	34	8,252	72	26,107
Dunedin	37	2,259	13	1,968	19	4,752	7	2,449
Port Chalmers ..	14	791	18	2,666	17	4,269	25	9,065
Gisborne	5	182	4	664	6	1,613	59	22,253
Napier	1	97	11	1,705	10	2,389	8	2,850
Onehunga	3	27	1	109	1	217	3	1,026
New Plymouth ..	26	1,406	14	1,711	7	1,809	9	3,219
Patea	4	141	..	..	2	580	4	1,518
Wanganui	12	399	3	502	4	964	1	393
Nelson	5	262	1	105	..	..	4	1,407
Pictou	1	3	..	..	3	799	4	1,559
Timaru	13	481	5	749	5	1,357	6	2,181
Oamaru	3	41	1	192	18	4,515	28	9,371
Bluff	14	802	19	2,731	6	1,614	12	4,374
Westport	5	238	3	403	8	2,096	1	367
Greymouth	8	442	5	647	15	3,786	29	10,062
Totals	814	26,319	428	61,244	481	121,687	783	280,457

Port.	£400 to £500.		£500 to £600.		£600 to £700.		Totals.	
	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.
		£		£		£		£
Auckland	542	246,752	723	396,263	86	52,961	2,204	863,908
Wellington	407	184,242	529	324,493	251	157,242	2,057	820,578
Lyttelton	108	49,011	240	133,626	176	110,737	737	335,973
Dunedin	62	28,750	190	105,682	27	16,491	355	162,351
Port Chalmers ..	68	31,726	96	50,765	5	3,033	243	102,315
Gisborne	7	2,844	..	..	..	..	81	27,557
Napier	62	29,030	150	79,587	..	..	242	115,638
Onehunga	30	13,283	2	1,007	..	..	40	15,669
New Plymouth ..	38	17,240	96	54,156	34	20,901	224	100,442
Patea	8	3,308	..	..	..	..	18	5,547
Wanganui	31	14,572	37	19,195	..	..	88	36,025
Nelson	18	8,271	43	24,034	8	4,964	79	39,043
Pictou	18	8,111	19	10,207	..	..	45	20,679
Timaru	14	6,510	82	45,095	..	..	125	56,373
Oamaru .. ..	..	..	..	..	..	..	50	14,119
Bluff	31	14,064	123	68,704	7	4,331	212	96,617
Westport	23	10,863	43	22,594	..	..	83	36,561
Greymouth	68	30,574	..	..	..	..	125	45,511
Totals	1,535	699,151	2,373	1,335,408	594	370,660	7,008	2,894,926

AVERAGE EARNINGS: RETURN C.—RETURN SHOWING AVERAGE TOTAL EARNINGS, PROFIT DISTRIBUTIONS, ORDINARY AND OVERTIME HOURS, WEEKS, AND HOLIDAYS WORKED BY UNIONISTS WITH HIGHEST EARNINGS FOR YEAR ENDED 31ST MARCH, 1948

Number of Men.	Port.	Average Total Earnings (including Profit Distribution).	Average Total Hours worked for Year.			Average Number of Weeks worked.	Average Hours worked per Week.		Average Number of Sundays and Holidays worked.	Average Total of Profit Distribution.					
			Ordinary.	Overtime.	Total.		Ordinary.	Overtime.			Total.				
£	s.	d.								£	s.	d.			
100	Auckland	613	4	5	1,898	731	2,629	51	38	14	52	Nil	45	13	4
100	Wellington	644	4	10	1,905	789	2,694	50	38	16	54	Nil	45	0	10
50	Lyttelton	654	9	9	1,917	819	2,736	52	37	16	53	6	64	14	11
50	Dunedin	602	18	3	1,838	747	2,585	51	36	15	51	Nil	48	7	0
50	Port Chalmers	551	8	6	1,755	554	2,309	51	35	11	46	Nil	43	15	1
50	Gisborne	389	5	3	1,390	442	1,832	51	27	9	36	Nil	12	7	6
50	Napier	550	12	10	1,613	584	2,197	51	32	12	44	Nil	80	14	9
25	Ochunga	455	4	6	1,636	590	2,226	50	32	12	44	Nil	2	11	1
50	New Plymouth	608	6	1	1,712	656	2,368	51	34	13	47	Nil	56	10	7
50	Wanganui	511	19	2	1,574	511	2,085	52	30	10	40	Nil	77	11	8
50	Nelson	567	12	7	1,835	462	2,297	51	36	9	45	Nil	98	12	6
43	Pictou	474	14	0	1,164	676	1,840	48	24	14	38	Nil	45	10	4
50	Timaru	559	6	10	1,639	638	2,277	52	32	12	44	Nil	91	18	0
50	Oamaru	282	7	6	1,096	278	1,374	43	25	6	31	Nil	1	9	1
50	Bluff	586	19	2	1,739	608	2,347	52	33	12	45	Nil	94	3	3
50	Westport	521	4	8	1,176	623	1,799	52	23	12	35	Nil	91	14	11
50	Greymouth	459	6	8	1,281	584	1,865	49	26	12	38	Nil	33	14	3

TABLE SHOWING THE TIME SPENT IN NEW ZEALAND BY OVERSEAS VESSELS

Period.	Number of Vessels.			Number of Ports.			Days on Coast.			Days when Cargo not worked (excluding Sundays and Holidays).			Balance, representing Days taken on Cargo Operations and Steaming Time between Ports.		
	Loading and Discharging.	Loading only.	All Vessels.	Loading and Discharging.	Loading only.	All Vessels.	Loading and Discharging.	Loading only.	All Vessels.	Loading and Discharging.	Loading only.	All Vessels.	Loading and Discharging.	Loading only.	All Vessels.
January to June, 1939...	36	26	62	6.81	5.23	6.13	42.1	26.8	35.7	Nil	Nil	Nil	42.1	26.8	35.7
January to June, 1941...	20	19	39	4.05	2.10	3.10	27.8	14.9	21.5	2.0	2.0	2.0	25.8	12.9	19.5
April, 1941, to March, 1942	55	70	125	4.2	1.7	2.8	27.0	10.6	17.9	3.9	1.3	2.5	23.1	9.3	15.4
April, 1942, to March, 1943	69	44	113	3.0	1.5	2.4	23.9	10.5	18.7	3.5	1.7	2.8	20.9	8.1	16.0
April, 1943, to March, 1944	56	48	104	2.59	1.66	2.16	25.43	11.29	18.9	1.46	1.27	1.37	23.96	10.0	17.53
April, 1944, to March, 1945	55	51	106	3.18	1.47	2.5	26.71	14.92	21.03	3.31	3.69	3.49	23.4	11.24	17.55
April, 1945, to March, 1946	43	78	121	3.35	1.48	2.14	31.63	15.95	21.52	1.21	1.76	1.56	30.42	14.12	19.96
April, 1946, to March, 1947	61	82	143	4.48	1.65	2.85	52.30	26.09	37.27	2.72	3.70	3.28	49.58	23.39	33.99
April, 1947, to March, 1948	103	57	160	4.44	1.93	3.54	56.38	23.39	44.62	3.62	1.83	2.98	52.76	21.56	41.64

NOTES.—(1) During the war years, engine repairs, which were previously performed overseas, were carried out in New Zealand.

(2) Reduction in working-hours have been effected as follows:—

(a) *Main Ports*.—Reduction from 10 p.m. to 9 p.m. cessation of work became operative as from 2nd January, 1944. Shift-work and work on Sundays, holidays, and on Saturday afternoons (except where vessels could finish by 5 p.m.) cancelled as from 8th September, 1945.

(b) *Secondary Ports*.—Shift-work cancelled as from 8th September, 1945. Work on Saturday nights, Sundays, and holidays cancelled as from 26th November, 1945. With regard to the cessation of work on Saturday afternoons and at 9 p.m. on ordinary week-days, subsequent action was taken at the various ports to bring the hours into line with those worked at main ports.

(3) During the war years, overseas vessels were worked extended hours on Saturday nights, Sundays, and holidays, and also under a shift system from 11 p.m. to 7 a.m. Prior to the war, overseas vessels were worked 8 a.m. to 10 p.m. (midnight to finish), Mondays to Fridays inclusive, and 8 a.m. to 5 p.m., Saturdays. During the year ended 31st March, 1947, and thereafter, these vessels were worked 8 a.m. to 9 p.m. (10 p.m. to finish), Mondays to Fridays inclusive, and 8 a.m. to noon on Saturdays (5 p.m. to finish). This represents a reduction of approximately nine hours per week, or 13 per cent. on pre-war working-hours.

**SUMMARY OF GUARANTEE PAYMENTS, DAILY AND WEEKLY, AT EACH PORT FOR THE
YEAR ENDED 31ST MARCH, 1948, AND STATEMENT SHOWING THE COST PER
MAN-WEEK WORKED**

Port.	Man-weeks worked.	Daily Guarantee.		Weekly Guarantee.		Daily and Weekly Guarantees.	
		Total Cost.	Cost per Man-week worked.	Total Cost.	Cost per Man-week worked.	Total Cost.	Cost per Man-week worked.
	Number.	£	s. d.	£	s. d.	£	s. d.
Auckland	82,588	802	0 2-33	..	..	802	0 2-33
Wellington	53,786	1,206	0 5-38	..	..	1,206	0 5-38
Lyttelton	28,908	1,157	0 9-61	1	..	1,158	0 9-61
Dunedin	15,027	3,292	4 4-58	1,156	1 6-46	4,448	5 11-04
Port Chalmers	10,301	3,520	6 10-01	3,399	6 7-19	6,919	13 5-20
Gisborne	3,738	2,919	15 7-42	1,397	7 5-70	4,316	23 1-11
Napier	11,138	6,753	12 1-51	5,126	9 2-45	11,879	21 3-97
Onehunga	1,819	877	9 7-71	171	1 10-56	1,048	11 6-27
New Plymouth	8,993	2,190	4 10-46	1,737	3 10-36	3,927	8 8-80
Wanganui	3,625	1,462	8 0-79	543	2 11-95	2,005	11 0-74
Nelson	3,642	236	1 3-55	3	0 0-20	239	1 3-75
Picton	2,192	875	7 11-80	14	0 1-53	889	8 1-33
Timaru	5,438	2,148	7 10-80	639	2 4-20	2,787	10 3-00
Oamaru*	1,684	1,551	18 5-05	1,257	14 11-14	2,808	33 4-19
Bluff	8,866	3,348	7 6-63	2,529	5 8-46	5,877	13 3-09
Westport	3,589	1,855	10 4-05	667	3 8-60	2,522	14 0-65
Greymouth	5,285	4,608	17 5-26	2,375	8 11-85	6,983	26 5-11
Awanui†	185	..	..	70	7 6-81	70	7 6-81
Whangarei†	392	..	..	31	1 6-98	31	1 6-98
Whakatane†	335	..	..	63	3 9-13	63	3 9-13
Opotiki†	231	..	..	80	6 11-12	80	6 11-12
Tokomaru Bay‡	139	..	..	86	12 4-49	86	12 4-49
Totals	251,901	38,799	3 0-97	21,344	1 8-33	60,143	4 9-30

* From 30th June, 1947 (39 weeks).
1947 (16 weeks).

† From 27th October, 1947 (22 weeks).

‡ From 8th December,

NOTES

Main and Secondary Ports

Daily Guarantee.—Unionists guaranteed two hours' work at ordinary time general cargo rate, Mondays to Fridays, or failing provision of such work shall be paid that sum.

Weekly Guarantee.—Unionists guaranteed work in each week to the value of £5, or failing provision of such work shall have wages made up to that sum.

Minor Ports

Weekly Guarantee:—

- | | |
|-----------------|---|
| Whakatane .. | Unionists guaranteed work in each week to the value of £4, or failing provision of such work shall have wages made up to that sum. |
| Awanui .. | } Unionists guaranteed work in each week to the value of £3 10s., or failing provision of such work shall have wages made up to that sum. |
| Whangarei .. | |
| Tokomaru Bay .. | |
| Opotiki .. | Unionists guaranteed work in each week to the value of £3, or failing provision of such work shall have wages made up to that sum. |

RETURN SHOWING NUMBER OF HALF-DAYS ANNUAL HOLIDAYS ALLOCATED TO UNIONISTS, ANALYSED INTO HALF-DAY GROUPS AND NUMBER OF UNIONISTS IN EACH GROUP, FOR THE ANNUAL HOLIDAY YEAR, 29th JULY, 1946, TO 27th JULY, 1947

Port.	Number of Half-days.																						Total Number of Men.
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	
	Number of Men.																						
..	42	105	13	26	27	15	35	18	13	16	21	31	15	20	25	21	43	37	48	42	30	1,311	1,954
Auckland ..	9	17	148	8	6	3	12	7	7	6	6	14	11	46	8	14	19	20	15	17	27	999	1,419
Wellington ..	42	..	1	3	4	3	6	7	4	3	4	8	4	9	4	9	11	6	8	13	12	489	646
Lyttelton ..	2	1	1	6	3	1	5	2	2	1	7	3	3	11	5	2	2	1	..	3	..	280	336
Dunedin ..	..	1	6	3	3	..	1	2	1	1	4	8	11	15	4	2	2	1	..	..	..	167	229
Port Chalmers ..	..	4	..	..	5	1	1	..	4	11	1	1	1	..	1	3	26	1	1	..	1	33	87
Gisborne ..	..	..	..	1	..	..	1	1	11	..	1	1	1	..	1	..	..	..	..	..	3	179	241
Napier ..	..	3	18	..	1	..	..	..	1	1	6	4	2	1	..	1	..	..	..	..	1	136	195
Onchunga ..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	17	13
New Plymouth ..	..	..	1	1	1	1	..	..	..	..	..	3	2	4	3	..	..	..	1	1	..	67	84
Patea ..	..	..	..	..	..	..	1	..	..	..	2	3	2	..	..	..	..	..	1	..	..	66	76
Wanganui ..	..	..	..	..	..	..	..	..	1	..	2	5	..	1	..	1	..	..	1	1	..	33	45
Nelson ..	..	..	..	..	1	1	4	..	..	..	..	2	2	1	..	1	..	1	1	1	1	101	113
Pictou ..	..	..	1	..	1	1	..	1	..	1	..	..	2	..	1	1	..	1	1	1	2	29	35
Timaru ..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	1	1	1	2	29	35
Oamaru ..	..	..	..	..	..	..	..	5	4	..	..	5	3	1	1	..	5	3	1	2	9	132	182
Bluff ..	..	..	..	3	2	4	3	1	..	..	..	..	1	1	1	..	..	..	..	..	3	72	78
Westport ..	..	..	..	..	..	..	1	2	..	..	..	..	1	1	..	..	2	..	..	..	5	95	117
Greymouth ..	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	5	..	..
Totals ..	98	132	188	42	54	30	71	49	48	40	55	87	64	109	55	53	110	72	80	87	95	4,274	5,893

NOTE.—Waterside workers at the above ports are allocated one half-day's annual holiday for each 11 days of work or availability for work: Provided that a worker who has worked or has been available for work for not less than 1,800 hours during the holiday year shall be entitled to the full two weeks' annual holiday.

ANALYSIS OF NATIONAL AND PORT COMMITTEE DISPUTES REFERRED TO
AND DECIDED BY THE COMMISSION

Decisions and Serial Numbers.	Date of Decisions.	Total Disputes Heard.	Number of Claims made by—		Number of Claims withdrawn by—		Number of Claims allowed to—		Number of Claims referred back or Decision reserved.
			Employers.	Workers.	Employers.	Workers.	Employers.	Workers.	
National disputes as per previous reports, 1-27	24/7/40- 19/11/45	448	23	425	..	37	206	141	64
3 ..	19/12/47	22	..	22	..	..	8	8	6
Totals, national disputes		470	23	447	..	37	214	149	70
Port Com- mittees—									
1 ..	26/7/46	2	..	2	..	..	..	2	..
2 ..	21/3/47	2	1	1	..	..	..	1	1
4 ..	22/3/48	1	..	1	..	..	..	1	..
Totals, Port Committees		5	1	4	..	..	..	4	1
Totals, all disputes		475	24	451	..	37	214	153	71

**COMPARISON OF MAN-HOURS LOST THROUGH STOPPAGES OF WORK ON THE WATERFRONT
COVERING PERIOD OF FOUR YEARS PRIOR TO, AND EIGHT YEARS DURING, COMMISSION
CONTROL**

Period.	Estimated Total Man-hours worked.	Total Man-hours lost through Stoppages.	Percentages of Hours lost.
<i>Four Years prior to Commission Control</i>			
1937 to 1940	29,147,977	233,656	0.80
<i>Eight Years during Commission Control</i>			
1941 to 1946	63,598,761	321,880	0.51
1947	10,844,730	286,069	2.64
1948	12,400,437	221,038	1.78
Average, 1941 to 1948 ..	86,843,928	828,987	0.95

Brief Explanation of Cause of Major Stoppages for Twelve Months ended 31st March, 1948

Auckland (77,100 man-hours): Refusal to handle dunnage, in support of claims of shipwork carpenters for increase in rate of pay.

Auckland (35,000 man-hours): Demand for extra dirt rate. Discharging phosphul, "Cape York."

Auckland (100,680 man-hours): Dispute *re* hatches, "Mountpark." (First portion of dispute only; from 20th February, 1948, to 18th March, 1948.)

**CLASSIFICATION OF ORDERS ISSUED BY THE COMMISSION UNDER WATERFRONT CONTROL
COMMISSION EMERGENCY REGULATIONS 1940, AND WATERFRONT INDUSTRY
EMERGENCY REGULATIONS, 1946**

Classification.	1940-47.	1947-48.	1940-48.
Conditions of employment	37	18	55
Bureaux and pay offices	16	..	16
Co-operative contracting	74	9	83
Profit distribution and equivalent profit distribution	11	1	12
Supervision of work	5	1	6
Hours of work	13	4	17
Cargo-working conditions	1	1	2
Totals	157	34	1

BUILDINGS FUND

REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1948

	Percentage of Total Income.	Expenditure	Percentage of Total Expenses.	£	£	Percentage of Total Income.	Levies	Income	£	1946-47. £
1946-47. £	0.73	Buildings: maintenance	1.33	12	..	100.00	..	..	1,677	1,329
728	51.69	Depreciation ..	94.12	867	..					
33	2.50	Administration (National Adminis- tration Fund) ..	4.55	42	..					
		Total working-expenses ..	100.00	—	921					
762	54.92	Net balance, carried down to Appropriation Account ..	..	..	756					
567	45.08									
£1,329	100.00			£1,677		100.00			£1,677	£1,329

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1948

Percentage of Total Income.		Percentage of Total Income.	
1946-47.	1946-47.	1946-47.	1946-47.
£	£	£	£
567	45-08	567	45-08
Balance, carried down to	Net balance, brought down from	Balance, carried down to	Net balance, brought down from
Account ..	Account ..	Account ..	Account ..
756	756	756	756

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1948

	£	1946-47. £
794	Balance carried forward, 31st March, 1948 ..	794
	Balance brought forward, 1st April, 1947 ..	227
	Balance brought down from Appropriation Account, 31st March, 1948 ..	567
		£794
	Balance brought forward, 1st April, 1948 ..	£
		1,550
		£794

BALANCE-SHEET AS AT 31ST MARCH, 1948

1946-47. £	Liabilities	£	Assets	£	1946-47. £
754	Creditors	378	Cash at Bank of New Zealand : Head Office accounts ..	21,186	18,058
40,000	Reserves : buildings— As per Balance-sheet, 31st March, 1947 ..	50,000	Fixed—		
5,000	Appropriated for year— Co-operative Contracts Fund ..	15,000	Buildings—		
5,000	National Administration Fund ..		As per Balance-sheet, 31st March, 1947 ..	32,565	24,096
50,000		65,000	Less works in progress at 31st March, 1947 ..	210	14,789
	Accumulated funds (Repairs and Maintenance Account)—				
226	As per Balance-sheet, 31st March, 1947 ..	794	Additions during year ..	32,355	9,307
567	Balance brought in for year ..	756	Works in progress as at 31st March, 1948 ..	13,175	23,867
		1,550		13,329	210
			Sales during year ..	45,684	33,384
			Depreciation for year ..	867	91
				867	728
			Land—		
			As per Balance-sheet, 31st March, 1947 ..	925	32,565
				£66,928	£51,547

A. E. BOCKETT, General Manager.
A. G. DAVIDSON, Chief Accountant.

I hereby certify that the Revenue Account and Balance-sheet relating to the Buildings Fund have been duly examined and compared with the books and supporting documents, and correctly state the position as disclosed thereby:—J. P. RUTHERFORD, Controller and Auditor-General.

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1948

Percentage of Total Income.		Percentage of Net Profit.		Percentage of Total Income.	
1946-47. £	9·36	..	..	9·71	£
205,328	0·19	..	..	Net profit, brought down from Revenue Account	285,531
5,460	..	..	..	..	..
5,000	..	..	..	..	..
6,902	0·16	..	..	..	..
		Balance, carried down to Accumulated Funds Account	..	..	222,690
		
			1·69	..	..
			100·00	9·71	£285,531
			£222,690	£222,690	£222,690

1,330	0.44	Sundries	..	0.55	..	2,001
2,423	0.65	Telephone rentals, postages, and tolls	..	0.82	..	2,955
2,940	0.91	Travelling-expenses, &c.	..	1.15	..	4,163
		Wages—				
		Annual holidays—				
84,885	19.18	Unionists	..	24.25	87,392	
9,826	2.44	Non-unionists	..	3.09	11,122	
70	..	Guaranteed : unionists	..	..	..
		Minima—				
1,525	8.51	Daily : unionists	..	10.76	38,799	
708	4.68	Weekly : unionists	..	5.92	21,344	
		Statutory holidays—				
31,357	17.72	Unionists	..	22.40	80,721	
..	1.43	Non-unionists	..	1.81	6,530	
494	0.05	Sundries	..	0.07	231	
					246,139	
223,707	79.11	Total working-expenses	100.00	..	360,435	
24,653	20.89	Net balance, carried down to Appropriation Account	..	..	95,206	
£248,360	100.00				£455,641	100.00
						£455,641 £248,360

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1948

1946-47.	£	1946-47.	£
34,324	Balance carried forward, 31st March, 1948	..	49,530
			£
	Balance brought forward, 1st April, 1947	..	34,324
	Balance, brought down from Appropriation Account, 31st March, 1948	..	15,206
			19,653
			£49,530
			£34,324
			£
	Balance brought forward, 1st April, 1948	..	£49,530
			£34,324

NATIONAL ADMINISTRATION FUND—continued
BALANCE-SHEET AS AT 31st MARCH, 1948

1946-47. £	Liabilities	£	Cash—	Assets	£	1946-47. £
20,238	Unclaimed moneys	35,389	At Bank of New Zealand—			
48,764	Creditors	66,175	Head Office accounts	137,729	80,875	
2	Branches .. ..	..	Imprest accounts	36,789	10,273
18	Tellers' advances	47				
	Reserves—		In hand—	174,518	91,148	
..	Cafeteria plant purchase : appropriated for year ..	15,000	Wages	4	192	
25,000	Guaranteed wage—	£	Petty cash	111	105	
..	As per Balance-sheet, 31st March, 1947 ..	25,000				
..	Appropriated for year	50,000				
25,000			Debtors—	174,633	91,445	
14,671	Accumulated funds—	75,000	Wages advances	106	63	
19,653	As per Balance-sheet, 31st March, 1947 ..	34,324	Contracts, &c.	34,214	22,671	
34,324	Balance brought in for year	15,206	Branches	24	..	
		49,530		34,344	22,734	
			Investments—			
			Third Liberty Loan, as per Balance-sheet, 31st March, 1947—			
			Commission (2½ per cent. stock, 15/6/49, at cost)	1,000	1,000	
			Staff scheme : balance	16	16	
			Victory Loan No. 1, as per Balance-sheet, 31st March, 1947—			
			Commission (2½ per cent. stock, 15/2/50, at cost)	1,000	1,000	
			Staff scheme : balance	43	43	
			Victory Loan No. 2, as per Balance-sheet, 31st March, 1947 : Commission (2½ per cent. stock, 15/4/51, at cost)	1,000	1,000	
			Fixed—	3,059	3,059	
			Motor-cars—			
			As per Balance-sheet, 31st March, 1947 ..	1,150	1,348	
			Purchases during year	1,878	709	
			Sales during year	3,028	2,057	
			Depreciation for year	280	650	
				141	257	
				421		
					2,607	
					1,150	

Office furniture and fittings—			
As per Balance-sheet, 31st March, 1947	9,822	8,665	
Purchase during year	6,502	3,040	
Sales during year	16,384	11,705	
Depreciation for year	£ 295	485	
	2,128	1,398	
	2,423	13,961	9,822
Oilskin coats—			
As per Balance-sheet, 31st March, 1947	137	134	
Purchases during year	3	291	
Sales during year	140	425	
	60	289	
		80	
Cafeteria equipment—			
Purchases during year	2,508		
Cafeteria establishment expenses—			
Expenditure during year	£ 1,634		
Written off for year	638		
		996	
Cafeteria motor-vans—			
Purchases during year	459		
Depreciation for year	51		
		408	
Cafeteria plant—			
Purchases during year	8,916		
Depreciation for year	371		
		8,545	
		12,457	
		£241,141	£128,346

A. E. BOCKETT, General Manager.

A. G. DAVIDSON, Chief Accountant.

I hereby certify that the Revenue Account and Balance-sheet relating to the National Administration Fund have been duly examined and compared with the books and supporting documents, and correctly state the position as disclosed thereby. The audit of the records of disbursements through the central pay offices was carried out by auditors appointed for the purpose by the Audit Office in terms of Regulation 15 (5) of the Waterfront Industry Emergency Regulations 1946. —J. P. RUTHERFORD, Controller and Auditor-General.

STORE FUND—*continued*
BALANCE-SHEET AS AT 31ST MARCH, 1948

1946-47 (Eight Months), £	Liabilities	£	£	Assets	1946-47 (Eight Months), £
4,591	Creditors .. .. .	..	5,938	Cash at Bank of New Zealand : Head Office accounts	5,104
..	Reserves : store plant purchases :—	..	1,500	Debtors	1,484
1,500	As per Balance-sheet, 31st March, 1947	..	2,000	Fixed—	3,478
..	Appropriated for year .. .. .	..	3,500	Store plant, as per Balance-sheet, 31st March, 1947	..
..	Accumulated funds—	..	346	Adjustment, office furniture and fittings	18
317	As per Balance-sheet, 31st March, 1947	..	376	Purchases during year	2,602
..	Balance brought in for year .. .. .	..	722	Sales during year	4,847
..	.. .. .	..	..	Depreciation for year	18
..	.. .. .	..	..	.. .. .	267
..	.. .. .	..	..	.. .. .	1,450
..	.. .. .	..	..	Office furniture and fittings—	3,397
..	.. .. .	..	..	As per Balance-sheet, 31st March, 1947	236
..	.. .. .	..	..	Purchases during year .. .. .	..
..	.. .. .	..	..	.. .. .	256
..	.. .. .	..	..	.. .. .	236
..	.. .. .	..	..	Adjustment : plant (sales, 1946-47)	18
..	.. .. .	..	..	Depreciation for year	43
..	.. .. .	..	..	.. .. .	20
..	.. .. .	..	..	.. .. .	61
..	.. .. .	..	..	.. .. .	175
..	.. .. .	..	..	.. .. .	236
..	.. .. .	..	..	.. .. .	£10,160
..	.. .. .	..	..	.. .. .	£10,438

A. E. BOCKETT, General Manager.
A. G. DAVIDSON, Chief Accountant.

I hereby certify that the Revenue Account and Balance-sheet relating to the Stores Fund have been duly examined and compared with the books and supporting documents, and correctly state the position as disclosed thereby.—J. P. RUTHERFORD, Controller and Auditor-General.

SUPERVISION FUND

REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1948

1946-47. £	Percentage of Total Income.	Expenditure	£	Percentage of Total Income.	Income	1946-47. £
1,349	..	Insurance .. ..	..	..	..	1,349
27	0.89	National Administration Fund	..	0.85	Levies	29,796
4,826	1.40	Overtime	31	1.33	Net loss, carried down to Appropriation Account	166
4,684	93.25	Salaries, &c.	48	88.99		1,795
119	0.41	Sundries	14	0.39		
19,841	6.34	Wages	219	6.05		
745	2.50	Administration assessment; National Administration Fund	87	2.39		
			3,625			
£31,591	104.79	Total working-expenses	£3,625	104.79		£3,625

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1948

1946-47. £	Percentage of Total Income.	£	Percentage of Total Income.	1946-47. £
1,795	4.79	Net loss, brought down from Revenue Account	166	..
710	10.99	Profit distributions	380	Transfer back from Accumulated Funds Account
..	..	Surplus distribution (Auckland)	..	Balance carried down to Accumulated Funds
			9,610	Account
£2,505	15.78		£10,156	546
			£2,505	2,505

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1948

1946-47. £	£	1946-47. £
..	Transfer back to Appropriation Account, 1st December, 1947 .. ..	..
2,505	Balance brought down from Appropriation Account, 31st March, 1948	10,910
10,911	Balance carried forward, 31st March, 1948	£13,416
£13,416		£10,910
		£754
		£10,911

SUPERVISION FUND—*continued*
BALANCE-SHEET AS AT 31ST MARCH, 1948

1946-47. £	<i>Liabilities</i>	£	£	<i>Assets</i>	£	1946-47. £
227	Profit distribution—	116		Cash at Bank of New Zealand: Head Office account	287	10,650
710	As per Balance-sheet, 31st March, 1947	380		Debtors: contracts, &c	624	390
	Appropriated for year	—	496			
937						
821	Payments during year	..	339			
116			—			
23	(Creditors	..	157			
	Accumulated funds—	..	..	
13,416	As per Balance-sheet, 31st March, 1947	..	10,910			
..	Less transfer back to Appropriation					
	Account	..	9,619			
2,505	Less balance brought in for year	..	546			
10,911			10,156			
			754			
			£911			£911
						£11,050

A. E. BOCKETT, General Manager.
A. G. DAVIDSON, Chief Accountant.

I hereby certify that the Revenue Account and the Balance-sheet relating to the Supervision Fund have been duly examined and compared with the books and supporting documents, and correctly state the position as disclosed thereby. The audit of the records of disbursements through the central pay offices was carried out by auditors appointed for the purpose by the Audit Office in terms of Regulation 15 (5) of the Waterfront Industry Emergency Regulations 1946.—J. P. RUTHERFORD, Controller and Auditor-General.

**SUMMARY OF ADMINISTRATIVE EXPENDITURE FROM CONSOLIDATED FUND, VOTE, " LABOUR
AND EMPLOYMENT," PERIOD 1940-48 AND ESTIMATED 1948-49**

1st April, 1947, to 31st March, 1948.	1940-47.	1946-47.	1947-48.	1948-49.	Estimated, 1948-49.
Scholarships—					
Commissioners' and members' fees	£ 24,201	£ 2,350	£ 3,360	£ 27,561	£ 5,148
General Manager and Assistant	1,341	1,341	1,466	2,807	1,169
Controllers and Branch Managers	22,989	3,500	5,026	28,025	4,817
Assistant Controllers and Assistant Branch Managers	9,386	875	2,102	11,488	1,543
Wharf Superintendents	28,415	3,871	..	28,415	..
Clerical Division (including cost-of-living allowances)	19,076	2,726	2,726	22,402	2,789
Totals	106,018	14,663	14,680	120,698	15,466
Miscellaneous expenditure	8,027	1,400	1,400	9,427	1,400
Office furniture and fittings	3,033	300	300	3,333	300
Printing and stationery	1,179	200	200	1,379	200
Rent of offices, &c.	8,107	1,300	1,300	9,407	1,300
Travelling-expenses	4,649	956	1,891	6,540	1,256
Gross expenditure	131,013	18,813	19,771	150,784	19,922
Credits-in-aid (expenditure refunded by Commission)	51,369	6,563	2,692	54,061	2,692
Net expenditure	79,644	12,250	17,079	96,723	17,230

SUMMARY ALL FUNDS

REVENUE, APPROPRIATION, AND ACCUMULATED FUNDS ACCOUNT FOR THE PERIOD 9TH APRIL, 1940, TO 31ST MARCH, 1942, SHOWING PERCENTAGES OF INCOME, EXPENDITURE, ETC., FOR EACH FUND

	Percentage of Total Income.	1940-47.	Percentage of Total Expenses.	Percentage of Total Income.	1946-47.	Percentage of Total Expenses.	Percentage of Total Income.	1947-48.	Percentage of Total Expenses.	Percentage of Total Income.	1940-48. .
<i>1. Revenue Account</i>											
<i>Expenditure</i>											
Buildings ..	0.01	£ 1,355	0.01	0.03	£ 762	0.03	0.03	£ 921	0.03	0.01	£ 2,276
Consolidated .. (vote, "Labour and Employ- ment")	0.51	79,644	0.55	0.47	12,250	0.52	0.50	17,079	0.56	0.51	96,723
Co-operative contracts ..	85.02	13,302,755	92.23	79.96	2,091,936	88.32	77.35	2,655,925	87.09	83.64	15,956,680
National administration*	5.09	796,552	5.52	8.55	223,707	9.45	10.51*	360,435	11.83	6.07	1,156,987
Store ..	0.05	8,207	0.06	0.31	8,207	0.35	0.33	11,327	0.37	0.10	19,534
Supervision ..	1.51	235,356	1.63	1.20	31,591	1.33	0.10	3,625	0.12	1.25	238,981
Total expenditure ..	92.19	14,423,869	100.00	90.52	2,368,453	100.00	88.82	3,047,312	100.00	91.58	17,471,181
Net balance carried down	7.81	1,222,293	..	9.48	247,962	..	11.18	383,703	..	8.42	1,605,996
	100.00	15,646,162	..	100.00	2,616,415	..	100.00	3,431,015	..	100.00	19,077,177
<i>Income</i>											
Buildings ..	0.01	£ 2,149	..	0.05	£ 1,329	..	0.05	£ 1,677	..	0.02	£ 3,826
Consolidated .. (vote, "Labour and Employ- ment")	0.51	79,644	..	0.47	12,250	..	0.50	17,079	..	0.51	96,723
Co-operative contracts ..	92.18	14,422,608	..	88.47	2,314,627	..	85.67	2,939,456	..	91.01	17,362,064
National administration	5.63	881,185	..	9.49	248,360	..	13.28	455,641	..	7.01	1,336,826
Stores ..	0.07	10,053	..	0.38	10,053	..	0.40	13,703	..	0.12	23,756
Supervision ..	1.60	250,823	..	1.14	29,796	..	0.10	3,459	..	1.33	253,982
	100.00	15,646,162	..	100.00	2,616,415	..	100.00	3,431,015	..	100.00	19,077,177

2. Appropriation Account

	£	£	£	£	£
Balance brought down ..	1,226,927				
Less net transfer back from Accumulated Funds, 1945-46	4,634				
	7.81	1,222,293	..	9.48	247,962 ..
	£	£		£	£
Profit distributions ..	6.50	1,017,173	..	7.87	206,039 ..
Surplus distribution ..	..	..	..	..	..
Grants ..	0.08	11,810	..	0.21	5,460 ..
Reserve accounts ..	0.71	111,500	..	0.44	11,500 ..
Balance carried down ..	86,444				
Less net transfer back from Accumulated Funds, 1945-46	4,634	81,810	..	0.96	24,963 ..
	0.52				
	7.81	1,222,293	..	9.48	247,962 ..
		£		£	£
		1,222,293		11.18	383,703 ..
				8.03	275,631 ..
				0.28	9,610 ..
				0.16	5,465 ..
				2.39	82,000 ..
				0.32	10,997 ..
				11.18	383,703 ..
				8.42	1,605,996 ..
				6.78	1,292,804 ..
				0.05	9,610 ..
				0.09	17,275 ..
				1.01	193,500 ..
				0.49	92,807 ..
				8.42	1,605,996 ..

3. Accumulated Funds Account

	£	£
Balance brought forward	0.52	81,810 ..
	0.96	24,963 ..
		£
		10,997 ..
		£
		92,807 ..

* Includes annual and statutory holidays and guaranteed minimum payments, £245,908, equivalent to 8.07 per cent. total expenses and 7.17 per cent. total income; balance, £114,327, represents administration expenses, equivalent to 3.76 per cent. total expenses and 3.34 per cent. total income.

STORE, AUCKLAND

STATEMENT OF STORES HANDLED FOR THE PERIOD 1ST APRIL, 1947, to 31ST MARCH, 1948

Class of Stores.	In Store, 1st April, 1947.		Received into Store, 1st April, 1947, to 31st March, 1948.		Delivered ex Store, 1st April, 1947, to 31st March, 1948.		Balance in Store, 31st March, 1948.	
	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.
Wheat, &c.	1,193	2	3,011	32	3,771	36	432	38
Tea	6	30	11,213	25	10,811	15	409	..
Other foodstuffs	79	1	1,787	32	1,814	19	52	14
Wool	363	20	..	..	362	..	1	20
Newsprint, &c.	733	10	656	2	630	19	758	33
Tallow .. ..	..	..	1,158	26	879	34	278	32
General merchandise	564	15	3,914	..	2,324	24	2,153	31
Totals	2,939	38	21,741	37	20,594	27	4,087	8

						Total Tonnage handled.
Received .. ..	..	..	..	..	..	21,742 tons.
Delivered .. ..	..	..	..	..	..	20,595 ..
Tea-sorting, &c. .. ..	..	..	..	..	..	9,207 ..
Total .. ..	..	..	..	..	..	51,544 tons.
Total man-hours worked .. ..	..	..	..	..	..	17,503 hours.
Rate of handling per man-hour .. ..	..	..	..	..	..	2.94 tons.
Total handling charges .. ..	..	..	..	..	..	£5,841.
Cost per ton handled .. ..	..	..	..	..	..	2s. 3.11d.
Area of store .. ..	..	..	..	..	..	48,000 square feet.

CARGO CONTROL COMMITTEES OPERATING UNDER THE CARGO CONTROL EMERGENCY REGULATIONS 1947

Summary of Expenditure brought to Charge as at 31st March, 1948

Port.	Period.	Miscellaneous Expenditure (Clause 16 (1)).	Overtime Expenditure (Clause 16 (2)).	Removing Cargo : Recoverable Costs (Clause 16 (3A)).	Removing Cargo : Non-recoverable Costs (Clause 16 (3B)).	Total Expenditure.
		£	£	£	£	£
Auckland ..	29/10/47 to 31/3/48	..	640	..	21	661
Christchurch ..	Ditto	..	203	..	..	203
Totals ..	..	..	843	..	21	864

NOTES.—(1) Cargo Control Committees set up at the following ports as from the dates indicated :—

Port.	Date set up.
Auckland	29th October, 1947.
Wellington	29th October, 1947.
Lyttelton and City of Christchurch	29th October, 1947.
New Plymouth	18th November, 1947.

(2) *Clause 16 (1).*—Administrative costs paid in first instance out of Waterfront Industry Commission funds. As at 31st March, 1948, these costs totalled £653. A claim for this amount will be submitted to Treasury during the 1948–49 financial year. Details for each port are :—

	£
Auckland	185
Wellington	282
Christchurch, &c.	176
New Plymouth	10
	<u>£653</u>

(3) *Clause 16 (2).*—Under clause 16 (2), which covers the additional cost for goods removed in overtime hours, expenditure was incurred at the Port of Wellington, but claims were not received during the year ended 31st March, 1948.

At the Port of New Plymouth no expenditure was incurred up to 31st March, 1948.

Approximate Cost of Printing.—Preparation, not given ; printing (1,083 copies), £290.

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