

1949
NEW ZEALAND

WATERFRONT INDUSTRY COMMISSION

ANNUAL REPORT AND STATEMENT OF ACCOUNTS FOR THE YEAR ENDED
31ST MARCH, 1949

Presented by Leave of the House

SIR,—

21st September, 1949.

We have the honour to submit a report covering the activities of the Commission for the year ended 31st March, 1949.

A. E. BOCKETT, Chairman.

L. F. MALCOURONNE }
R. J. O'DONNELL } Members.

The Hon. the Minister of Labour.



CONTENTS

	PAGE
1. INTRODUCTION	5
2. DESPATCH OF SHIPPING	6
(a) Rates of Work—	
(i) Overseas Vessels	6
(ii) Coastal Vessels	7
(b) Overloading of Port facilities	8
(c) Congestion of Wharf and Railway Sheds—Shortage of Railway Trucks	8
(d) Increase in Tonnages Handled Per Vessel	8
(e) Reduction in Working-hours	8
(f) Multiplicity of Marks	9
(g) Spelling	9
(h) Loss of Man-hours on the Waterfront—	
(i) Disputes Involving Stoppages of Work	10
(ii) Accidents Involving the Payment of Compensation	10
(iii) Sickness, Penalties, and Absence for Other Causes	11
3. CO-OPERATIVE CONTRACTING—	
(a) Value of Contracts and Tonnages Handled	11
(b) Costs of Cargo Handling	12
(c) Profit Distribution	12
4. AVERAGE HOURS OF WORK	12
5. RATES OF PAY : AVERAGE WAGE	13
6. GUARANTEED DAILY AND WEEKLY MINIMUM PAYMENTS	14
7. ACCOMMODATION AND AMENITIES—	
(a) Waiting-room Accommodation	14
(b) Canteen facilities	15
(c) First-aid Clinics	15
8. ANNUAL HOLIDAY AND STATUTORY HOLIDAYS—	
(a) Annual Holidays	15
(b) Statutory Holidays	16
9. CARGO CONTROL COMMITTEES	16
10. GOVERNMENT STORE, AUCKLAND	17
11. ANNUAL ACCOUNTS—	
(a) General	17
(b) Buildings Fund	18
(c) Consolidated (Vote, "Labour and Employment") Fund	19
(d) Co-operative Contracts Fund	19
(e) National Administration Fund	19
(f) Store Fund	21
(g) Supervision Fund	21
12. APPENDIX—	
Commission and Members of Executive Staff	23
Summary of Commission Staff and Union Membership as at 31st March, 1949	24
Summary of Results of Co-operative Contract Stevedoring for Years 1940-48 and 1948-49 showing (I) Quantities of Cargo Handled; (II) Rates of Work—	
Key to Abbreviations and Tonnage Conversion	25
Summary of Total Tonnages (All Classes of Cargo) Handled	26
Summary of Quantities of Cargo Handled—All Ports/All Vessels	28
Overseas Loading Summary	29
Summary of Results, &c.—	
All Ports	30
Port of Auckland	32
Port of Wellington	34
Port of Lyttelton	36
Port of Dunedin	38
Port of Port Chalmers	40
Port of Gisborne	41
Port of Napier	42
Port of Waikato	44

12. APPENDIX—*continued*Summary of Results, &c.—*continued*

PAGE

Port of New Plymouth	45
Port of Wanganui	46
Port of Nelson	47
Port of Pictou	48
Port of Timaru	49
Port of Bluff	50
Port of Westport	51
Port of Greymouth	51
Summary Showing Profit Distribution by Commission, &c.	52
Summary of Wages, &c., Payable Through Waterfront Industry Commission Central Pay Offices and Agencies for Period 1940–49	62
Summary of Wages, &c., Payable Through Waterfront Industry Commission Central Pay Offices and Agencies for Year Ended 31st March, 1949, Showing Total for Each Shipping Company	63
Table Showing Number of Unionists Man-weeks, Total Hours, and Average Hours Per Week (Ordinary and Overtime) Covering Period of Fifty-two Weeks Ended 27th March, 1949	67
Average Earnings—	
Return A : Number of Unionists Employed, Wages, &c., Paid, and Average Wage per Man-week Worked for Years Ended 31st March, 1941–49	68
Return B : Earnings of Union Waterside Workers for Year Ended 31st March, 1949, Analysed Under Income Groups	69
Return C : Average Total Earnings, &c., Profit Distributions, Ordinary and Overtime Hours, Weeks, and Holidays Worked by Unionists With Highest Earnings for Year Ended 31st March, 1949	70
Table Showing the Time Spent in New Zealand by Overseas Vessels	71
Summary of Guaranteed Payments, Daily and Weekly, at Each Port for the Year Ended 31st March, 1949, Showing Cost per Man-Week Worked	72
Return Showing Number of Half-days Annual Holidays Allocated to Unionists for the Annual Holiday Year, 28th July, 1947, to 31st July, 1948	73
Analysis of National and Port Committee Disputes Referred to and Decided by the Commission	74
Comparison of Man-hours Lost Through Stoppages of Work on the Waterfront Covering Period of Four Years Prior to, and Nine Years During, Commission Control	75
Return Showing Unionists on Compensation and Man-days, Man-weeks and Man-hours Lost During the Year Ended 31st March, 1949, Together with the Average Man-hours Lost per Unionist Employed During Year	76
Return Showing Loss of Man-days for Unionists Absent on Account of Sickness, Penalties, Compensation, and Other Causes During the Year Ended 31st March, 1949	77
Classification of Orders Issued by the Commission Under Waterfront Control Commission Emergency Regulations 1940 and Waterfront Industry Emergency Regulations 1946	76
Accounts—	
(1) Revenue, Appropriation, and Accumulated Funds Accounts for the Year Ended 31st March, 1949, and Balance-sheets as at 31st March, 1949—	
Buildings Fund	78
Co-operative Contracts Fund	80
National Administration Fund	83
Store Fund	88
Supervision Fund	91
(2) Summary of Administrative Expenditure from Consolidated Fund, Vote, "Labour and Employment," for Period 1940–49, and Estimated for 1949–50	94
(3) Summary, All Funds, 1940–49, Showing Percentages of Income, Expenditure, &c., for Each Fund	95
Store, Auckland : Statement of Stores Handled, Year Ended 31st March, 1949	97
Summary of Expenditure by Cargo Control Committees from 29th October, 1947 to 31st March, 1949	97

1. INTRODUCTION

DURING the year ended 31st March, 1949, a further change was made in the constitution of the Commission. On 25th June, 1948, following a majority decision of the Commission to declare the "Mountpark" at Auckland a "preference ship," the two union members resigned office. The Government vested the full powers, functions, and responsibilities of the Commission in the remaining four members, at the same time providing full voting-rights for the Government member. Following the issue, on 16th August, 1948, of the decision of the Emergency Disputes Committee set up by the Hon. the Minister of Labour (Mr. McLagan), under the chairmanship of the Chief Justice of New Zealand (Sir Humphrey O'Leary) to adjudicate on the "Mountpark" dispute at Auckland, negotiations were commenced for the re-establishment of union representation on the Commission.

Comprehensive discussions were conducted by the Government with the New Zealand Waterside Employers' Association and the New Zealand Waterside Workers' Union with a view to reaching agreement as to the form of national waterfront organization which would meet the post-war needs of the industry.

In view of some criticism of the powers vested in previous Commissions to carry out both administrative and judicial functions, and the criticism that the Commission had been "judge in its own cause," it was decided to establish two bodies:—

- (a) A full-time Waterfront Industry Commission;
- (b) A part-time Waterfront Industry Authority.

The full-time Commission consisted of a Chairman appointed by the Government, one member nominated by the New Zealand Waterside Employers' Association, and one member nominated by the New Zealand Waterside Workers' Union. In addition to carrying out the day-to-day administrative work, the Commission was vested with the powers for the settlement of disputes and for prescribing terms and conditions of employment for waterside work. Decisions of the Commission, however, were subject to a right of appeal to the Authority, and the Commission could not issue or amend any order prescribing conditions or terms of employment which were of general application except pursuant to a decision or direction of the Authority, or pursuant to a unanimous resolution of the Commission.

The part-time Authority consisted of a Chairman appointed by the Government, two members nominated by the New Zealand Waterside Employers' Association, and two members nominated by the New Zealand Waterside Workers' Union. The functions of the Authority, which was in the nature of an appeal body, were to deal with matters of a judicial or legislative nature which were referred to it for decision either directly by the Commission, or indirectly by way of appeals from the Employers' Association or union.

The Regulations provided for decisions of the Authority to be pronounced by the Chairman, and no separate pronouncement was to be made by any other member, but a member could have his dissent recorded.

Before their nominated representatives took office on these new bodies both the New Zealand Waterside Employers' Association and the New Zealand Waterside Workers' Union supplied the Government with written pledges of their intention to accept and abide by all legal orders and decisions of the Authority and Commission. Undertakings were also given by the representatives of both employers and workers to do all in their power to ensure that the Commission and Authority would function successfully in the best interests of the industry. It is to be regretted that, following an interim decision of the Waterfront Industry Authority on 9th February, 1949, granting a wage increase of 2½d. per hour, from which decision the union members of the Authority dissented, numerous stoppages of work by waterside workers occurred throughout New Zealand. These flagrant breaches by the union of its written undertaking of less than three months' standing resulted in a statement to the union on the 31st March, 1949, that the Government felt compelled to consider seriously whether Commission control of the waterfront

had failed and should be abandoned. Before arriving at a final decision in this matter the Government desired to know whether members of the union were in favour of the continuance of Commission control of the waterfront and the benefits resulting therefrom, and if so, whether they were prepared in future to accept and abide by decisions of the Waterfront Industry Authority and to honour the pledges given on behalf of the union. To prevent the possibility of any misunderstanding as to the wishes of its members, the Government suggested that the union take a secret ballot of its members on these matters.

2. DESPATCH OF SHIPPING

It is gratifying to record an improvement under this heading, as it is the principal function of the Commission to ensure the utmost expedition in the discharging and loading of ships. This improvement applies more especially to overseas vessels, the quick turn-round of which is particularly vital not only to the economy of New Zealand, but also to that of Great Britain. Published in the Appendix (page 71) is a table showing the time spent in New Zealand by overseas vessels during the year ended 31st March, 1949, with comparative figures for each year back to 1942 and for the six months ended 30th June, 1941 and 1939. The following are the main points of interest :—

- (a) Number of "all vessels" for 1948-49 at 163 is approximately the same as for 1947-48 (160).
- (b) Number of ports visited by "all vessels" during 1948-49 at 3.50 is approximately the same as for 1947-48 (3.54).

(The similarity of data under the foregoing two headings would appear to indicate that their normal post-war levels have been arrived at.)

- (c) Days on coast for "all vessels" for 1948-49 show a reduction of 3.84 as compared with 1947-48. The improvement is even more marked in the case of vessels loading and discharging. Here the improvement for the year is 4.98 days. As a class these vessels comprise over 60 per cent. of those covered by the return and include all vessels which would normally spend the longest periods on the coast. The real value of the improvement in turn-round time during 1948-49 is increased by the fact that over the past three years there has been a rise of almost 20 per cent. in the average total tonnages of cargo carried per vessel between New Zealand and the United Kingdom.

The following are the main factors which at present affect the turn-round of shipping :—

(a) RATES OF WORK

Tables are included in the Appendix (pages 30-51) showing the quantities of cargo handled and the rates of work per net gang-hour for all vessels worked under the co-operative contracting system for the years 1940-48 and for the year ended 31st March, 1949. The Commission's records show that not less than 80 per cent. of the wages paid to waterside workers throughout New Zealand are in respect of cargo handled under the co-operative contracting system. These tables, therefore, can be regarded as a true indication of the general standard of work on the New Zealand waterfronts.

(i) OVERSEAS VESSELS

Increases in the all-ports average rates of work are shown for all classes of cargo loaded except wool, which has remained at the same rate of work as for previous years. The rate of handling mutton and lamb increased from 801 carcasses per gang per net hour in 1947-48 to 829 carcasses for 1948-49. Butter increased from 714 boxes to 722 boxes per net gang-hour. Cheese increased from 260 crates to 271 crates per net gang-hour. Frozen sundries increased from 458 freight carcasses to 476 freight carcasses per net gang-hour. These increases, however, have not applied to all individual ports. At the

Port of Auckland, for instance, there has again been a general reduction in rates of work. Butter, which fell to 742 boxes per gang per net hour in 1947-48, shows a further drop in 1948-49 to 730 boxes per gang per net hour. Small reductions also occurred in the rates of work for most other classes of cargo. At Wellington, on the other hand, good improvements have been recorded during 1948-49 on all classes of cargo loaded. Mutton and lamb, for example, has risen from 730 carcasses per gang per net hour in 1947-48 to 782 carcasses per gang per net hour in 1948-49. Improvements of a similar nature have also been recorded at the Ports of Dunedin, Napier, New Plymouth, and Timaru. While the rates of work at Port Chalmers and Bluff are still quite satisfactory, there has been a reduction in the rates of loading meat at these two ports during 1948-49.

Decreases, however, are shown in the all-port average rates of work for most cargoes discharged. For general cargo, the principal class, the reduction was from 12·53 tons per net gang-hour in 1947-48 to 11·85 tons per net gang-hour in 1948-49. Substantial increases in quantities of cargo handled, both inward and outward on overseas vessels, are recorded for 1947-48 and 1948-49 as compared with 1946-47, the first post-war year. The rate of discharging overseas vessels is far from satisfactory, and there is ample room for improvement. The low rate of discharge is not, however, entirely due to the lack of efforts by the men employed. Other factors affecting the rate of discharge are congestion of wharf and railway goods-sheds, the overloading of port facilities, particularly at the Port of Auckland, multiplicity of marks, and shortages of mechanical wharf handling equipment.

(ii) COASTAL VESSELS

There have been no marked changes in the average rates of work for handling coastwise cargo for the year 1948-49 as compared with 1947-48. On Union Steam Ship Co. vessels general cargo was handled at an average of 13·52 tons per net gang-hour for all ports in 1948-49, as compared with 13·60 tons per net gang-hour in 1947-48. For other coastal vessels the figures were 16·48 tons (1948-49), as compared with 15·94 (1947-48).

The following table sets out, for comparative purposes, the average rates of work for general cargo on both types of coastal vessel at the main ports and principal secondary ports for the three post-war years:—

—	I. Union Steam Ship Co., Vessels.			II. Other Coastal Vessels.		
	General Cargo : Rates Per Net Gang-hour.			General Cargo : Rates Per Net Gang-hour.		
	1946-47.	1947-48.	1948-49.	1946-47.	1947-48.	1948-49.
Main Ports -	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Auckland	11·06	10·83	10·82	(Not worked under contract)		
Wellington	15·74	14·29	15·13	15·41	14·24	15·57
Lyttelton	14·50	14·31	14·13	14·23	13·83	14·10
Dunedin	13·30	14·75	14·92	15·46	16·84	15·97
Principal secondary ports—						
Napier	16·48	16·65	17·27	15·03	15·81	16·11
New Plymouth	16·07	15·80	16·08	13·86	13·76	14·27
Wanganui .. ..	..	..	..	18·07	17·74	17·80
Nelson	22·79	22·09	21·76	27·82	27·98	27·57
Timaru	17·99	18·58	19·00	19·28	21·04	21·54
Bluff	13·97	14·67	14·87	15·08	16·33	14·64

It will be noted that, for Union Steam Ship Co. vessels, Auckland is the only port which shows a rate of work below the all-port average; and that, but for the extremely low rate of work at Auckland, the New Zealand average for this class of vessel would be greater by several tons per net gang-hour. Steady improvements in rates of work are recorded at most other ports, but more particularly at the ports of Dunedin, Napier, and Timaru.

(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, which was 729,000 tons greater than the previous year. There has been a further increase of 201,000 tons during the year ended 31st December, 1948, making a total of 8,613,000 tons. This shows an increase of 930,000 tons over the year 1946 and an increase of 448,000 over the 1938 year.

The increases in berthage space and shed accommodation, particularly at the Port of Auckland, have been insufficient to meet the large increase in cargo handled and this has resulted in the overloading of port facilities and railway services. The shortage of berthage space at the Port of Auckland has been one of the factors responsible for vessels lying idle in the stream. While full use cannot be made of Export Wharf until grit-arresters have been installed in the King's Wharf Power-station, the use of Waikato coal has enabled a number of vessels to load freezer cargo at that wharf.

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

Cargo Control Committees are performing a very useful service in preventing, as far as possible, congestion of wharf and railway goods-sheds. There have still been occasions during the year when vessels could not be worked with the maximum number of gangs due to congestion of wharf and railway goods-sheds and to the shortage of railway wagons. Additional railway wagons are due to arrive from overseas, and the position will improve as these come to hand. The use of lorries to take delivery of bulk phosphate cargoes has been of considerable assistance.

(d) INCREASE IN TONNAGES HANDLED PER VESSEL

The increase in the size of new overseas ships has resulted in the handling of greater inward and outward tonnages per vessel trading to the United Kingdom. The average tonnages handled (discharged and loaded) per vessel has increased from 14,485 tons in calendar year 1946 to 17,285 tons for calendar year 1948.

While the telescoping of meat introduced at the beginning of the war has resulted in the saving of 30 per cent. freezer space and has enabled greater tonnages of freezer cargo to be shipped in each vessel, investigations are now being made as to the practicability of reverting to the shipping of full carcasses. The Meat Board is anxious that this should be done at the earliest possible date in order to maintain overseas New Zealand's good name for meat, and in view of the fact that other meat-exporting countries will be discontinuing telescoping in the near future.

While coastal vessels are taking much longer to turn-round to-day, they are handling approximately 50 per cent. more cargo per round trip than was handled in 1939. This increased tonnage per round trip is not, however, sufficient to offset the additional time taken in turn-round.

(e) REDUCTION IN WORKING-HOURS

Prior to the establishment of the Commission in April, 1940, working-hours on the waterfront were: Mondays to Fridays, 8 a.m. to 10 p.m. (less two meal-hour breaks) and Saturday, 8 a.m. to 5 p.m. (less one meal-hour break). This was a possible total of 68 hours made up of 44 ordinary hours (including 4 hours Saturday morning paid at time and one-quarter) and 24 overtime hours for each week that a vessel worked at a port.

During the war period there was at one stage a peak provision of an additional 72 overtime hours per week, making a total of 140 working-hours per week. This work was divided into two shifts--day from 8 a.m. to 10 p.m., and night from 11 p.m. to 7 a.m. Both shifts were seven days a week, so that a worker could possibly be required to perform 84 hours per week on day shift or 56 hours per week on night shift as compared with the pre-war total of 68 hours.

The post-war working-hours approved by the Commission are: Mondays to Fridays, 8 a.m. to 9 p.m., and Saturdays, 8 a.m. to noon, or to 5 p.m. where a vessel can finish work at a port. This is a total of 59 hours (or 63 in case of vessel finishing), comprising 40 ordinary (Saturday morning paid for at time and one-half as from 1st August, 1946, and thereafter treated as overtime) and 19 overtime hours, an over-all reduction of 9 working-hours as compared with the pre-war total.

While the average weekly hours for all ports for the year ended 31st March, 1949, was 44 $\frac{3}{4}$ hours, men are required, particularly at main ports, to frequently work the full span of 59 hours per week. It is not possible for the shipping industry to function efficiently by restricting hours of work to a 40- or 44-hour week.

The Commission is of the opinion that some form of shift system is necessary on the waterfront at the main ports. A conference of all interested parties was held during the year to discuss a shift system. It was found that there were a number of difficulties, particularly in regard to the servicing of ships by the Railways Department, which precluded the introduction of a shift system at that time.

Shifts have been worked successfully for many years at the ports of Westport and Greymouth. The Commission proposes to re-examine the question with a view to determining whether it is now possible to overcome the problems previously existing.

(f) MULTIPLICITY OF MARKS

The increase in the number of small packages and the multiplicity of marks of cargo discharged results in additional time in the sorting of cargo and tends to create congestion in wharf sheds.

During the year meetings were held with representatives of the New Zealand Grain, Seed, and Produce Merchants' Federation, and a system was introduced which resulted in a considerable reduction in the number of marks of potatoes and other produce.

(g) SPELLING

Although "spelling," or the taking of rest periods, has been in existence in the waterfront industry for many years, there has been an abuse of spelling during recent years, particularly at the Ports of Auckland, Wellington, and Lyttelton. This was brought about through the shortage of labour and consequent high average hours of work under the shift system which operated during the war years. While the Commission agrees that workers performing manual labour are entitled to reasonable rest periods, there is no justification for the continuation of any system whereby men work hour about. This practice, which has applied mainly in the loading of freezer cargoes, is a danger to the health of the worker. The Commission approves of the agreements reached by the Port Committees at Wellington and Lyttelton whereby waterside workers are allowed a "smoke-oh" break of approximately half an hour in each four-hour working-period, the workers relieving one another during the break. While there was a marked improvement at the time these agreements were made, the position later deteriorated. Shipping companies who are responsible for the supervision of waterside labour have recently taken steps to stop pay of men who are absent from the job without the permission of the foreman.

(h) LOSS OF MAN-HOURS ON THE WATERFRONT

In order to obtain the relationship between the loss of man-hours on the waterfront through disputes involving stoppages of work, and loss of man-hours through accidents, sickness, penalties, and absence for other causes, the Commission has this year compiled comprehensive returns based on the availability record shown on each unionist's annual holiday card. The information on these cards, which is recorded for annual holiday purposes, credits the unionist with days on compensation up to a maximum of 144 days (24 weeks) in each leave year ending 31st July. In the case of sickness, credit is given where the worker is absent for six consecutive days or more and not exceeding 72 days (12 weeks) in each leave year, provided a medical certificate is produced. The returns have been completed on the above basis which is the only information readily available.

(i) 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 year ended 31st March, 1949, the equivalent of 2.25 per cent. of the total of approximately 13,000,000 man-hours worked on the waterfront were lost through stoppages. This was an increase of 0.47 per cent. on the 1947-48 loss of 1.78 per cent.

Of the total of 294,616 man-hours lost during 1948-49, 223,653 man-hours, or 76 per cent., were lost at the Port of Auckland, principally in connection with the "Mountpark" and "Broompark" hatches dispute (May-July, 1948), and the boycott of the "Northumberland" (March, 1949). The other major dispute was the series of stoppages of short duration at various ports throughout New Zealand as a protest against the interim decision of the Waterfront Industry Authority granting an increase of 2½d. per hour in the basic rate of pay as against the union's claim for 1s. per hour.

As an indication of the source of trouble on the waterfront, it is interesting to note that during both 1947-48 and 1948-49 all major disputes originated at the Port of Auckland. Since the 1st April, 1949, a further major dispute, resulting in cessation of all overtime work, originated at the Port of Auckland and extended to other ports. The loss of earnings of £165,101 to waterside workers at the Port of Auckland for the period of two years four months from 1st April, 1947, represents a loss of wages of 3.08d. per hour to all waterside workers at the port for the whole of that period. Loss of wages of £267,510 for the same period for all ports represents a loss of 1.7d. per hour for all waterside workers throughout New Zealand for the period of 2½ years.

(ii) ACCIDENTS INVOLVING THE PAYMENT OF COMPENSATION

Published in the Appendix (page 76) is a return showing the loss of man-days and man-hours to unionists at all main and secondary ports on account of accidents involving the payment of compensation.

It is recognized that in waterside work there is ever present an element of danger. The return now published shows that of 7,163 unionists employed during the year, 2,111, or 29½ per cent., sustained accidents involving the payment of compensation.

A total of 613,536 man-hours was lost during the year through these accidents, as compared with a total of 294,616 man-hours lost through disputes involving stoppages of work. It will thus be seen that the loss of man-hours through accidents is over twice the loss of man-hours through disputes.

At the Port of Auckland, however, the loss of man-hours through disputes was 223,653 man-hours as compared with a loss of 141,750 man-hours through accidents. If Auckland figures are excluded, the loss of man-hours through accidents is over five times the loss of man-hours through disputes.

The average man-hours lost per unionist employed during the year was 86 hours for all main and secondary ports. The Port of Auckland shows an average loss of 65 hours per unionist, as compared with the average of 153 hours per unionist at the Port of Wellington.

During the year first-aid clinics with a qualified nurse in attendance were established at the Ports of Wellington and Lyttelton (see Section 7 (c), page 15). The Commission proposes during the forthcoming year to analyse the causes of accidents on the waterfront and to confer with all interested parties with a view to drawing attention to the main causes of accident in the industry and to adopt such additional safety precautions as may be considered necessary.

(iii) SICKNESS, PENALTIES, AND ABSENCE FOR OTHER CAUSES

Published in the Appendix (page 77) is a return showing the loss of man-days for unionists at the main and secondary ports absent on account of sickness, penalties, compensation, and other causes. The return also shows the man-days worked which include days of availability for work when no work was offered.

It will be seen from the return that, for all ports, unionists worked or were available for work on 82·83 per cent. of the total man-days for the year. The period of absence of 17·17 per cent. is accounted for by compensation, 4·16 per cent.; sickness, 1·72 per cent.; penalties, 0·77 per cent.; and absence for other causes, 10·52 per cent. Days of "absence for other cause" include any days absent on account of compensation and sickness for which no credit is given to the worker for annual holiday purposes. The percentage of man-days worked or available for work varies from a maximum of 94·23 per cent. for the Port of Onehunga to a minimum of 78·40 per cent. for the Port of Wellington.

3. CO-OPERATIVE CONTRACTING

(a) VALUE OF CONTRACTS AND TONNAGES HANDLED

The following table summarizes the number, value, and tonnages handled under the Commission's co-operative contracting system for the three post-war years to 31st March, 1949, and the totals for the nine years of Commission control :—

Year.	Number of Contracts.	Value of Contracts.	Tonnages Handled.
		£	
1946-47	3,717	1,811,214	4,818,915
1947-48	4,127	2,275,722	5,562,895
1948-49	4,179	2,524,526	5,757,597
Totals 1940-49	29,979	15,565,215	38,762,686

While the number of contracts during 1948-49 increased by only 52 as compared with 1947-48, the increases in value and tonnages handled for the same period were £248,804 and 174,702 tons respectively.

In April, 1948, the Commission introduced an incentive-payments scheme for the discharge of bulk sulphur at the Ports of Auckland, Dunedin, Port Chalmers, and New Plymouth. This scheme, which is similar to that for the discharge of bulk phosphate, commenced during 1947-48, has also shown satisfactory results both in quicker despatch of shipping and higher earnings to waterside workers for better work performed.

(b) COSTS OF CARGO HANDLING

Because of staff shortages it was not found possible to complete the figure for costs of cargo handling for 1947-48 and arrange for their publication prior to 31st March, 1949. It is now proposed to publish these tables, together with the corresponding figures for 1948-49. The value and volume of co-operative contracts for these two years, which are approximately the same, are on a higher level than that which was recorded for the five years prior to 1947-48—that is, during the war and immediate post-war period. The figures for 1947-48 and 1948-49, therefore, would appear to represent a reliable indication of post-war trading conditions. Thus their joint publication should be of especial value for comparative purposes.

(c) PROFIT DISTRIBUTION

Tables are included in the Appendix (pages 52-61) summarizing for 1940-48, 1948-49, and with totals to date the amounts of profit distributed and averages per hour "winch" time on each class of vessel at each port where the co-operative contracting system has been in operation at any period between 1940 and 1949. The tables also include data regarding classes of contracts, total contract price, and total contract time-keepers' wages.

For the year ended 31st March, 1949, the total amount of profits distributed at all ports for all vessels was £298,058, of which £246,605 was in respect of direct contracts with shipping companies and £51,453 from "equivalent" contracts with New Zealand Railways Department, Harbour Boards, &c., when waterside workers were employed by these bodies to perform work in conjunction with vessels under direct contract. As compared with 1947-48, these figures represent a total increase of £22,807.

The over-all increase in rates of work per net gang-hour recorded in Section 2 (a) (page 6) is reflected in the improvement in "winch" time rate of profit per hour. For 1948-49 this rate for all ports, all vessels, rose to 11.49d. per hour, an increase of 0.59d., or approximately $5\frac{1}{2}$ per cent. on the rate of 10.90d. per winch-hour in 1947-48. This is the highest over-all rate per winch-hour for profit distribution recorded since the commencement of the co-operative contracting system nine years ago. The over-all rate per winch-hour for the whole period of Commission control to 31st March, 1949, now stands at 9.93d. per winch-hour, as compared with 9.64d. per winch-hour to 31st March, 1948. The total amount of profit distributed over the period of nine years of co-operative contracting is now £1,634,542.

4. AVERAGE HOURS OF WORK

A table showing the average hours of work (ordinary and overtime) per man-week worked by unionists for the fifty-two weeks ended 27th March, 1949, is included in the Appendix (page 67). Although the total hours worked by unionists during 1948-49 have increased by over 600,000 hours, the average hours worked per week for all main and secondary ports have decreased from $45\frac{1}{2}$ ($33\frac{1}{2}$ ordinary and 12 overtime) in 1947-48 to $44\frac{3}{4}$ (33 ordinary and $11\frac{3}{4}$ overtime) in 1948-49. General agreement with the over-all position is shown by the individual port totals. Decreases are shown at all main ports except Auckland, where there has been an increase of $1\frac{1}{2}$ hours per week in the average overtime worked. At secondary ports the decreases range up to $4\frac{1}{2}$ hours per week in the case of Wanganui, with noticeable increases at only three ports ($1\frac{1}{4}$ hours per week at Napier and Oamaru and 2 hours per week at Bluff). The effect at individual ports of these decreases and increases in average hours worked per week is reflected in inverse proportion in the totals of daily and weekly guarantees for the year at these ports (see Section 6, page 14) as compared with 1947-48.

5. RATES OF PAY : AVERAGE WAGE

The following returns published in the Appendix show data relating to total and average earnings of union waterside workers for the year ended 31st March, 1949 :—

- (a) Return of Number of Unionists Employed, Wages, &c., paid, and Average Wage per man-week worked for period 1940–48, Year 1948–49, and Period 1940–49 (Appendix, page 68).
- (b) Return Showing Earnings of Union Waterside Workers for Year Ended 31st March, 1949, Analysed Under Income Groups (Appendix, page 69).
- (c) Return Showing Average Total Earnings, Profit Distributions, &c., for Unionists with Highest Earnings for Year Ended 31st March, 1949. (Appendix, page 70).

Changes in rates of pay and conditions which have affected the averages shown in these returns for 1948–49 as compared with 1947–48 are—

(i) Basic hourly rate of pay increased by 2½d. per hour from 3s. 8d. to 3s. 10½d. per hour as from 14th February, 1949. This was an interim decision of the Waterfront Industry Authority on the union's application for an increase in the basic rate of pay by 1s. per hour. Further consideration of the application was deferred until a decision was given on applications made to the Arbitration Court for standard wage pronouncements, or until 28th March, 1949, if a decision on those applications had not then been given. As no decision had been issued by the Arbitration Court by that date, on 29th March, 1949, the Waterfront Industry Authority issued a further decision which refused any additional increase in the interim rate awarded, but stated that if the standard wage pronouncements of the Arbitration Court provided for a greater increase than 2½d. per hour in the standard rates of pay which operated from 1st October, 1947, then there would be a *prima facie* case for a further increase to be granted to waterside workers. The union representatives on the Authority dissented from both of these decisions.

(ii) The increase from 1st October, 1947, in the basic rate of pay from 3s. 1½d. plus 4d. per hour flat-rate cost-of-living bonus to 3s. 8d. per hour (inclusive of cost-of-living bonus) operated for the whole of 1948–49 as compared with only six months in 1947–48.

(iii) The extra hourly rates for handling special cargoes were revised and increased as from 7th March, 1949. No general increase had been made in these rates for over ten years, although during that period the general cargo rate of pay had been increased from time to time. The revised special cargo rates restored the relative position which existed in 1940 between the rates for handling general cargo and the rates for handling freezer and other special cargoes. The majority of the increases, including those on freezer, coal, cement, and similar commonly handled special cargoes, are 2d. per hour. Many others are 1d. per hour, while it was also found necessary to completely reclassify some special cargoes in the light of experience gained since the last classification was made. The new rates now awarded had in a number of cases already been paid for some time past, either by agreement between employers and workers or by decision of Port Committees.

From Return (a) it will be noted that the average wage per man-week worked at main and secondary ports for 1948–49 was £11 1s. 2d., which is 4s. 8d. per week greater than the average for 1947–48. Provided there is no marked drop in the average hours worked per week, it can be anticipated that this average will show a further increase in 1949–50, when the full effect of the changes in wage-rates set out above will be reflected.

Since 1947–48, which was the first full year of operation of guaranteed pay, all men who regularly sought work on the waterfront have received some earnings each week of the year. From 1947–48 onwards, therefore, the average wages per man-week worked

can be regarded as the reasonably true average weekly wage for union waterside workers for the whole year. On this basis the average annual income for a regular unionist would be £575 in 1948-49, as compared with £563 in 1947-48.

This assumption is borne out by reference to Return (b), "Income Groups," which shows that for 1948-49, 86 per cent. of union waterside workers are included in the groups £400-£700 (that is, average £550). For 1947-48, 83 per cent. of unionists were included in these groups. It will also be noted from this return that for 1948-49 union waterside workers received a total returnable income of £3,145,158. This was approximately £250,000 greater than for 1947-48, but was shared by 173 more men.

6. GUARANTEED DAILY AND WEEKLY MINIMUM PAYMENTS

This is the second full year during which the daily and weekly minimum payments scheme, which commenced from 10th March, 1947, has operated. A table is published in the Appendix (page 72) giving a summary of the payments at each port for 1948-49 and the cost per man-week worked. During the year the following alterations in rates and conditions of guarantee payments have occurred:—

- (i) Weekly minimum payment increased by 10s. per week at all main and secondary ports, and at Awanui, Whakatane, Opotiki, and Tokomaru Bay as from 25th October, 1948.
- (ii) Weekly minimum payment increased by £1 per week at Whangarei as from 14th February, 1949.
- (iii) Consequent upon increase of 2½d. per hour in basic rate of pay, the daily minimum payment at main and secondary ports became 7s. 9d. instead of 7s. 4d. as from 14th February, 1949.
- (iv) Introduction of guaranteed weekly minimum payment of £3 10s. per week at Motueka as from 21st February, 1949.

For these reasons, and also because of the general fall in average hours of work (see Section 4, page 12), the total of £75,761 paid in daily and weekly guarantees in 1948-49 was £15,618, or approximately 25 per cent. greater than for 1947-48. Of this total, £49,744 was for daily and £26,017 for weekly guarantees. These amounts were £10,945 and £4,673 respectively greater than during 1947-48. The average costs per man-week worked varied from 5-68d. at Auckland to 29s. 7-88d. at Gisborne. Considerable variations are recorded at individual ports in costs for 1948-49, both total and per man-week, as compared with those for 1947-48. These variations are found in all cases to be in inverse ratio to the increases or decreases in average hours worked per man-week.

7. ACCOMMODATION AND AMENITIES

(a) WAITING-ROOM ACCOMMODATION

The Commission has continued its policy of providing waiting-rooms and amenities at ports where it is satisfied that the finances of the Harbour Boards are such that this work cannot be undertaken by them. In accordance with this policy, modern waiting-rooms were completed and officially opened at Nelson, on 17th April, 1948, and at Bluff on 16th October, 1948. Contracts have been let for the erection of waiting-rooms at the Ports of Whangarei and Tauranga. Negotiations are proceeding with the New Plymouth Harbour Board for the erection of a modern waiting-room at that port.

Agreement has been reached on the plans and specifications for the new modern waiting-room at Lyttelton. A permit has been issued for the erection of this building, and it is expected that a start will be made at an early date.

(b) CANTEEN FACILITIES

While the Commission considers the Harbour Boards at the four main ports should accept the responsibility placed on them under the Harbours Act of providing waiting-rooms, the Commission has agreed at these ports to meet the cost of fitting and equipping canteens, on the understanding that the cost of erecting or providing the building will be met by the Boards.

In addition to the main restaurant at Auckland, the Harbour Board has provided four canteens at the various wharves, and the Commission has expended approximately £14,000 in providing fittings and equipment for their operation.

At Wellington the Commission has spent approximately £9,000 in providing equipment in the main restaurant and canteen at Aotea Quay. The Wellington Harbour Board has erected a waiting-room and canteen at Taranaki Street wharf, and canteen facilities will be available in this building at an early date.

The Lyttelton Harbour Board has let contracts for the erection of two canteen buildings at that port. The Commission will meet the cost of all necessary equipment, and the canteens should be in operation at an early date.

During the year the Commission purchased the Harbour View Tea-rooms adjacent to the New Plymouth wharves. These tea-rooms have since been operated on behalf of the Commission for the provision of hot meals and canteen facilities for waterside workers.

Canteen facilities are provided in waiting-rooms erected by the Commission at the Ports of Napier, Westport, Greymouth, Nelson, and Bluff.

(c) FIRST-AID CLINICS

With the full co-operation of the Division of Industrial Hygiene, Department of Health, and the Wellington Harbour Board, the Commission arranged for the establishment of a first-aid clinic on the Wellington waterfront. This clinic was opened on 3rd June, 1948, and is providing an important service to the industry. It has resulted in the saving of man-hours in the industry as workers are now able to obtain dressings and redressings at the clinic, which would otherwise have been carried out at the public hospital.

The first-aid room was made available by the Wellington Harbour Board, and this Board also met the initial expenditure on equipment. The Health Department has provided the services of a qualified nurse, who is in attendance from 8.30 a.m. to 5 p.m. As from 1st January, 1949, the Department has also accepted the responsibility for maintenance and equipment.

A first-aid clinic was opened at Lyttelton on 14th February, 1949. The Lyttelton Harbour Board provided the building, and the Health Department met the cost of the equipment and provided the services of a full-time qualified nurse. This clinic has fully justified its existence and is serving the needs not only of waterside workers, but of all other workers on or about the waterfront at Lyttelton. During the year the Commission made a grant of £400 to the St. John Ambulance Association to assist towards the cost of purchasing a new ambulance for the Lyttelton district.

Negotiations are proceeding for the establishment of a first aid clinic at the Port of Auckland.

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. This table, however, excludes approximately 450 unionists at Wellington on the Wellington Harbour Board Register.

For 1948-49 a total of 4,751 unionists, or 77 per cent. of those covered by the table, received the maximum of 22 half-days (two weeks) annual holiday. This compares with 4,274 unionists and 72½ per cent. for 1947-48.

A summary of the costs of granting annual holidays to waterside workers at main and second ports from August, 1944, to 31st March, 1949, is as follows (excluding Wellington Harbour Board) :—

	Unionists.	Non-unionists.	Total.
	£	£	£
August, 1944, to March, 1947 ..	222,066*	27,249	249,315
1947-48	87,392	11,122	98,514
1948-49	93,401	9,981	103,382
Totals	<u>£402,859</u>	<u>£48,352</u>	<u>£451,211</u>

* Includes £23,790 VE Day and VJ Day (3½ days' pay).

(b) STATUTORY HOLIDAYS.

The year ended 31st March, 1949, included only six paid statutory holidays instead of the usual nine. This was because Good Friday and Easter Monday, 1948, fell within the 1947-48 year and Anzac Day fell on a Sunday. Paid statutory holidays have applied on the waterfront since 1st August, 1946, for unionists, and 24th March, 1947, for non-unionists. The cost of granting such paid holidays to 31st March, 1949, is as follows :—

	Unionists.	Non-unionists.	Total.
	£	£	£
1st August, 1946, to 31st March, 1947	31,358	..	31,358
1947-48	80,722	6,530	87,252
1948-49	47,109	3,119	50,228
Totals	<u>£159,189</u>	<u>£9,649</u>	<u>£168,838</u>

9. CARGO CONTROL COMMITTEES

Cargo Control Committees are still in operation at the Ports of Auckland, Wellington, Lyttelton (including City of Christchurch), and New Plymouth. Valuable work is still being performed by these Committees in preventing shed congestion and providing for the smooth flow of inward cargo off the wharves into merchants' stores.

A table is included in the Appendix (page 97) summarizing Cargo Control Committee expenditure which has been brought to charge as at 31st March, 1949. This expenditure falls under two main headings :—

- (a) Reimbursement to carriers and merchants of the difference in cost of taking delivery of cargo in overtime hours when directed to do so by a Cargo Control Committee—"Overtime Expenditure, Clause 16 (2)."
- (b) Office costs and salaries of part-time secretaries—"Miscellaneous Expenditure, clause 16 (1)."

Expenditures brought to charge at all ports under these two headings during 1948-49 was £3,440 and £1,493 respectively. In addition, there was an amount of £139 spent at Auckland in removing trans-shipment cargo, and part costs of squaring-up wharf sheds after completion of a vessel's discharge.

As anticipated, the decision of the Government to extend the licensing period for 1948 to cover goods which arrived in New Zealand waters up to 28th February, 1949, considerably alleviated the congestion which would otherwise have been experienced over the Christmas and New Year holiday period, 1948/49.

10. GOVERNMENT STORE, AUCKLAND

The Commission has continued during 1948-49 to operate the previous No. 3 Cargo Control Store at Auckland as a Government store for the storage of Government goods. A table is included in the Appendix (page 97) showing the tonnages of various classes of cargo handled during the year ended 31st March, 1949. The total tonnage handled amounted to 48,682 tons, which was 2,862 tons less than that handled during 1947-48. Of the total tonnage handled, 40,280 tons, or 83 per cent., was in respect of wheat, tea, and other foodstuffs, which are the principal lines of Government goods. Goods for private consignees are only stored when the Commission is satisfied that alternative private storage is not available.

The rate of handling per man-hour for the year ended 31st March, 1949, was 3.80 tons, as against 2.94 tons for the preceding year. The cost per ton handled was 2s. 3.37d., as against 2s. 3.11d. for the preceding year. The increases in wages during the year have been offset by greater efficiency in the store resulting in an increase of 0.86 tons per man-hour in the rate of handling. This increased rate is mainly due to the greater use of fork-lift trucks and palette boards.

The volume of cargo handled through the store during the year indicates the need for the continuation of its operation. The Store Account shows a profit for the year of £3,630. The work has been carried out 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, 1949. The funds operated by the Commission as at 31st March, 1949, were therefore the same as those set out on page 14 of the 1947 annual report. Only one variation occurred in the rates of levies or assessments for the 1948-49 financial year. A decrease in the National Administration Fund levy from 8d. per paid hour to 6d. per paid hour applied as from 4th October, 1948 (Order No. 65). The reasons for this reduction were given in the last year's annual report (page 20). A new peak has been reached in total income, which, at £3,696,618, is £265,603 greater than for 1947-48 and exceeds the previous peak of £3,584,366 for year ended 31st March, 1944, by £112,252. The reasons for this increase are dealt with in Section (d), Co-operative Contracts Fund. Further additions have been made to the Commission's reserve funds, and these are dealt with under the respective fund headings. Comparative figures being available for the various funds, these figures, together with the usual percentages, are included in the statements of account.

In accordance with the proposal relating to depreciation contained in paragraph 1, page 14 of last year's annual report the first step has been taken this year by writing back the accumulated depreciation on all assets and creating depreciation reserves. The assets in the balance-sheets are now shown at cost. It is proposed in the near future to invest these reserves in suitable securities to provide for ultimate renewals and replacements.

In addition to the detailed statements of account for each fund included in the Appendix, a table is given (Appendix, page 95) showing in summarized form the fund totals of expenditure and income, as well as Appropriation Account headings and Accumulated Funds Accounts for the period 1940-48, 1947-48, 1948-49, and the full

period of the Commission's activities, 1940-49. 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 1947-48 and past years:—

- (i) Income and expenditure have increased by £265,603 and £255,012 respectively as compared with 1947-48. For the third year in the Commission's history both totals exceed £3,000,000. Aggregate totals for 1940-49 are now:—

	£
Income	22,773,795
Expenditure	20,773,505

- (ii) Profit distributions (mainly Co-operative Contracts Fund) have increased by £22,816, or 8.28 per cent. as compared with 1947-48. The aggregate of profit distributions is now £1,591,251 for the period 1940-49 (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 87.41 per cent. of the Commission's income for 1948-49 and to 87.98 per cent. of expenditure, which is 1.74 per cent. and 0.89 per cent. respectively greater than the corresponding proportions of 1947-48 total income and expenditure.
- (iv) Administrative costs are equivalent to 4.11 per cent. of "total income" and 4.59 per cent. of "total expenditure," an increase of 0.27 per cent. in each case as compared with 1947-48. Details are—

Fund.	Percentage of Total Income.		Percentage of Total Expenditure.	
	1947-48.	1948-49.	1947-48.	1948-49.
Consolidated (vote, "Labour and Employment")	0.50	0.47	0.56	0.52
National Administration	3.34	3.64	3.76	4.07
Totals	3.84	4.11	4.32	4.59

- (v) After appropriations, a balance of £39,088 was carried down to Accumulated Funds Account, as compared with £10,997 for 1947-48.

(b) BUILDINGS FUND

(See Appendix, page 78)

During the year ended 31st March, 1949, the erection of two further buildings was completed—namely, Nelson and Bluff. The official opening ceremonies were performed, at Nelson on 17th April, 1948, and at Bluff on 16th October, 1948.

As mentioned earlier, depreciation has been written back on all assets, and the buildings are now shown in the balance-sheet at cost. The total cost-price of all buildings at 31st March, 1949, was £68,299 and depreciation to the same date totalling £3,685 has been credited to Depreciation Reserve. Contracts have been let for the construction of watersiders' waiting-rooms at the Ports of Whangarei and Tauranga. Owing to the financial position of the Harbour Boards at these ports, the Commission has undertaken responsibility for their erection, the cost being in the vicinity of £5,000 for the two buildings. To provide for the estimated final cost of buildings already erected or in course

of erection as at 31st March, 1949, the Commission has appropriated a further £10,000 this year from National Administration Fund (see Section (e)) to Buildings Reserve, making a total of £75,000 in that account.

In accordance with the policy initiated in 1944-45, the Commission has again charged the National Administration funds of ports where buildings have been erected with a "maintenance" levy of 5 per cent. on the original capital cost to cover depreciation and major repairs and maintenance. For the year ended 31st March, 1949, these levies amounted to £2,943. After provision for depreciation (£1,625), administration charges (£73), and maintenance (£153), the balance of £1,092 has been transferred to Accumulated Funds, making a total of £2,642 available as at 31st March, 1949, to meet future repairs and maintenance charges on these buildings.

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

(See Appendix, page 94)

The parliamentary grant from Consolidated Fund (vote, "Labour and Employment") was £17,230 for 1948-49, an increase of £151 on the 1947-48 appropriation. "Salaries" show a net increase of £786, mainly due to a rise in total of Commissioners' and Members' fees through the appointment, as from 6th December, 1948, of a part-time Authority in addition to the full-time Commission. "Travelling-expenses," on the other hand, show a reduction of £635. The net expenditure provided by way of charges on grants from Consolidated Fund for the nine years period 1940-49 now aggregates £113,953, or an average of £12,661 per year. The estimated net expenditure for 1949-50 is £17,160.

(d) CO-OPERATIVE CONTRACTS FUND

(See Appendix, page 80)

The Co-operative Contracts Fund total income is still increasing, and at £3,231,082 for the year ended 31st March, 1949, is £291,626 greater than the total income for year ended 31st March, 1948.

This increase is accounted for, firstly, by a greater volume of shipping and cargo handled, and, secondly, by the increase in basic rate of wages. The total number of contracts for 1948-49 was 4,179, an increase of 52 (or $1\frac{1}{4}$ per cent.) on the total for 1947-48, and cargo handled amounted to 5,737,597 tons, which was 174,702 tons (or 3 per cent.) greater than 1947-48. The basic rate of wages was increased from 3s. 8d. per hour to 3s. 10 $\frac{1}{2}$ d. per hour as from 14th February, 1949, with corresponding increases in co-operative contract rates. Profit-earning income at £2,816,405 represents 87.16 per cent. of total income, as compared with 85.69 per cent. in 1947-48 and 82.61 per cent. in 1946-47. Net profit at £325,680 is £40,149 greater than in 1947-48 and is equal to 11 $\frac{1}{2}$ per cent. on profit-earning income as compared with 11 $\frac{1}{3}$ per cent. in 1947-48. Profit distributions and grants total £303,170 for 1948-49 and are £22,454 greater than for 1947-48. This represents 93.09 per cent. of net profit, as compared with 98.31 per cent. in 1947-48. The balance of £22,510, or 6.91 per cent. of Appropriation Account has been added to accumulated funds, which at 31st March, 1949, total £62,760.

The percentage assessment for administrative costs at £40,388 is £3,645 greater than for 1947-48, but, as in that year, the whole of the appropriation of £10,000 to Buildings Reserve has been made from National Administration Fund (see Section (e)).

Both "debtors" for contracts, &c., and "deposits" against the working of overseas vessels show a decrease on 1947-48 figures—the former by £21,441 and the latter by £29,312.

(e) NATIONAL ADMINISTRATION FUND

(See Appendix, page 83)

The sources of income of this fund remain the same as for 1947-48, but the rate of National Administration Fund levy was varied by Order No. 65, which reduced it from 8d. per paid hour to 6d. per paid hour as from 4th October, 1948.

The levies received for year ended 31st March, 1949, amounted to £366,966, which was £31,399 less than the amount received from the same source for 1947-48. Despite the reduction in the rate, the income from levies was still £16,966 in excess of the estimated return of £350,000, but this is accounted for by the increase in waterfront work noted in 1947-48 being maintained. The analysis of income and expenditure for the 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 waterside workers in terms of the Annual Holidays Act, 1944, is based on nine thirty-seconds of total National Administration Fund levies. For 1948-49 this proportion amounts to £103,209, which is £8,831, or 7·88 per cent., less than 1947-48. Expenditure on union and non-union holiday pay (including administration assessment of $2\frac{1}{2}$ per cent. on income as for a separate fund) increased by £4,647, or 4·59 per cent., to £105,962 as compared with 1947-48. Rates of annual holiday pay were increased by 10d. per half-day (for unionists) and 0·10d. per paid hour (for non-unionists) as from 5th October, 1947. These higher rates have applied for the full year during 1948-49 as compared with only six months in 1947-48. Following the further increase in basic rates of pay as from 14th February, 1949 (see Rates of Pay, page 00), the rates of annual holiday pay were again raised, by 6d. per half-day (for unionists) and 0·06d. per paid hour (for non-unionists). The net deficiency for 1948-49 was £2,753.

(ii) *Statutory Holidays*.—The proportion of National Administration Fund levies allocated to cover statutory holiday payments is seven thirty-seconds. For 1948-49 income under this heading totalled £80,274, which is £6,868 less than for 1947-48. Expenditure for 1948-49 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 £52,235, which was £37,194 less than for 1947-48. The decreased expenditure is accounted for by the fact that in 1948-49 only six statutory holidays were paid for instead of eleven as in 1947-48. The normal number of paid statutory holidays is nine. In 1948-49 Anzac Day fell on a Sunday, Easter, 1948, fell in the 1947-48 accounting year, and Easter, 1949, falls in the 1949-50 year.

(iii) *Daily and Weekly Minimum Payments*.—The proportion of National Administration Fund levies allotted to this section is the same as for annual holidays—that is, nine thirty-seconds, equal to £103,209. This is £3,209 in excess of the amount of £100,000 per annum which it was estimated would be required to finance these payments when they were first brought into operation. As the volume of work has been maintained, the total payments made have been lighter than was estimated, and at £78,341 (including administration assessment of $2\frac{1}{2}$ per cent. on income, as for a separate fund) are £21,659 less than the estimate, and £15,397 greater than the same payments for 1947-48. The higher expenditure during 1948-49 is due to (a) increases in daily and weekly minimum payments and (b) reductions in average hours of work at most ports (see Average Hours of Work, page 67, and Guaranteed Daily and Weekly Minimum Payments, page 72). As in 1947-48, the Commission has deemed it advisable to increase the Guaranteed Wage Reserve (see subdivision (v), Summary) out of the net surplus of daily and weekly minimum payments account. For 1948-49 this net surplus was £24,868. A balance of £2,178 was carried forward from 1947-48, making a total available of £27,046. Of this amount, £25,000 has been added to the Guaranteed Wage Reserve, which stands at £100,000 as at 31st March, 1949.

(iv) *Central Pay Office, Labour Engagement Bureau, and General Administration (including Amenities)*.—The income allotted to this subdivision includes seven thirty-seconds of National Administration Fund Levies, 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 £7,167 for the assessments allowed for in Subdivisions (i) to (iii) of this section, the total administrative income for 1948-49

was £147,023, as compared with £152,198 in 1947-48, a decrease of £5,175. Expenditure for 1948-49 at £134,590 represents an increase of £20,063, or 17·52 per cent., on 1947-48. While some increases are shown on most items of expenditure, it will be found that there are three classes of expenses principally affected :—

(a) Salaries and fees, £14,746.

(b) Buildings and cafeterias (including cleaning, depreciation, and insurances), £6,040.

(c) Legal costs, £2,210.

On the other hand, substantial reductions of expenditure are recorded for “Overtime,” £2,534, and “Printing and stationery,” £1,052.

(v) *Summary*.—The total income of the National Administration Fund for the year ended 31st March, 1949, was £426,548, as compared with £455,641 for 1947-48, a reduction of £29,093. Total expenditure was £362,961, compared with £360,435 for the previous year, an increase of £3,526. Out of the net balance of £62,587, £10,000 has been appropriated to Buildings Reserve, £15,000 to Cafeteria Plant Purchase Reserve, and £25,000 to Guaranteed Wage Reserve, leaving a balance of £12,587 carried to Accumulated Funds Account to bring the balance of that account to £62,117.

The reduction in the National Administration Fund levy from 8d. per paid hour to 6d. per paid hour which operated from 4th October, 1948, resulted in a reduction of levy income of approximately £32,000. Assuming that the volume of work during 1949-50 remains substantially the same as in 1948-49, the reduction for the full year will be in the vicinity of £65,000. While, on the basis of present levels of expenditure, it will be possible to allow for this drop in income, any material reduction in the volume of work during the current year will necessitate bringing under review the present rate of levy of 6d. per paid hour.

(f) STORE FUND

(See Appendix, page 88)

A notable feature of the accounts for the Store Fund for the year is that, although income at £13,887 is only £184 in excess of the income for 1947-48, expenditure at £10,257 is £1,070 less than 1947-48. The principal reduction in expenditure is in the cost of casual storemen's wages and overtime; increased efficiency in the handling of cargo in the store has resulted in these items being reduced from £3,802, or 33·56 per cent. of total expenses in 1947-48, to £2,896, or 28·23 per cent. of total expenses in 1948-49, despite the fact that wages were increased during the year, in accordance with a new award. The net balance carried down to Appropriation Account is £3,630, or 26·14 per cent. of total income, as compared with £2,376, or 17·34 per cent. of total income for 1947-48, an increase of £1,254. Out of this net balance £1,500 has been appropriated to Plant Purchase Reserve, leaving a balance of £2,130 carried forward to Accumulated Funds Account, which now stands at £2,852.

(g) SUPERVISION FUND

(See Appendix, page 91)

The benefit of the increased rates of levy which came into effect on 1st December, 1947, is reflected in the increased income for 1948-49, the first complete year at the increased rates. Income at £4,927 is £1,468 greater than for 1947-48, an increase of 42·44 per cent. Expenditure shows a slight decrease from £3,625 in 1947-48 to £3,622 for 1948-49. This converts the net deficit of £166 shown in the 1947-48 account to a profit of £1,305 for the year ended 31st March, 1949.

The main item of expenditure is salaries, and this shows an increase of £14, from £3,226 in 1947-48 to £3,240 in 1948-49. All supervising foremen are engaged on a full-time salaried basis, and as they 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. This year the distribution amounted to £389, as compared with £380 in 1947-48, leaving a balance of £916 transferred to Accumulated Funds Account and increasing the balance of this account to £1,523, after a transfer back to Appropriation Account of £147, being the balance of surplus distribution (Auckland) paid out during 1948-49.

A. E. BOCKETT, Chairman.

L. F. MALCOURONNE } Members.

R. J. O'DONNELL }

APPENDIX

WATERFRONT INDUSTRY AUTHORITY

Judge D. J. DALGLISH	Chairman.
Mr. K. A. BELFORD	} Employers' representatives.
Mr. T. S. MARCHINGTON	
Mr. H. J. BARNES	} Union representatives.
Mr. T. HILL	

WATERFRONT INDUSTRY COMMISSION COMMISSION

Mr. A. E. BOCKETT	Chairman.
Captain L. F. MALCOURONNE	Employers' representative.
Mr. R. J. O'DONNELL	Union representative.

EXECUTIVE STAFF

HEAD OFFICE, WELLINGTON

Mr. A. E. BOCKETT, Accts. Prof.	General Manager.
Mr. W. J. CUTHBERT	Assistant General Manager.
Mr. A. G. DAVIDSON, M.A., B.Com., F.R.A.N.Z., Dip. Soc. Sci.	Secretary - Chief Accountant.
Mr. J. L. McGEE, A.R.A.N.Z.	Head Office Accountant.
Mr. R. A. MARSHALL	Contracts Accountant.

LOCAL OFFICES

Auckland

Captain C. V. STANICH	Branch Manager	Captain C. C. VANDEN BERGH
Mr. R. G. JONES	Assistant Branch Manager.	{ Mr. J. O. JOHNSON.
Mr. J. E. SCANLON	Secretary Accountant	{ Mr. A. HARDING.
Mr. W. N. SMITH, B.Com., A.R.A.N.Z.	Pay Office Accountant	{ Mr. G. R. GILL.
Mr. T. DUFF	Labour Bureau Manager	{ Mr. L. TURNER.
		Mr. G. BENNETT.

Wellington

Canterbury

(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).

Otago

COMMISSION'S REPRESENTATIVES

<i>Gisborne</i>	Mr. R. MOONEY.	<i>Timaru</i>	Mr. W. J. SULLIVAN.
<i>Napier</i>	Mr. E. W. O'BRIEN.	<i>Oamaru</i>	Mr. M. COUTTS.
<i>New Plymouth</i>	Mr. G. W. ELLIOT.	<i>Bluff</i>	Mr. W. K. CAMERON.
<i>Wanganui</i>	Mr. F. W. GOULD.	<i>Westport</i>	Mr. D. G. B. BATEMAN.
<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.
			{ Mr. L. WALSH.
<i>Pictou</i>	Mr. W. J. C. PATTERSON.	<i>Greymouth</i>	{ Mr. H. OUTRAM.
			{ Mr. C. OUTRAM.

SUMMARY OF COMMISSION STAFF AND UNION MEMBERSHIP AS AT 31st MARCH, 1949

COMMISSION STAFF

HEAD OFFICE, WELLINGTON

Chairman and Commissioners	..	..	..	..	..	..	..	3
General Manager and Administration	..	..	..	..	..	..	..	20
Co-operative Contracting	..	..	..	..	..	..	..	13
General Accounts	..	..	..	..	..	..	..	14
Statistics	..	..	..	..	..	..	..	5

LOCAL OFFICES

Port.	Executive Officers and Administration.	Super-vising Foremen.	Pay Office.	Labour Bureau.	Co-op. Contract.	Cargo Store.	Care-takers.	Totals.	
Auckland	7	..	19	10	6	10§	..	52	
Wellington	8	..	12	9	5	..	..	34	
Lyttelton	1	..	6	4	3	..	..	14	
Otago	2	..	5	3	2	..	..	12	
Gisborne	..	..	2*	..	..	..	..	2	
Napier	1	..	3†	1	..	..	1	6	
New Plymouth	1†	..	2	1	..	..	..	4	
Wanganui	1‡	..	1†	..	..	..	..	2	
Nelson	..	1*	1†	..	..	..	1	3	
Pictou	..	1*	..	..	..	..	..	1	
Timaru	..	..	2†	..	..	..	..	2	
Oamaru	..	..	1	..	..	..	..	1	
Bluff	1	..	2	1†	..	..	1	5	
Westport	..	3*	1†	..	..	..	1	5	
Greymouth	..	2	1†	1	..	..	1	5	
Totals	22	7	58	30	16	10	5	148	148

* Also Labour Bureau.

† Also co-operative contracts.

‡ Also Supervising Foremen.

§ Includes

5 as from 4th January, 1949, previously casual.

Total, Commission Staff

203

UNION MEMBERSHIP

MAIN PORTS—

Auckland	..	..	2,000	Dunedin	..	..	300
Wellington	..	..	1,842	Port Chalmers	..	..	217
Lyttelton	..	..	708				
Total, main ports			..	..	..	..	5,067

SECONDARY PORTS—

Gisborne ..	83	Wanganui ..	85	Oamaru ..	52
Napier ..	230	Nelson ..	80	Bluff ..	230
Onehunga ..	37	Pictou ..	44	Westport ..	75
New Plymouth ..	210	Timaru ..	119	Greymouth ..	120
Total, secondary ports ..		..		1,365	

MINOR PORTS—

Mangonui	..	17	Opotiki	..	12	Patea	..	14
Whangaroa	..	8	Tokomaru Bay	..	14	Motueka	..	10
Bay of Islands	..	8	Tolaga Bay	..	11	Takaka	..	Nil
Whangarei	..	30	Awanui	..	14	Hokitika	..	3
Paeroa	..	Nil	Hokianga	..	6	Golden Bay	..	110
Tauranga	..	15	Kaipara	..	10	Onekaka	..	12
Whakatane	..	16	Port Waikato	..	18			

* Total union membership

6,760

6,963

* As at 31st December, 1948.

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 1940-48 AND 1948-49 SHOWING—

I. Quantities of Cargo handled

II. Rates of Work

KEY TO ABBREVIATIONS AND TONNAGE CONVERSIONS

ABBREVIATIONS

Cargo Units

S/ft == Superficial feet.
Cts. == Crates.
R. c/c == Running carcasses.

Qrs. == Quarters.
F. c/c == Freight carcasses.

General Terms

Anal. == Analysis.
Cont. == Contract.
Comm. == Commission.
Or. == Other.

T/K == Timekeeper.
Disc. == Discharging.
Ldg. == Loading.
D/L == Discharging and Loading

BASIS OF CONVERSION OF CARGO UNITS TO TONS

	1940-48.	1948-49.	1940-49.
	lb.	lb.	lb.
Mutton and lamb: Average weight per R. c c	37·39	37·81	37·45
Beef: Average weight per quarter	147·17	131·13	140·73
Boned Beef: Average weight per quarter	107·66	117·37	110·91

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: 12½ 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: 333½ 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
1940-49, AND TOTAL NUMBER OF CONTRACTS**

Port.	Year.	Class of Vessel.			Total.	Number of Contracts.
		Overseas.	U.S.S. Co.	Coastal.		
		Tons.	Tons.	Tons.	Tons.	
Auckland	1940-48	4,475,518	3,969,796	..	8,445,314	2,678
	1948-49	1,069,573	552,399	..	1,621,972	480
	1940-49	5,545,091	4,522,195	..	10,067,286	3,158
Wellington	1940-48	4,642,782	4,552,418	1,424,884	10,620,084	8,862
	1948-49	743,265	411,997	237,905	1,393,167	1,181
	1940-49	5,386,047	4,964,415	1,662,789	12,013,251	10,043
Lyttelton	1940-48	1,137,835	1,483,320	625,484	3,246,639	2,481
	1948-49	326,300	175,108	110,800	612,208	450
	1940-49	1,464,135	1,658,428	736,284	3,858,847	2,931
Dunedin	1941-48	318,029	1,149,565	310,310	1,777,904	1,333
	1948-49	156,211	149,693	38,290	344,194	247
	1941-49	474,240	1,299,258	348,600	2,122,098	1,580
Port Chalmers.. ..	1940-48	333,738	1,387	..	335,125	177
	1948-49	67,938	..	..	67,938	47
	1940-49	401,676	1,387	..	403,063	224
Gisborne	1941-48	3,245	191,209	125,407	319,861	559
	1948-49	..	20,185	36,808	56,993	149
	1941-49	3,245	211,394	162,215	376,854	708
Napier	1940-48	594,167	337,236	197,404	1,128,807	969
	1948-49	138,310	37,454	45,213	220,977	186
	1940-49	732,477	374,690	242,617	1,349,784	1,155
Port Waikato	1941-48	..	..	53,150	53,150	151
	1948-49	..	..	..	..	..
	1941-49	..	..	53,150	53,150	151
New Plymouth	1940-48	485,401	269,387	169,470	924,258	893
	1948-49	206,571	23,702	20,886	251,159	118
	1940-49	691,972	293,089	190,356	1,175,417	1,011
Wanganui	1941-48	6,269	19,690	514,302	540,261	1,343
	1948-49	..	..	85,714	85,714	220
	1941-49	6,269	19,690	600,016	625,975	1,563

SUMMARY OF TOTAL TONNAGES, ETC—*continued*

Port.	Year.	Class of Vessel.			Total.	Number of Contracts
		Overseas.	U.S.S. Co.	Coastal.		
Nelson	1940-48	Tons. 3,432	Tons. 79,543	Tons. 613,895	Tons. 696,870	2,019
	1948-49	..	15,942	104,811	120,753	378
	1940-49	3,432	95,485	718,706	817,623	2,397
Picton	1940-48	2,188	158,048	163,535	323,771	907
	1948-49	..	26,634	22,530	49,164	141
	1940-49	2,188	184,682	186,065	372,935	1,048
Timaru	1940-48	242,682	477,339	113,416	833,437	931
	1948-49	62,314	66,797	19,500	148,611	137
	1940-49	304,996	544,136	132,916	982,048	1,068
Bluff	1940-48	498,012	400,453	9,001	907,466	514
	1948-49	104,787	56,527	4,370	165,684	90
	1940-49	602,799	456,980	13,371	1,073,150	604
Westport	1944-48	..	1,114,322	235,573	1,349,895	877
	1948-49	..	275,783	58,435	334,218	197
	1944-49	..	1,390,105	294,008	1,684,113	1,074
Greymouth	1942-48	..	1,221,479	300,768	1,522,247	1,106
	1948-49	..	210,901	53,944	264,845	158
	1942-49	..	1,432,380	354,712	1,787,092	1,264
All Ports	1940-48	12,743,298	15,425,192	4,856,599	33,025,089	25,800
	1948-49	2,875,269	2,023,122	839,206	5,737,597	4,179
	1940-49	15,618,567	17,448,314	5,695,805	38,762,686	29,979

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, 1949

Classes of Cargo.	Unit.	Quantities of Cargo Handled.		
		1940-48.	1948-49.	1940-49.
General	D/L Tons ..	17,303,933	2,726,299	20,030,232
Iron, steel, pig iron, pipes	" ..	430,616	32,094	462,710
Lead	Ldg. ..	48,618	..	48,618
"	Disc. ..	19,891	..	19,891
Raw sugar	" ..	188,460	..	188,460
Wheat and barley—Bulk	" ..	43,961	26,869	70,830
Bagged	D/L ..	393,681	130,327	524,008
Cement	" ..	335,466	54,205	409,671
Hides	" ..	84,052	14,652	98,704
Tallow, pelts, &c.	" ..	477,691	56,141	533,832
Wool	Disc. Bales ..	849,389	174,445	1,023,834
"	Ldg. ..	7,363,518	1,493,121	8,856,639
Dolomite	Disc. Tons ..	20,328	5,479	25,807
Timber—				
Hardwood—				
Trucks	Ldg. S/ft ..	26,733	52,996	79,729
"	Disc. ..	40,074,127	15,344,176	55,418,303
Wharf	" ..	47,372,637	15,372,273	62,744,910
"	Ldg. ..	703,122	395,164	1,098,286
Softwood—				
Trucks	Disc. ..	70,046,506	1,990,714	72,037,220
"	Ldg. ..	129,906,905	26,345,086	156,251,991
Wharf	Disc. ..	99,649,899	13,680,287	113,330,186
"	Ldg. ..	8,096,890	2,319,347	10,416,237
Barges	Disc. ..	6,277,552	..	6,277,552
Sulphur	Tons ..	5,794	43,751	49,545
Phosphates—Bulk	" ..	92,595	370,015	462,610
Bagged	" ..	10,602	2,171	12,773
Basic Slag	" ..	22,582	22,336	44,918
Coal—				
Grab—				
New Zealand	" ..	3,801,382	473,616	4,274,998
"	Ldg. ..	12,570	..	12,570
Newcastle	Disc. ..	116,004	..	116,004
Foreign	" ..	124,006	46,785	170,791
Basket—				
New Zealand	" ..	67,716	386	68,102
Newcastle	" ..	20,795	..	20,795
Bunker—				
Hulks, &c.	Ldg. ..	166,474	9,423	175,897
Trucks	" ..	135,758	29,325	165,083
Cargo—				
New Zealand	" ..	2,478,012	528,723	3,006,735
Fruit—				
Apples and pears	Cases ..	647,578	1,013,530	1,661,108
"	D/L Tons ..	108,316	35,825	144,141
Butter	Boxes ..	35,606,026	5,764,395	41,370,421
Cheese	Cts. ..	13,052,287	1,511,526	14,563,813
Mutton and lamb	R. c/c ..	102,033,590	15,283,015	117,316,605
Beef—Boned	Qrs. ..	627,505	315,579	943,084
Bone In	" ..	686,379	443,154	1,129,533
Frozen sundries	F. c/c ..	17,741,784	2,219,300	19,961,084
Total, all classes	Tons ..	33,025,089	5,737,597	38,762,686
Number of contracts .. .. .	..	*25,800	4,179	29,979

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

ALL PORTS

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

		OVERSEAS VESSELS.				UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.			
Class of Cargo.	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.	
		1940-48	1948-49	1940-48	1948-49	1940-48	1948-49	1940-48	1948-49	1940-48	1948-49	1940-48	1948-49
General ..	Disc.	5,102,232	1,105,550	12.44	11.85	..	..	..	..	..	..	..	..
" ..	Ldg.	1,250,683	143,552	16.24	14.70	..	..	..	..	..	..	..	..
" ..	D/L	..	2,872	..	13.22	8,100,058	1,005,412	13.84	13.52	2,850,960	468,913	16.51	16.48
Iron, steel, &c.	..	..	6,200	..	7.08	383,388	21,887	10.54	10.97	45,228	4,007	12.20	12.14
Lead ..	Disc.	..	19,891	14.70	..	..	..	..	..	..	..	..	..
" ..	Ldg.	..	48,618	12.87	..	..	..	..	..	..	..	..	..
" ..	Ldg.	..	188,400	26.16	..	..	..	..	..	..	..	..	..
Raw sugar ..	Disc.	..	43,961	20,869	32.50	36.20	..	..	..	..	..	..	..
Wheat and Barley—Bulk ..	..	283,675	124,075	14.98	15.95	..	..	..	..	..	..	..	..
" ..	Bagg'd	..	..	..	..	..	..	..	..	..	..	..	..
" ..	D/L	..	..	..	..	109,376	6,252	15.58	14.95	430	..	21.23	..
" ..	..	6,198	1,456	10.06	10.08	53,827	6,242	16.37	15.53	275,441	46,507	17.88	17.69
Cement ..	..	..	..	..	..	27,737	2,541	12.89	14.47	7,924	1,009	15.97	15.87
Hides ..	..	48,391	11,102	11.42	11.86	..	..	..	..	..	..	..	..
" ..	Ldg.	424,064	49,565	13.84	14.59	23,940	2,208	13.33	11.00	29,687	4,428	16.64	16.70
Tallow, pelts, &c.	D/L	..	..	75	..	267,113	10,286	80	80	562,738	164,159	100	97
" ..	Disc.	19,538	..	..	..	416,819	30,337	71	66	566,420	148,863	96	102
Wool, sheep-skins, &c.	Ldg.	6,380,279	1,313,921	80	80	..	..	..	..	20,328	5,479	12.56	10.68
" ..	Disc.	..	..	..	..	..	..	..	..	..	..	..	..
Dolomite ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Timber—	..	..	..	..	..	..	..	..	..	..	..	..	..
Hardwood—	..	..	..	..	..	..	..	..	..	..	..	..	..
Trucks ..	..	4,618,969	3,233,771	3,016	2,553	25,898,180	7,573,077	2,930	3,357	9,556,978	4,537,328	3,103	3,261
" ..	Ldg.	..	..	..	..	..	..	..	..	..	..	..	..
Wharf ..	Disc.	9,526,853	8,230,338	2,311	2,350	32,932,255	6,194,892	2,473	2,703	4,913,549	941,043	3,212	3,298
" ..	Ldg.	70,397	43,392	3,840	6,943	255,166	283,489	3,186	3,461	377,559	68,283	3,705	2,626
Softwood—	..	..	..	..	..	..	..	..	..	..	..	..	..
Trucks ..	Disc.	4,376,855	833,452	4,164	3,151	62,911,471	1,080,332	2,728	3,309	2,758,180	76,920	2,606	3,830
" ..	Ldg.	14,528,259	9,369,539	3,396	3,812	101,238,332	13,024,041	4,571	3,543	14,127,714	3,951,506	4,458	4,099
Wharf ..	Disc.	38,883,070	8,617,069	3,937	3,165	57,413,713	4,913,579	3,066	3,166	3,333,116	149,639	3,346	3,887
" ..	Ldg.	2,886,201	1,033,873	3,912	2,641	2,500,230	493,706	3,117	2,884	2,723,059	791,768	3,927	4,124
" ..	Disc.	..	..	..	..	..	..	..	..	6,277,552	..	5,649	..

PORT OF AUCKLAND

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.	1940-48	1948-49	1940-48	1948-49	1941-48	1948-49	1940-48	1948-49	1940-48	1948-49
General ..	Disc.	1,871,847	420,577	10.74	10.21	..	..	..	..	..	..	..	..
" ..	Ldg.	428,711	73,283	15.44	13.17	..	..	..	..	..	..	..	..
" ..	D/L	..	..	..	..	2,415,569	328,447	11.50	10.82	..	..	..	..
Iron, steel, &c.	Disc.	188,460	..	..	..	112,777	4,505	8.16	8.98	..	..	..	..
Raw sugar	Disc.	43,961	26,079	26.16	..	..	..	..	..	..	..	..	..
Wheat and barley—bulk	"	169,712	37,780	32.50	37.37	..	..	..	..	..	..	..	..
" bagged	"	..	..	14.31	14.66	..	..	..	..	..	..	..	..
Hides ..	D/L	..	..	..	..	62,498	980	14.84	11.76	..	..	..	..
" ..	"	..	..	..	..	10,316	409	11.47	11.86	..	..	..	..
Tallow, pelts, &c.	Ldg.	28,907	5,594	11.17	10.86	..	..	..	..	..	..	..	..
" ..	"	116,123	12,047	12.33	13.18	..	..	..	..	..	..	..	..
Wool, sheep-skins, &c.	D/L	..	..	..	..	3,779	788	10.85	8.84	..	..	..	..
" ..	Disc.	..	..	..	..	31,968	1,118	69	46	..	..	..	..
" ..	Ldg.	1,073,579	235,673	66	62	43,604	3,811	57	47	..	..	..	..
Timber—	"	..	..	..	..	..	..	..	..	..	..	..	..
Hardwood—	"	..	..	..	..	..	..	..	..	..	..	..	..
Trucks	Disc.	2,085,794	833,293	2.855	2.302	8,677,699	2,142,895	2.917	3.065	..	..	..	..
" ..	Ldg.	..	..	..	..	..	52,906	..	5.888	..	..	..	..
Wharf	Disc.	6,373,483	4,439,228	2.086	1.977	14,918,878	2,013,776	2.073	2.100	..	..	..	..
" ..	Ldg.	70,397	43,392	3.840	6.943	..	..	..	..	..	..	..	..
Softwood—	"	..	..	..	..	..	..	..	..	..	..	..	..
Trucks	Disc.	458,448	..	5.141	..	15,116,771	217,879	2.663	3.076	..	..	..	..
" ..	Ldg.	2,716,846	2,855,036	2.337	2.839	5,381,262	4,776,469	2.560	2.877	..	..	..	..
Wharf	Disc.	21,092,246	4,165,690	3.740	2,838	11,084,074	349,885	2.502	2.021	..	..	..	..
" ..	Ldg.	455,825	949,716	5.680	2.508	1,076,371	261,457	2.666	2.235	..	..	..	..
Sulphur ..	Ldg.	18,478	18,478	..	31.97	..	..	..	..	..	..	..	..
Phosphat—Bulk	Disc.	46,125	175,658	23.65	27.54	..	..	..	..	..	..	..	..
" Bagged	"	10,602	..	8.12	..	..	..	..	..	..	..	..	..
Basic slag	"	14,720	12,680	8.06	9.16	..	..	..	..	..	..	..	..

PORT OF WELLINGTON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.
		1940-48	1948-49		1940-48	1948-49		1940-48	1948-49	
General ..	Disc.	2,576,059	418,920	13.97	13.91	..	..	..	..	..
" ..	Ldg.	355,953	22,223	17.79	17.99	..	..	..	..	..
" ..	D/L	..	2,872	..	13.22	1,899,867	166,046	784,565	128,804	15.33
Iron, steel, &c.	..	..	6,200	..	7.08	131,565	7,233	20,550	1,527	11.36
Lead ..	Disc.	19,891	..	14.70	..	..	..	..	..	..
" ..	Ldg.	48,400	..	12.90	..	..	..	..	..	..
Wheat and barley—Bulk	Disc.	..	790	..	17.82	..	..	..	..	..
" ..	Bagged	42,810	13,917	13.49	13.02	..	..	..	..	..
" ..	D/L	..	..	..	..	27,516	2,572	..	..	..
Cement ..	..	5,887	1,456	9.89	10.68	53,136	6,242	167,194	22,315	17.91
Hides ..	..	..	..	..	..	5,831	68	1,582	156	14.95
Tallow, pelts, &c.	Ldg.	12,578	2,801	11.29	12.12	..	..	..	..	..
" ..	D/L	110,310	8,987	13.11	13.87	..	..	..	..	..
Wool, sheep-skins, &c.	Disc.	19,538	..	75	..	7,938	381	12,389	1,268	17.53
" ..	Ldg.	1,857,167	366,397	74	79	176,318	9,168	413,441	124,027	119
Dolomite ..	Disc.	..	..	..	..	86,810	10,120	16,879	1,052	61
Timber—	..	..	..	..	..	..	..	883	1,527	9.04
Hardwood—	..	..	246,289	..	2.376	2,112,850	..	6,085,680	3,153,157	2,997
Trucks ..	Ldg.	..	..	..	..	..	..	26,733	..	3,377
" ..	Disc.	2,641,432	3,021,866	2.983	3.070	14,745,145	3,153,093	4,343,913	941,043	3,113
Wharf ..	Ldg.	..	..	..	..	220,958	283,489	377,559	68,283	3,705
Softwood—	..	..	..	..	..	..	..	1,769,976	76,920	2,251
Trucks ..	Disc.	29,092	..	3.637	..	44,235,065	743,154	1,769,976	76,920	2,251
" ..	Ldg.	..	337,197	..	3.963	..	..	88,684	..	3,942
Wharf ..	Disc.	15,457,183	2,739,850	4.257	3.843	42,565,644	3,705,683	2,295,411	127,081	3,048
" ..	Ldg.	1,276,687	24,786	4.414	5.720	825,399	..	594,043	..	3,539
Basic slag ..	Disc.	600	2,598	11.34	10.92	..	..	..	..	..

PORT OF LYTTELTON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.	
		1940-48	1948-49	1940-48	1948-49	1940-48	1948-49	1940-48	1948-49	1948-49	1948-49	1948-49
General	.. Disc.	370,055	146,733	12.90	11.86	..	..	..	..	..	..	..
"	.. Ldg.	221,971	19,721	14.95	17.94	1,357,844	160,468	14.20	14.13	594,977	102,240	14.39
"	.. D/L	..	..	..	..	38,500	2,465	11.46	9.72	6,522	332	11.83
Iron, steel, &c.	.. Disc.	26,935	36,497	16.41	16.35	..	..	..	..	..	..	..
Wheat and barley—bagged	.. D/L	..	..	..	..	4,551	..	17.74	..	..	..	..
Cement	..	..	..	..	..	..	..	..	..	1,660	2,390	15.89
Hides	..	..	..	..	..	4,982	759	14.70	15.46	2,296	391	17.01
"	.. Ldg.	2,320	1,166	13.27	18.58	..	..	..	..	..	..	..
Tallow, pelts, &c.	.. D/L	62,967	9,733	15.55	15.93	4,175	542	12.98	11.51	101	91	8.48
"	.. Disc.	..	..	..	..	30,517	..	51	..	30,000	5,249	50
Wool, sheep-skins, &c.	.. Ldg.	944,117	156,689	88	87	34,698	2,264	57	50	370	..	63
Timber—	..	..	..	..	..	..	..	..	..	..	..	..
Hardwood—Trucks	.. Disc.	951,616	1,179,608	2,429	2,529	7,502,247	2,031,347	2,709	2,860	2,095,478	1,320,907	2,935
Softwood—	..	..	..	..	..	..	..	..	..	..	..	3,796
Trucks	.. Ldg.	3,808,520	753,944	4,133	2,987	1,102,573	29,479	3,399	3,050	634,280	..	3,848
"	.. Disc.	10,451,358	4,050,024	3,730	4,258	8,083,991	2,183,534	3,554	4,301	625,317	86,450	2,933
Wharf	..	..	1,005,558	..	3,925	..	..	..	..	..	..	2,310
"	.. Ldg.	..	..	..	..	..	..	..	..	15,482	..	2,997
Phosphate—Bulk	.. Disc.	10,983	34,504	35.63	36.32	..	..	..	..	..	..	..

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, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.	Quantities of Cargo Handled.		Rates of Work per Net Gang-hour.	
		1941-48	1948-49	1941-48	1948-49	1941-48	1948-49		1941-48	1948-49		
General ..	Disc.	129,040	59,237	12.69	13.53	..	..	..	..	..	..	..
" ..	Ldg.	98,615	6,069	17.06	16.19	..	..	..	..	..	..	..
" ..	D/L	..	..	..	..	1,004,986	131,643	14.76	283,106	30,756	16.37	15.97
Iron, steel, &c. ..	"	..	..	..	..	94,484	6,176	12.60	13,976	1,116	13.79	13.39
Wheat and barley ..	D/L	13,301	13,109	15.68	15.55	2,875	101	15.81	..	..	..	..
Cement ..	"	311	..	14.93	..	..	..	723	4,624	..	19.15	..
Hides ..	"	..	..	..	..	4,009	..	13.97	885	134	13.23	14.62
" ..	Ldg.	368	..	12.69	..	..	..	..	..	..	..	..
Tallow, pelts, &c. ..	"	5,676	626	14.37	15.52	..	..	..	..	..	..	..
" ..	D/L	..	..	..	..	1,202	..	15.20	27	..	10.12	..
Wool, sheepskins, &c. ..	Disc.	..	..	..	..	9,947	..	74	6,139	..	72	..
" ..	Ldg.	240,582	114,888	79	90	16,547	457	76	60	470	70	63
Timber—												
Hardwood—												
Trucks ..	Disc.	1,401,810	640,640	4.101	3.429	3,469,903	2,977,337	3.654	1,045,196	..	4,177	..
Wharf ..	"	440,771	775,244	2.913	2.790	2,632,556	627,836	2.848	385,857	..	3,578	..
" ..	Ldg.	..	..	..	..	34,208	..	4,105	..	..	..	..
Softwood—												
Trucks ..	Disc.	80,795	129,508	2.499	4.639	56,463	..	3.475	..	..	..	..
" ..	Ldg.	..	..	..	..	291,765	..	4,512	..	..	..	..
Wharf ..	Disc.	1,793,885	705,971	3.879	4.378	482,603	..	4,122	614,381	..	5,060	..
" ..	Ldg.	1,153,689	59,371	3.132	7.124	442,749	82,153	3.649	..	..	..	..
Phosphate: Bulk—												
Dunedin ..	Disc.	5,394	17,678	15.25	15.32	..	..	..	..	..	..	..
Ravensbourne ..	"	11,681	29,940	22.44	23.66	..	..	..	..	..	..	..
Sulphur—												
Dunedin ..	"	..	3,099	..	16.30	..	..	..	..	..	..	..
Ravensbourne ..	"	..	1,723	..	16.59	..	..	..	..	..	..	..

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, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.
		1940-48	1948-49		1944-48	1948-49		1940-48	1948-49	
General ..	Disc.	71,716	33,123	11.53	..	..	..	..	..	..
" ..	Ldg.	18,032	3,898	17.21	..	..	..	..	..	..
" ..	D/L	..	..	..	..	..	16.21	..	..	..
Iron, steel, &c.	" ..	..	..	..	..	..	7.09	..	..	..
Lead ..	" ..	218	..	8.90	264	..	..	..	..	..
Hides ..	Ldg.	..	..	..	..	..	..	..	..	..
Tallow, pelts, &c. ..	" ..	259	80	12.00	..	..	..	..	..	..
Wool, sheep-skins, &c.	" ..	13,272	1,547	14.55	..	..	..	..	..	..
Sulphur ..	Bales	424,306	22,802	87	..	..	..	..	..	..
" ..	Tons	..	1,402	..	..	..	..	..	..	..
Basic slag ..	Tons	..	285	..	..	..	..	..	..	..
Butter ..	Boxes	12,131	2,117	556	..	..	..	..	..	..
Cheese ..	Cts.	85,015	17,095	226	..	..	..	..	..	..
Mutton and lamb ..	R. c/c	8,791,264	1,149,542	878	..	..	..	..	..	..
Beef—Boned ..	Qrs.	4,135	5,260	306	..	..	..	..	..	..
Bone in ..	" ..	1,477	8,803	211	..	..	..	..	..	..
Frozen sundries ..	F. c/c	455,989	101,399	453	8,434	..	395	..	..	..
Total, all classes ..	Tons	333,738	67,938	..	1,387	..	..	..	..	..
Number of contracts ..		173	47	..	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, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.
		1940-48	1948-49		1940-48	1948-49		1944-48	1948-49	
General ..	D/L	..	..	..	..	..	..	106,941	29,321	14.30
Iron, steel, &c.	"	..	..	..	..	..	..	..	..	..
Cement	"	..	..	..	..	..	..	..	..	..
Hides	"	..	..	..	..	..	..	..	..	..
Tallow, pelts, &c.	Ldg.	145	..	15.40	..	..	..	..	..	..
"	D/L	..	..	..	..	..	..	..	..	..
Wool	Ldg.	7,007	..	68	..	..	..	..	..	..
Timber—	Bales	..	..	..	..	..	..	..	..	..
Hardwood—		..	..	..	..	..	..	..	..	..
Trucks	S/ft.	..	..	..	..	..	..	..	..	..
Wharf	"	..	..	..	..	..	..	..	..	..
Softwood—		..	..	..	..	..	..	..	..	..
Trucks	"	..	..	..	..	..	..	..	..	..
Wharf	"	..	..	..	..	..	..	..	..	..
Coal—		..	..	..	..	..	..	..	..	..
Grab—		..	..	..	..	..	..	..	..	..
New Zealand ..	"	..	..	..	..	..	..	..	..	..
Newcastle ..	"	..	..	..	..	..	..	..	..	..
Basket—		..	..	..	..	..	..	..	..	..
New Zealand ..	"	..	..	..	..	..	..	..	..	..
Newcastle ..	"	..	..	..	..	..	..	..	..	..
Butter	D/L	..	..	..	..	..	..	..	..	..
Cheese	"	..	..	..	..	..	..	..	..	..
Mutton and lamb	Cts.	..	..	..	..	..	..	..	..	..
Beef	R. c/c	70,470	..	630	..	..	..	..	..	..
Frozen sundries	Qrs.	3,770	..	129	..	..	..	..	..	..
	F. c/c	21,863	..	358	..	..	..	..	..	..
Total, all classes	Tons	3,245	..	..	191,209	20,185	..	125,407	36,808	..
Number of contracts	..	1	..	..	235	15	..	323	69	..

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, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.
		1940-48	1948-49		1940-48	1948-49		1941-48	1948-49	
General	27,812	..	16.86
Dolomite	12,782	..	12.98
Timber—Softwood : Barges	6,277,552	..	5.649
Total, all classes	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, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.	
		1940-48	1948-49	1940-48	1948-49	1940-48	1948-49	1940-48	1948-49	1941-48	1948-49	1941-48	1948-49
General ..	Disc.	20,475	5,727	13.07	12.44	..	..	..	..	..	..	..	..
" ..	Ldg.	5,721	2,905	13.58	15.72	170,392	22,424	15.28	16.08	78,391	7,116	15.15	14.27
" ..	D/L	..	..	..	..	970	58	11.14	10.55	..	52	10.92	11.77
Iron, steel, &c. ..	"	..	..	..	..	11,418	1,079	18.15	18.66	..	..	..	..
Wheat and barley ..	"	..	..	..	..	..	..	..	..	614	..	21.67	..
Cement ..	"	..	..	..	..	1,005	141	14.20	13.02	948	..	15.46	..
Hides ..	"	..	..	..	..	..	..	..	..	..	..	..	..
" ..	Ldg.	2,069	772	11.58	10.49	..	..	..	..	..	..	..	..
Tallow, pelts, &c. ..	"	22,207	2,884	12.00	12.02	..	..	8.86	..	..	..	..	..
" ..	D/L	..	..	..	..	325	..	..	..	466	..	14.68	..
Wool, sheep-skins, &c. ..	Ldg.	54,278	5,091	60	59	..	..	..	..	434	..	53	..
Timber—													
Hardwood : Trucks	Disc.	..	..	..	..	298,431	..	2.339	..	..	..	..	..
Softwood : Trucks	"	..	..	..	..	59,818	..	3,055	..	15,029	..	5,465	..
Sulphur—Bulk ..	Tons	18,412	19,049	..	21.86	..	..	..	..	..	..	..	..
Phosphate—Bulk ..	"	..	104,800	21.08	19.89	..	..	..	..	..	..	..	..
" ..	"	..	2,171	11.91	..	..	..	..	..	..	..	..	..
Bagged ..	"	..	5,368	13.08	15.76	..	..	..	..	..	..	..	..
Basic slag ..	Tons.	7,262	..	..	..	..	..	..	..	..	..	..	..
Coal—													
Grab—New Zealand	Disc.	..	..	..	..	74,256	..	21.45	..	70,729	13,375	23.79	23.71
Newcastle	"	..	..	..	..	612	..	21.04	..	..	..	..	..
Basket—New Zealand	"	..	..	..	..	6,066	..	11.49	..	..	..	..	..
Fruit : Apples and pears	D/L	..	..	..	..	1,697	..	19.32	..	15,570	..	22.39	..
Butter ..	"	..	..	..	..	57,092	..	536	..	5,016	..	149	..
Cheese ..	Boxes	2,340,544	453,012	636	696	..	..	..	..	..	..	..	..
" ..	Cts.	2,290,257	282,927	283	312	..	..	..	..	..	..	..	..
Mutton and lamb ..	R. c/c	5,192,481	795,667	703	773	..	..	..	..	..	..	..	..
Beef—Boned ..	Qrs.	87,812	44,643	242	223	..	..	..	..	..	..	..	..
" ..	"	69,611	47,488	160	197	..	..	..	..	..	..	..	..
Bone in ..	"	..	..	..	..	..	..	..	..	..	..	..	..
Frozen sundries ..	F. c/c	2,004,706	293,439	418	483	..	..	..	..	45,035	12,800	304	305
Total, all classes ..	Tons	485,401	206,571	..	..	269,387	23,702	..	..	169,470	20,886	..	..
Number of contracts ..	..	144	42	..	..	256	24	..	..	493	52	..	..

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, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.	
		1940-48	1948-49		1940-48	1948-49		1941-48	1948-49		
				1941-48			1948-49			1941-48	1948-49
General ..	D/L	..	..	..	..	2,075	..	232,330	31,168	18.68	17.80
Iron, steel, &c. ..	"	..	..	..	..	..	..	1,374	243	20.16	11.39
Wheat and barley ..	"	..	..	..	..	..	..	430	..	21.23	..
Cement ..	"	..	..	..	..	..	..	33,671	6,014	17.91	18.38
Hides ..	"	..	..	..	..	..	..	1,297	162	18.27	10.34
Tallow, pelts, &c. ..	D/L	..	..	..	..	..	..	11,016	1,128	16.31	14.46
Wool, sheep-skins, &c. ..	Disc.	..	..	..	..	..	..	2,519	..	101	..
Wool, sheep-skins, &c. ..	Bales	..	..	..	..	..	..	394,263	116,832	111	110
Dolomite ..	Ldg.	..	..	..	..	19,162	..	6,663	3,952	12.43	11.83
Timber ..	Tons	..	..	..	..	..	..	..	..	..	..
Hardwood: Trucks	S/ft	..	..	..	..	299,340	..	..	..	..	..
Softwood—	"	..	..	..	..	..	..	..	..	..	..
Trucks	"	..	..	..	..	..	..	212,712	..	3,223	..
Wharf ..	"	..	..	..	..	..	..	282,147	22,558	3,905	6,152
Sulphur ..	Tons	5,794	..	20.18	..	..	..	..	..	..	..
Coal—	"	..	..	..	..	..	..	..	..	..	..
Grab—	"	..	..	..	..	..	..	..	..	..	..
New Zealand ..	"	..	..	..	..	13,662	..	124,000	17,119	24.30	21.12
Newcastle ..	"	..	..	..	..	61	..	..	..	..	..
Bunker: Hulks, &c. ..	Ldg.	..	..	..	..	..	..	..	..	..	..
Fruit: Apples and pears ..	D/L	..	..	..	..	..	..	1,363	240	17.99	20.00
Butter ..	Boxes	..	..	..	..	..	..	328,845	48,432	659	604
Cheese ..	Cks.	..	..	..	..	..	..	349,279	75,052	253	261
Mutton and lamb ..	R. c/c	..	..	1,086	..	..	..	7,142	..	779	..
Frozen sundries ..	F. c/c	..	..	..	..	..	..	3,300	..	591	..
Total, all classes	Tons	6,269	..	..	..	19,690	..	514,302	85,714	..	..
Number of contracts	..	4	..	..	..	15	..	1,324	220	..	..

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, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.
		1940-48	1948-49		1940-48	1948-49		1942-48	1948-49	
General ..	Ldg.	139	..	17.38	..	24,978	..	90,252	..	15.23
" ..	" D/L	..	..	..	..	183	..	555	..	12.98
Iron, steel, &c. ..	" ..	..	..	..	..	..	..	9,481	..	17.10
Cement ..	" ..	..	..	..	..	608	..	..	..	..
Tallow, pelts, &c. ..	" ..	..	..	..	..	2,524	..	..	..	..
Wool, sheep-skins, &c. ..	" Disc.	..	..	..	..	30,238	10,599	10,326	..	..
" ..	" Ldg.	11,033	..	96	..	..	..	..	..	76
Timber—	" ..	..	..	..	..	46,588	..	330,624	..	3,909
Hardwood : Trucks	" Disc.	..	..	..	..	..	..	109,283	..	3,001
Softwood : Trucks	" ..	..	..	..	..	..	..	..	..	..
Coal—	" ..	..	..	..	..	..	..	..	..	..
Grab : New Zealand	" ..	..	..	..	..	..	..	53,326	6,062	25.35
Basket : New Zealand	" ..	..	..	..	..	328	..	2,547	..	10.42
Fruit : Apples and pears	" D/L	..	..	..	..	114	..	440	..	123
Mutton and lamb..	" ..	24,081	..	980	..	976,440	..	337,274	173,875	20.31
Beef ..	" Qrs.	..	..	..	..	1,586	..	..	699	1,020
Frozen sundries ..	" F. c/c.	..	..	..	..	36,023	..	16,926	7,924	..
Total, all classes	" ..	2,188	..	..	..	158,048	26,634	163,535	22,530	..
Number of contracts..	" ..	4	..	..	..	353	56	550	85	..

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, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class of Cargo.	Cargo Unifs.	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.	
		1940-48	1948-49	1940-48	1948-49	1940-48	1948-49	1940-48	1948-49	1940-48
General ..	Disc.	3,864	1,471	13.71	16.37	..	..	..	..	..
" ..	Ldg.	46,823	2,716	16.53	19.60	448,569	65,064	112,252	19,500	18.24
" ..	D/L	..	..	..	..	1,990	..	66	..	8.90
Iron, steel, &c.	"	..	..	..	..	..	..	..	..	..
Wheat and barley—Bagged	Disc.	30,917	19,992	21.85	22.36	..	..	..	..	..
Hides ..	Ldg.	29	..	18.32	..	..	..	..	..	..
Tallow, pelts, &c. ..	"	11,385	1,576	17.54	18.50	..	..	..	..	..
" ..	D/L	..	..	..	..	..	..	..	..	..
Wool, sheep-skins, &c.	Disc.	..	..	..	..	1,387	218	..	..	..
" ..	Ldg.	395,603	74,939	100	104	8,609	..	5,427	..	80
Timber—	"	..	..	..	..	59,171	..	1,601	..	82
Hardwood : Trucks	Disc.	93,589	76,057	3,052	2,879	490,850	27,506	..	..	..
Softwood : Trucks	"	..	..	..	..	262,997	3,653	..	..	..
" ..	Ldg	858,848	1,489,381	4,649	5,278	638,163	716,469	..	..	..
Coal—	"	..	..	..	..	..	..	..	..	..
Grab—	Disc.	..	..	..	..	1,609	..	..	..	..
New Zealand ..	"	..	..	..	..	945	..	..	..	..
Newcastle ..	"	..	..	..	..	..	..	..	..	..
Basket—	"	..	..	..	..	..	..	..	..	..
New Zealand ..	"	..	..	..	..	5,166	..	..	..	..
Newcastle ..	"	..	..	..	..	3,487	..	..	..	..
Butter ..	D/L	26,116	7,245	527	649	..	..	..	..	..
Cheese ..	"	12,887	10,309	201	231	..	..	..	..	..
Mutton and lamb ..	"	4,873,813	1,125,293	941	1,038	4,014	..	138	..	..
Beef ..	"	..	..	..	..	..	..	..	..	..
Qrs.	"	..	..	..	..	..	..	..	..	..
Frozen sundries ..	"	153,342	68,909	493	545	..	..	..	..	..
Total, all classes	"	242,682	62,314	..	..	477,339	66,797	113,416	19,500	..
Number of contracts..	"	113	30	..	..	554	72	264	35	..

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, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.	
		1940-48	1948-49	1940-48	1948-49	1941-48	1948-49	1940-48	1948-49	1940-48
General ..	Disc.	33,424	13,440	11.96	10.27	..	..	..	..	..
" ..	Ldg.	19,716	5,726	13.31	13.20	339,775	53,342	..	..	..
" ..	D/L	..	..	..	..	3,126	651	..	..	..
Iron, steel, &c.	"	..	..	..	..	303	..	..	..	..
Wheat and barley	"	..	..	..	..	..	..	..	..	..
Hides ..	D/L	188	73	16.11	15.64	..	..	..	..	..
" ..	Ldg.	..	..	..	..	..	..	..	..	..
Tallow, pelts, &c. ..	"	34,568	5,463	15.86	15.49	..	..	..	..	..
" ..	D/L	..	..	..	..	3,453	166	..	..	..
Wool, sheep-skins, &c.	"	..	..	..	..	1,191	76	..	..	..
" ..	Disc.	546,256	108,155	86	86	24,192	1,239	..	..	..
Timber—	Ldg.	..	..	..	..	..	..	..	..	..
Hardwood : Trucks	Disc.	86,160	257,894	2.377	2.127	1,524,836	51,635	..	..	..
Softwood : Trucks	Ldg.	501,207	637,901	3.875	3.673	12,347,638	998,276	..	..	..
Phosphate—Bulk (Guano)	Disc.	..	7,435	..	14.59	..	..	..	..	..
Basic slag ..	Disc.	..	1,405	..	13.09	..	..	..	..	..
Coal—	"	..	..	..	..	..	..	..	..	..
Grab : New Zealand	Ldg.	..	..	..	..	12,570	25.04	..	..	..
Basket : New Zealand	Disc.	..	..	..	..	4,563	11.10	..	..	..
Butter ..	D/L	43,058	7,183	490	539	9,464	421	..	..	..
Cheese ..	"	1,086,259	132,873	254	276	21,949	182	..	..	..
Mutton and lamb ..	"	12,558,597	2,050,866	877	952	..	..	..	..	..
Beef—	"	..	..	..	..	..	..	..	..	..
Boned	"	13,689	2,081	298	189	..	..	..	..	..
Bone in	"	43,512	16,024	166	159	7,508	134	..	..	..
Frozen sundries ..	"	850,754	196,160	471	525	30,527	872	..	..	..
Total, all classes ..	Tons	498,012	104,787	..	..	400,453	56,527	9,001	4,370	..
Number of contracts ..	..	183	45	..	..	322	40	9	5	..

PORT OF WESTPORT

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACTS SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1948 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1949

Class 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.
		1940-48	1948-49		1944-48	1948-49		1944-48	1948-49	
General ..	D/L	..	..	..	10,465	4,461	14.54	7,982	2,748	11.15
Iron, steel, &c. ..	"	..	..	..	..	73	..	210	180	6.74
Cement ..	"	..	..	..	..	..	..	1,700	666	13.61
Timber—	"	..	..	..	..	..	..	..	..	..
Hardwood: Wharf	S/ft	..	..	..	..	121,111	..	..	..	..
Softwood—	"	..	..	..	..	..	..	..	..	..
Trucks	"	..	..	..	402,541	15,765	3.539	1,953,353	128,803	3.985
Wharf	"	..	..	..	155,711	150,096	3.685	2,088,534	791,768	4.055
Coal—	"	..	..	..	..	..	..	..	..	..
Bunker: Trucks	Tons	..	..	..	56,907	13,809	83.01	7,987	2,168	81.02
Cargo: New Zealand	"	..	..	..	1,045,834	256,745	87.87	209,611	50,832	83.13
Total, all classes	Tons	..	..	..	1,114,322	275,783	..	235,573	58,435	..
Number of contracts..	..	..	..	..	474	103	..	403	94	..

PORT OF GREYMOUTH

Class 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.
		1940-48	1948-49		1944-48	1948-49		1944-48	1948-49	
General ..	D/L	..	..	..	10,465	4,461	14.54	7,982	2,748	11.15
Iron, steel, &c. ..	"	..	..	..	..	73	..	210	180	6.74
Cement ..	"	..	..	..	..	..	..	1,700	666	13.61
Timber—	"	..	..	..	..	..	..	..	..	..
Hardwood: Trucks	S/ft	..	..	..	..	121,111	..	..	..	..
Softwood—	"	..	..	..	..	..	..	..	..	..
Trucks	"	..	..	..	402,541	15,765	3.539	1,953,353	128,803	3.985
Wharf	"	..	..	..	155,711	150,096	3.685	2,088,534	791,768	4.055
Coal—	"	..	..	..	..	..	..	..	..	..
Bunker: Trucks	Tons	..	..	..	56,907	13,809	83.01	7,987	2,168	81.02
Cargo: New Zealand	"	..	..	..	1,045,834	256,745	87.87	209,611	50,832	83.13
Total, all classes	Tons	..	..	..	1,114,322	275,783	..	235,573	58,435	..
Number of contracts..	..	..	..	..	474	103	..	403	94	..

PORT OF GREYMOUTH

Class 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.
		1940-48	1948-49		1944-48	1948-49		1944-48	1948-49	
General ..	D/L	..	..	..	10,465	4,461	14.54	7,982	2,748	11.15
Iron, steel, &c. ..	"	..	..	..	..	73	..	210	180	6.74
Cement ..	"	..	..	..	..	..	..	1,700	666	13.61
Timber—	"	..	..	..	..	..	..	..	..	..
Hardwood: Trucks	S/ft	..	..	..	..	121,111	..	..	..	..
Softwood—	"	..	..	..	..	..	..	..	..	..
Trucks	"	..	..	..	402,541	15,765	3.539	1,953,353	128,803	3.985
Wharf	"	..	..	..	155,711	150,096	3.685	2,088,534	791,768	4.055
Coal—	"	..	..	..	..	..	..	..	..	..
Bunker: Trucks	Tons	..	..	..	56,907	13,809	83.01	7,987	2,168	81.02
Cargo: New Zealand	"	..	..	..	1,045,834	256,745	87.87	209,611	50,832	83.13
Total, all classes	Tons	..	..	..	1,114,322	275,783	..	235,573	58,435	..
Number of contracts..	..	..	..	..	474	103	..	403	94	..

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1948 (AS PER PREVIOUS ANNUAL REPORT), FIGURES FOR YEAR ENDED 31ST MARCH, 1949, AND TOTALS FROM COMMENCEMENT TO DATE

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.	Ldg.	D/L.	Total.		Comm.	N.Z.R., Harbour Boards, &c.	Total.				
Auckland	Overseas	1940-48	701	503	20	1,224	£ 2,847,003	£ 243,620	£ 493	£ 224,113	6,201,535	s. d. 0 9-43	27,019	
		1948-49	179	94	..	273	693,696	58,825	151	58,976	1,534,054	0 9-20	6,659	
		Totals	880	597	20	1,497	3,540,699	302,445	644	303,089	7,735,589	0 9-38	33,678	
	U.S.S. Co.	1940-48	834	148	472	1,454	1,520,336	47,834	501	48,335	3,862,969	0 2-97	20,019	
		1948-49	112	33	62	207	254,614	7,886	117	8,003	617,231	0 3-07	3,962	
Wellington	All	Totals	946	181	534	1,661	1,774,950	55,720	618	56,338	4,480,200	0 2-98	23,981	
		1940-48	1,535	651	492	2,678	4,367,339	291,454	994	292,448	10,064,504	0 6-95	47,038	
		1948-49	291	127	62	480	948,310	66,711	268	66,979	2,151,285	0 7-44	10,621	
	Overseas	Totals	1,826	778	554	3,158	5,315,649	358,165	1,262	359,427	12,215,789	0 7-04	57,659	
		1940-48	732	717	38	1,487	2,278,382	219,091	52,752	271,843	4,649,523	0 11-31	29,372	
		1948-49	171	97	5	273	385,915	40,490	10,324	50,814	748,951	1 0-98	4,616	
		Totals	903	814	43	1,760	2,664,297	259,581	63,076	322,657	5,398,474	0 11-54	33,988	
	U.S.S. Co.	1940-48	1,450	158	2,003	3,611	1,283,346	75,848	20,784	96,632	2,828,419	0 6-44	24,370	
		1948-49	122	34	151	307	129,679	6,091	1,858	7,949	230,294	0 6-35	2,771	
		Totals	1,572	192	2,154	3,918	1,413,025	81,939	22,642	104,581	3,058,713	0 6-43	27,141	
All	Coastal	1940-48	1,817	163	1,784	3,764	366,288	18,351	6,976	25,327	947,982	0 4-65	8,229	
		1948-49	287	32	282	601	75,260	3,243	1,252	4,495	177,781	0 4-38	1,603	
		Totals	2,104	195	2,066	4,365	441,548	21,594	8,228	29,822	1,125,763	0 4-60	9,832	
	All	1940-48	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	
		1948-49	580	163	438	1,181	590,854	49,824	13,434	63,258	1,157,026	0 10-33	8,990	
		Totals	4,579	1,201	4,263	10,043	4,518,870	363,114	93,946	457,060	9,582,950	0 9-09	70,961	

Lyttelton	..	Overseas	1940-48	274	335	1	610	610,175	80,565	24,217	104,782	1,202,405	1 4-08	7,935
			1948-49	110	68	..	178	153,561	19,728	7,191	26,919	294,744	1 4-06	2,012
			Totals	384	493	1	788	763,736	100,293	31,408	131,701	1,497,149	1 4-08	9,947
..	..	U.S.S. Co.	1940-48	127	94	815	1,036	436,749	41,455	19,514	60,969	829,259	1 0-00	8,797
			1948-49	13	14	74	101	58,773	6,282	3,037	9,319	106,281	1 2-19	1,188
			Totals	140	108	889	1,137	495,522	47,737	22,551	70,288	935,540	1 0-25	9,985
Coastal	..	..	1940-48	80	68	687	835	153,533	17,434	9,508	26,942	318,221	1 1-15	3,900
			1948-49	25	24	122	171	30,677	3,869	2,136	6,005	63,530	1 2-62	719
			Totals	105	92	809	1,006	184,210	21,303	11,644	32,947	381,751	1 1-39	4,619
Dunedin	..	Equivalent contracts	1948-49	..	..	..	..	..	..	486	486	..	..	..
			1940-48	481	497	1,503	2,481	1,200,457	139,454	53,239	192,693	2,849,885	1 2-24	20,632
			1948-49	148	106	196	450	243,011	29,879	12,854	42,730	464,555	1 3-44	3,919
..	..	..	Totals	629	603	1,699	2,931	1,443,468	169,333	66,090	235,423	2,814,440	1 2-44	24,551
			1940-48	116	107	..	223	118,225	15,307	6,982	22,289	246,378	1 2-91	2,009
			1948-49	72	30	..	102	66,696	12,698	4,066	16,764	118,829	2 1-65	1,036
U.S.S. Co.	..	..	Totals	188	137	..	325	184,921	28,005	11,048	39,053	365,207	1 6-40	3,045
			1940-48	67	54	660	781	491,120	23,912	..	23,912	1,255,834	0 4-57	6,551
			1948-49	9	7	88	104	74,621	5,916	..	5,916	160,187	0 8-86	960
Coastal	..	..	Totals	76	61	748	885	565,741	29,828	..	29,828	1,416,021	0 5-06	7,511
			1940-48	18	14	297	329	108,772	4,859	..	4,859	296,681	0 3-93	2,079
			1948-49	2	..	39	41	15,412	957	..	957	37,622	0 6-11	272
All	..	..	Totals	20	14	336	370	124,184	5,816	..	5,816	334,303	0 4-18	2,351
			1940-48	201	175	957	1,333	718,117	44,078	6,982	51,060	1,798,893	0 5-88	10,639
			1948-49	83	37	127	247	156,729	19,571	4,066	23,637	316,638	0 7-25	2,268
Totals	..	..	Totals	284	212	1,084	1,580	874,846	63,649	11,048	74,697	2,115,531	0 6-09	12,907

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.	Ldg.	D/L.	Total.		Comm.	N.Z.R., Harbour Boards, &c.	Total.				
Port Chalmers	Overseas	1940-48	60	113	..	173	£ 252,340	£ 42,797	£ 8,900	£ 51,697	429,212	s. d. 1 11-93	2,657	
		1948-49	26	21	..	47	46,956	6,918	1,976	8,894	78,189	1 9-23	527	
		Totals	86	134	..	220	299,296	49,715	10,876	60,591	507,401	1 11-52	3,184	
	U.S.S. Co.	1940-48	1	3	..	4	827	33	5	38	1,153	0 6-87	14	
		1948-49	..	..	..	..	..	..	..	..	..	..	..
		Totals	1	3	..	4	827	33	5	38	1,153	0 6-87	14	
Opua	All	1940-48	61	116	..	177	£ 253,167	£ 42,830	£ 8,905	£ 51,735	430,365	1 11-88	2,671	
		1948-49	26	21	..	47	46,956	6,918	1,976	8,894	78,189	1 9-23	527	
		Totals	87	137	..	224	300,123	49,748	10,881	60,629	508,554	1 11-48	3,198	
	Overseas	1940-48	..	1	..	1	573	91	..	91	1,214	1 5-99	2	
		1948-49	..	..	..	..	..	..	..	..	..	..	..
		Totals	..	1	..	1	573	91	..	91	1,214	1 5-99	2	
Gisborne	All	1940-48	..	1	..	1	573	91	..	91	1,214	1 5-99	2	
		1948-49	..	..	..	..	..	..	..	..	..	..	..
		Totals	..	1	..	1	573	91	..	91	1,214	1 5-99	2	
	Overseas	1941-48	..	1	..	1	4,749	280	..	280	7,913	0 8-49	63	
		1948-49	..	..	..	..	..	..	..	..	..	..	..
		Totals	..	1	..	1	4,749	280	..	280	7,913	0 8-49	63	
U.S.S. Co.	1941-48	68	51	116	235	£ 78,186	£ 2,548	..	2,548	172,037	0 3-55	1,639		
	1948-49	6	..	15	21	7,837	585	..	585	17,416	0 8-07	139		
	Totals	74	51	131	256	86,023	3,133	..	3,133	189,453	0 3-97	1,778		

Coastal	1944-48	18	68	237	323	47,559	1,093	..	1,093	123,947	0 2-11	942
	1948-49	18	41	69	128	14,512	694	..	694	41,735	0 3-99	304
	Totals	36	109	306	451	62,071	1,787	..	1,787	165,682	0 2-59	1,246
All	1941-48	86	120	353	559	130,494	3,921	..	3,921	303,897	0 3-10	2,644
	1948-49	24	41	84	149	22,349	1,279	..	1,279	59,151	0 5-20	443
	Totals	110	161	437	708	152,843	5,200	..	5,200	363,048	0 3-44	3,087
Overseas	1940-48	19	206	4	229	423,557	58,372	363	58,735	867,966	1 4-14	4,876
	1948-49	11	33	..	44	103,358	15,836	84	15,920	203,092	1 6-53	834
	Totals	30	239	4	273	526,915	74,208	447	74,655	1,073,058	1 4-60	5,710
U.S.S. Co. ..	1941-48	96	14	124	234	97,842	8,332	1,468	9,800	184,134	0 10-86	1,490
	1948-49	7	..	15	22	11,102	1,125	305	1,430	22,215	1 0-15	207
	Totals	103	14	139	256	108,944	9,457	1,773	11,230	206,349	0 11-00	1,697
Coastal	1942-48	171	12	323	506	52,909	2,796	960	3,756	117,439	0 5-72	704
	1948-49	62	4	54	120	12,604	1,085	283	1,368	30,417	0 8-56	240
	Totals	233	16	377	626	65,513	3,881	1,243	5,124	147,856	0 6-30	944
Equivalent contracts	1947-48	..	..	..	..	..	..	11	11	..	..	..
	1948-49	..	..	..	..	..	..	24	24	..	..	..
	Totals	..	..	..	..	..	..	35	35	..	..	..
All	1940-48	286	232	451	969	574,308	69,500	2,802	72,302	1,169,539	1 2-26	7,070
	1948-49	80	37	69	186	127,064	18,046	696	18,742	257,724	1 4-80	1,281
	Totals	366	269	520	1,155	701,372	87,546	3,498	91,044	1,427,263	1 2-72	8,351

Napier

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.	Ldg.	D/L.	Total.		Comm.	N.Z.R., Harbour Boards, &c.	Total.				
Port Waikato	Coastal	1941-48	117	..	34	151	£ 15,709	£ 2,022	£ ..	£ 2,022	39,676	s. 1	d. 0-23	£ 1,149
		1948-49	..	..	..	..	..	..	..	..	..	..	..	..
	Totals	117	..	34	151	15,709	2,022	..	2,022	39,676	1	0-23	1,149	
	All	1941-49	117	..	34	151	15,709	2,022	..	2,022	39,676	1	0-23	1,149
		Totals	117	..	34	151	15,709	2,022	..	2,022	39,676	1	0-23	1,149
	Overseas	1940-48	28	115	1	144	313,112	32,517	6,030	38,547	544,414	1	2-33	2,898
		1948-49	27	15	..	42	89,827	11,069	2,695	13,764	152,312	1	5-44	1,021
	Totals	55	130	1	186	402,939	43,586	8,725	52,311	696,726	1	3-01	3,919	
	U.S.S. Co.	1940-48	132	4	120	256	61,331	4,090	1,770	5,860	123,378	0	7-96	1,220
		1948-49	3	..	21	24	6,714	609	267	876	12,936	0	11-30	99
Totals	135	4	141	280	68,045	4,699	2,037	6,736	136,314	0	8-27	1,519		
Coastal	1941-48	236	8	249	493	31,511	2,170	1,044	3,214	62,445	0	8-34	441	
	1948-49	30	1	21	52	4,610	233	90	323	9,804	0	5-70	26	
	Totals	266	9	270	545	36,121	2,403	1,134	3,537	72,249	0	7-98	467	
	Equivalent contracts	1948-49	..	..	..	..	..	..	12	12	..	..	..
All	1940-48	396	127	370	893	405,954	38,777	8,844	47,621	730,237	1	0-74	4,559	
	1948-49	60	16	42	118	101,151	11,911	3,063	14,974	175,052	1	4-33	1,146	
Totals	456	143	412	1,011	507,105	50,688	11,907	62,595	905,289	1	1-44	5,705		
Wanganui	Overseas	1940-48	3	1	..	4	2,921	491	76	567	5,594	1	9-07	51
		1948-49	..	..	..	..	..	..	..	..	..	..	..
		Totals	3	1	..	4	2,921	491	76	567	5,594	1	9-07	51

U.S.S. Co. . .	1941-48	6	5	4	15	6,006	663	36	699	16,682	0 9-54	86
	1948-49	..	..	..	..	..	..	..	..	..	..	..
Totals		6	5	4	15	6,006	663	36	699	16,682	0 9-54	86
Coastal ..	1941-48	328	326	670	1,324	124,627	18,618	7,407	26,025	258,593	1 5-28	1,528
	1948-49	34	71	115	220	29,724	4,899	159	5,058	49,784	1 11-61	..
Totals		362	397	785	1,544	144,351	23,517	7,566	31,083	308,377	1 6-30	1,528
Equivalent contracts	1947-48	..	..	..	..	..	..	2	2	..	..	..
	1948-49	..	..	..	..	..	..	56	56	..	..	..
Totals		..	..	..	..	..	..	58	58	..	..	..
All ..	1940-48	337	332	674	1,343	133,554	19,772	7,521	27,293	280,869	1 4-89	1,665
	1948-49	34	71	115	220	29,724	4,899	215	5,114	49,784	1 11-61	..
Totals		371	403	789	1,563	163,278	24,671	7,736	32,407	330,653	1 5-91	1,665
Overseas ..	1946-48	..	1	..	1	1,056	163	36	199	974	3 4-16	..
	1948-49	..	..	..	..	..	..	..	..	..	..	..
Totals		..	1	..	1	1,056	163	36	199	974	3 4-16	..
U.S.S. Co. . .	1940-48	9	31	89	129	20,865	3,148	1,620	4,768	36,660	1 8-61	43
	1948-49	2	3	18	23	3,578	520	363	883	7,099	1 5-59	..
Totals		11	34	107	152	24,443	3,668	1,983	5,651	43,759	1 8-12	43
Anchor Co...	1942-48	495	94	1,216	1,805	89,438	16,739	6,679	23,418	192,582	1 8-86	..
	1948-49	87	9	243	339	17,957	3,199	1,220	4,419	34,187	1 10-46	..
Totals		582	103	1,459	2,144	107,395	19,938	7,899	27,837	226,769	1 9-10	..
Coastal ..	1942-48	21	32	31	84	7,167	1,314	460	1,774	15,214	1 8-73	..
	1948-49	..	15	1	16	1,319	318	111	429	2,137	2 11-67	..
Totals		21	47	32	100	8,486	1,632	571	2,203	17,351	1 10-57	..
Equivalent contracts	1943-48	..	..	..	..	..	..	3,683	3,683	..	..	..
	1948-49	..	..	..	..	..	..	1,512	1,512	..	..	..
Totals		..	..	..	..	..	..	5,195	5,195	..	..	..
All ..	1940-48	525	158	1,336	2,019	118,526	21,364	12,478	33,842	245,430	1 8-89	43
	1948-49	89	27	262	378	22,854	4,037	3,206	7,243	43,423	1 10-31	..
Totals		614	185	1,598	2,397	141,380	25,401	15,684	41,085	288,853	1 9-10	43

Nelson

Coastal	1941-48	17	32	215	264	28,065	2,635	1,480	4,115	45,031	1 2-05	144
	1948-49	1	3	31	35	4,759	788	382	1,170	7,896	1 11-95	17
	Totals	18	35	246	299	32,824	3,423	1,862	5,285	52,927	1 3-52	161
All	1940-48	68	169	694	931	315,345	35,227	12,061	47,288	421,002	1 8-08	3,408
	1948-49	15	34	88	137	64,940	11,191	3,777	14,968	98,863	2 3-19	556
	Totals	83	203	782	1,068	380,285	46,418	15,838	62,256	519,865	1 9-43	3,964
Overseas	1940-48	38	145	..	183	339,061	42,976	12,763	55,739	451,183	1 10-86	4,972
	1948-49	16	29	..	45	74,692	11,496	3,061	14,557	123,649	1 10-31	938
	Totals	54	174	..	228	413,753	54,472	15,824	70,296	574,834	1 10-74	5,910
U.S.S. Co. . .	1941-48	30	17	275	322	146,456	8,130	3,570	11,700	234,028	0 8-34	2,644
	1948-49	1	1	38	40	21,695	1,609	801	2,410	35,975	0 10-73	404
	Totals	31	18	313	362	168,151	9,739	4,371	14,110	270,003	0 8-66	3,048
Coastal	1940-48	..	..	9	9	2,406	160	89	249	4,164	0 9-22	84
	1948-49	..	..	5	5	1,298	57	33	90	2,686	0 5-14	54
	Totals	..	..	14	14	3,704	217	122	339	6,850	0 7-60	138
All	1940-48	68	162	284	514	487,923	51,266	16,422	67,688	689,375	1 5-85	7,700
	1948-49	17	30	43	90	97,685	13,162	3,895	17,037	162,310	1 7-46	1,396
	Totals	85	192	327	604	585,608	64,428	20,317	84,745	851,685	1 6-16	9,096

Bluff

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.	Ldg.	D/L.	Total.		Comm.	N.Z.R., Harbour Boards, &c.	Total.			
Westport ..	U.S.S. Co. ..	1944-48	1	57	416	474	£ 60,263	£ 8,751	£ 4,209	£ 12,960	s. 122,584	d. 1 5-13	100
		1948-49	..	8	95	103	14,830	2,897	1,756	4,653	29,020	1 11-96	67
	Coastal ..	Totals	1	65	511	577	75,093	11,648	5,965	17,613	151,604	1 6-44	167
		1944-48	..	65	338	403	24,843	2,089	899	2,988	50,421	0 9-94	75
		1948-49	3	8	83	94	6,154	778	367	1,145	12,013	1 3-54	50
Greymouth ..	Equivalent contracts	Totals	3	73	421	497	30,997	2,867	1,266	4,133	62,434	0 11-02	125
		1944-48	..	..	..	..	..	..	327	327	..	..	..
	All ..	1948-49	..	..	..	..	..	..	97	97	..	..	..
		Totals	..	..	..	..	..	..	424	424	..	..	..
		1944-48	1	122	754	877	85,106	10,840	5,435	16,275	173,005	1 3-04	175
U.S.S. Co. ..	U.S.S. Co. ..	1948-49	3	16	178	197	20,984	3,675	2,220	5,895	41,033	1 9-49	117
		Totals	4	138	932	1,074	106,090	14,515	7,655	22,170	214,038	1 4-28	292
	Coastal ..	1942-48	1	169	471	641	181,591	17,952	2,484	20,436	385,647	0 11-17	3,824
		1948-49	..	3	82	85	26,796	2,451	632	3,083	52,900	0 11-12	412
		Totals	1	172	553	726	208,387	20,403	3,116	23,519	438,547	0 11-17	4,236
Coastal ..	Coastal ..	1942-48	51	123	291	465	40,251	5,788	960	6,748	61,870	1 10-45	1,083
		1948-49	7	14	52	73	10,936	1,220	293	1,513	18,161	1 4-12	194
	Equivalent contracts	Totals	58	137	343	538	51,187	7,008	1,253	8,261	80,031	1 9-02	1,277
		1948-49	..	..	..	..	..	..	6	6	..	..	..
	All ..	1942-48	52	292	762	1,106	221,842	23,740	3,444	27,184	447,517	1 0-73	4,907
Equivalent contracts	All ..	1948-49	7	17	134	158	37,732	3,671	931	4,602	71,061	1 0-40	606
		Totals	59	309	896	1,264	259,574	27,411	4,375	31,786	518,578	1 0-69	5,513

All ports ..	Overseas ..	1940-48 ..	1,989	2,344	64	4,397	7,342,354	755,215	117,414	872,629	14,797,560	1	0.25	83,316
		1948-49	623	406	5	1,034	1,652,719	184,398	31,578	215,976	3,317,576	1	1.34	17,974
	Totals		2,612	2,750	69	5,431	8,995,073	939,613	148,992	1,088,605	18,115,136	1	0.45	101,290
U.S.S. Co. ..		1940-48	2,862	886	6,351	10,099	4,569,369	259,789	63,441	323,230	10,313,126	0	6.05	72,702
		1948-49	279	118	768	1,165	640,795	40,042	10,945	50,987	1,332,614	0	7.21	10,499
	Totals		3,141	1,004	7,119	11,264	5,210,164	299,831	74,385	374,216	11,645,740	0	6.18	83,201
Coastal ..		1940-48	3,525	1,089	6,691	11,305	1,128,966	98,831	37,761	136,592	2,611,189	0	9.08	20,385
		1948-49	574	255	1,151	1,980	231,012	22,165	6,709	28,874	498,934	0	10.66	3,604
	Totals		4,099	1,344	7,842	13,285	1,359,978	120,996	44,470	165,466	3,110,123	0	9.34	23,989
Equivalent contracts		1940-48	..	..	..	..	..	..	4,033	4,033	..	..	..	..
		1948-49	..	..	..	..	..	..	2,221	2,221	..	..	..	..
	Totals		..	..	..	..	..	..	6,254	6,254	..	..	..	..
All vessels ..		1940-48	8,376	4,319	13,106	25,801	13,040,689	1,113,835	222,649	1,336,484	27,721,875	0	9.64	176,403
		1948-49	1,476	779	1,924	4,179	2,524,526	246,605	51,453	298,058	5,149,124	0	11.49	32,077
	Totals		9,852	5,098	15,030	29,980	15,565,215	1,360,440	274,102	1,634,542	32,870,999	0	9.93	208,480

**SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES FOR
PERIOD 1940-49, SHOWING TOTALS FOR EACH PORT**

Port.	Date Commission Commenced to Operate Pay Office.	1940-48.	1948-49.	1940-49.
		£	£	£
Auckland	31/7/40	8,129,438*	1,172,781	9,302,219
Wellington	10/7/40	4,625,074*	707,527†	5,332,601‡
Lyttelton	30/10/40	1,691,790	438,587	2,130,377
Otago	28/8/40	1,498,922	305,030	1,803,952
Gisborne	24/3/47	57,266	29,999	87,265
Napier	1/4/44	495,649	144,960	640,609
New Plymouth	2/10/40	530,741	140,003	670,744
Patea	1/4/46†	10,317	1,509	11,826
Wanganui	2/5/41	147,385	35,077	182,462
Nelson	1/4/44	122,459	53,972	176,431
Pictou	1/4/44	94,995	22,898	117,893
Timaru	3/9/45	157,363	91,269	248,632
Oamaru	30/6/47	32,545†	19,862	52,407
Bluff	11/12/40	518,202	135,550	653,752
Westport	10/10/44	105,211	34,167	139,378
Greymouth	21/10/44	86,277	52,821	139,098
Avanui	27/10/47†	70§	3,060||	3,130
Motueka	21/2/49†	..	977||	977
Opotiki	27/10/47†	80§	2,818||	2,898
Tokomaru Bay	8/12/47†	86§	4,391||	4,477
Whakatane	27/10/47†	63§	4,880||	4,943
Whangarei	27/10/47†	31§	13,339||	13,370
Total, all ports	..	18,303,964	3,415,477	21,719,441
Amounts paid on behalf of New Zealand and United States Armed Forces	{ Auckland .. Wellington ..	2,388,075 44,691	.. ..	2,388,075 44,691
		2,432,766	..	2,432,766

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

† From 1st April, 1946.

‡ Agencies for Waterfront Industry Commission payments only.

§ Weekly minima payments only.

|| Compiled from returns of wages, &c., submitted in support of claims for weekly minima payment.

¶ Does not include wages paid by Wellington Harbour Board to approximately one-third of waterside workers employed.

**SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES
FOR YEAR ENDED 31st MARCH, 1949, SHOWING TOTAL FOR EACH SHIPPING COMPANY**

Labour Wages, Shipping Companies.	(A) Main and Secondary Ports															Total, all Ports.
	Auckland.	Wellington.	Lyttelton.	Otago.	Gisborne.	Napier.	New Plymouth.	Wanganui.	Nelson.	Pictou.	Timaru.	Oamaru.	Bluff.	Westport.	Greymouth.	
Anchor Shipping and Foundry	£ 7,249	£ 20,370	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ 21,198	£ 1,022	£ ..	£ ..	£ ..	£ ..	£ 2,130	£ 51,969
Auckland Stevedoring Co., Ltd.	127,216	..	..	..	..	..	..	..	..	..	..	..	..	..	..	127,216
Berry Bros. Ltd.	129	..	..	..	..	..	..	..	3,405	..	129
Baillie and Co.	1,098	..	..	..	..	..	..	..	..	3,405
Beauchamp, H. R., and Co.	1,098
Blue Star Line, Ltd.	..	27,757	2,589	16,449	..	..	16,725	..	..	..	..	..	..	..	..	27,757
British Phosphate Com- missioners	21,016	..	..	..	..	..	..	..	..	..	..	..	..	..	..	56,779
Burgess and Co. Ltd.	..	18,913	..	2,395	..	..	1,725	1,725	..	..	2,821	..	..	..	..	1,725
Canterbury Steam Ship- ping Co. Ltd.	12	..	990	2,122	202	..	..	..	..	..	..	32,259
Clare and Clare, Ltd.	1,725
Cock, J. H., and Co. Ltd.	3,112
Collingwood Shipping Co., Ltd.	202
Colonia Sugar Refining Co., Ltd.	6,836	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,836
Common Shelton, Ltd.	9	..	..	..	..	..	..	..	..	..	..	9
Coudrey, H. W., and Co.	170	..	..	..	..	..	..	..	..	..	..	..	..	..	..	170
Cranby, C. H., and Co.	8,798	..	1,427	..	..	..	..	..	..	..	..	..	..	10,225
Dalgaty and Co., Ltd.	..	3,783	138	20	4	..	..	..	58	..	..	1,488	..	..	191	4,194
Darling and McDowell	1,488
Dominion Stevedoring Co.	58,194	..	..	..	..	..	..	..	..	58,194
Dunedin Wanganui Steam Ship Co.	7,684	..	..	..	..	..	..	..	..	..	..	..	7,684
Ernest Nichol, Ltd.	364	..	..	..	..	..	350	..	..	350
Farmers' Co-operative Organization	364
Ferry, R., and Co.	20	..	..	..	..	..	..	..	..	..	..	..	20
Frankham, A. G., Ltd.	6,886	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,886
Fraser, J., and Co.	15,709	..	..	..	..	..	..	..	..	..	15,709
Gannaway and Co.	..	7,990	..	..	..	..	..	..	..	..	..	..	..	..	..	7,990
Gisborne Harbour Board	55	..	..	..	..	..	..	..	..	..	..	55
Gisborne Lightering and Stevedoring Co.	3	..	..	..	..	..	..	..	..	..	..	3
Gisborne Refrigerating Co., Ltd.	2	..	..	..	..	..	..	..	..	..	..	2
Gisborne Markets, Ltd.	1	..	..	..	..	..	..	..	..	..	..	1
Gisborne Sheep-farmers	5,626	..	..	..	..	..	..	..	..	..	..	..	5,626
Golden Bay Shipping Co.	..	1,011	..	..	..	..	..	..	407	..	..	..	..	..	..	1,418
Gerdsman H. L.	3,381	..	..	..	..	..	..	..	..	..	..	..	..	3,381

**SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES FOR
YEAR ENDED 31ST MARCH, 1949, SHOWING TOTAL FOR EACH SHIPPING COMPANY—continued**

Labour Wages, Shipping Companies.	Auckland.	Wellington.	Lyttelton.	Otago.	Gisborne.	Napier.	New Plymouth.	Wanganui.	Nelson.	Picton.	Timaru.	Gambaru.	Bluff.	Westport.	Greymouth.	Total, all Ports.
Holm and Co.	£	24,269	£	4,508	£	£	£	9,387	£	758	£	£	£	£	£	£
Hooker Bros.	..	..	..	..	..	..	308	..	..	..	..	..	..	8	..	30,298
Huddart Parker, Ltd.	..	..	..	..	..	..	2,196	..	..	..	..	..	..	..	..	21,708
Imperial Chemical Indus- tries (N.Z.), Ltd.	1,072	..	..	47	..	..	..	..	..	..	..	..	..	..	..	1,072
Iron and Steel Co. of New Zealand, Ltd.	..	..	..	7	..	..	..	..	..	..	..	..	..	..	..	47
John Holm, Ltd.	..	1,953	..	..	..	..	..	..	..	..	..	..	..	..	..	7
Johnston and Co., Ltd.	..	11,513	..	..	..	..	..	661	1,025	8	..	..	..	..	..	1,953
Karamea Shipping Co.	..	..	..	46	..	..	..	..	..	..	..	..	..	..	..	12,174
Keith Ramsay, Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,083
Kinsey and Co., Ltd.	..	86,909	..	..	..	..	..	..	..	..	..	..	..	..	..	46
Leftwich, R.	..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	86,909
Leonard and Dingley, Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	72,549
Levin and Co., Ltd.	72,549	3,028	..	..	..	..	..	..	35	..	..	..	..	..	..	72,549
Lyttelton Harbour Board	..	..	6,489	..	..	..	..	..	7	..	..	..	..	125	..	3,063
Marine Department	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,489
Marborough Sawmillers, Ltd.	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	132
M.H.J., and Co.	..	..	..	46,407	..	..	..	..	..	..	914	21	24,622	..	..	71,964
Miller, Ltd.	..	1,292	..	..	..	..	..	..	..	..	..	..	..	..	..	1,292
Miller and Tunnage, Ltd.	..	..	..	56	..	..	..	..	..	..	..	..	..	..	..	56
Millward and Co., Ltd.	..	..	..	130	..	..	..	1,372	..	..	..	..	..	..	..	1,372
Moss, P. W.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	130
Noncarrow and Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	457
Napier Harbour Board	..	..	..	..	..	6,246	..	..	..	..	..	..	..	..	457	6,246
Neale and Haddow, Ltd.	..	..	..	..	..	..	..	..	..	17	..	..	..	..	..	17
Nelson Harbour Board	..	..	..	..	..	..	..	..	15,989	..	..	..	..	..	..	15,989
New Zealand Railways	76	111,736	11,878	..	..	..	23,136	384	..	4,712	17,249	4,670	28,086	7,527	6,062	215,516
New Zealand Refrigerat- ing Co.	..	..	..	..	..	..	..	..	..	707	..	..	..	..	..	707
New Zealand Shipping Co.	213,167	104,180	9,822	4,063	..	..	1,736	..	..	..	8,615	..	..	..	..	341,583
New Zealand Waterside Workers' Union	717	4,359	..	..	..	..	..	..	..	..	..	..	..	..	..	5,076
Northern Steam Ship Co.	31,288	..	..	..	..	..	..	..	2,206	..	..	..	..	..	..	33,494
Patten and Pritchley	..	..	7	..	..	..	..	..	..	10	..	..	..	..	..	623
Pearl Kasper Shipping Co.	..	..	..	..	..	..	..	..	613	..	..	..	..	..	..	56
Pell, A.	56	..	..	..	..	..	..	..	..	..	..	..	..	..	..	56
Port Line, Ltd.	..	45,376	..	..	..	..	66	..	..	..	2,312	..	..	..	..	47,754
Public Works Department	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	56

(A) *Main and Secondary Ports—continued*

SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES FOR
YEAR ENDED 31ST MARCH, 1949, SHOWING TOTAL FOR EACH SHIPPING COMPANY—*continued*

(B) *Minor Ports*

	Awamui.	Whangarei.	Whakaiti.	Opotiki.	Tokomaru Bay.	Patea.	Motueka.									Total.
Anchor Shipping and Foundry Ltd.	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ 565	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ 565
Frankham, A. G. and Co., Ltd.	2,797	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,797
Gisborne Sheep-farmers Golden Bay Shipping Co.	..	..	..	..	996	..	..	..	..	..	..	..	..	..	..	996
Hall and Co.	76	..	11	..	..	..	..	80	..	..	..	..	..	..	..	80
Karamca Shipping Co.	..	..	..	..	..	..	..	119	..	..	..	..	..	..	..	119
Northern Steam Ship Co.	..	6,729	4,446	2,514	..	..	..	..	..	..	..	..	..	..	..	13,689
New Zealand Railways Parry Bros. .. ..	..	..	24	..	..	67	..	..	..	..	..	..	..	..	..	67
Patea Shipping Co. ..	..	..	..	..	..	..	..	45	..	..	..	..	..	..	..	45
Richardson and Co., Ltd.	..	20	..	..	2,498	..	..	167	..	..	..	..	..	..	..	2,685
South Taranaki Shipping Co., Ltd.	..	..	..	..	..	1,092	..	..	..	..	..	..	..	..	..	1,092
Union Steam Ship Co. of New Zealand, Ltd.	..	6,497	..	..	596	..	..	..	..	..	..	..	..	..	..	7,093
Winstone Ltd.	42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	42
Total, labour wages	2,915	13,246	4,481	2,514	4,090	1,159	..	976	..	..	..	..	..	..	..	29,381
Waterfront Industry Commission	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Weekly minimum: Union	145	93	399	304	301	..	..	1	..	..	..	..	..	..	..	1,243
Annual-holiday pay: Union	..	..	..	..	..	227	..	..	..	..	..	..	..	..	..	227
Statutory-holiday pay: Union	..	..	..	..	..	123	..	..	..	..	..	..	..	..	..	123
Total, Waterfront Industry Commission	145	93	399	304	301	350	..	1	..	..	..	..	..	..	..	1,593
Grand total ..	1,175,841	720,866	443,467	307,848	34,390	146,469	53,972	140,980	35,077	91,269	19,862	135,550	34,167	52,821	3,415,477	

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, 1949

Port.	Number of Man-weeks Worked.	Total Hours Worked.			Average Hours Worked Per Week.		
		Ordinary.	Overtime.	Total.	Ordinary.	Overtime.	Total.
Auckland	..	3,133,312 $\frac{1}{2}$	1,142,889	4,276,201 $\frac{1}{2}$	34 $\frac{1}{2}$	12 $\frac{3}{4}$	47 $\frac{1}{4}$
Wellington	..	1,876,759 $\frac{1}{2}$	638,435 $\frac{1}{2}$	2,515,195 $\frac{1}{2}$ *	33 $\frac{1}{2}$	11 $\frac{1}{2}$	45
Lyttelton	..	1,122,231	419,422 $\frac{1}{2}$	1,541,653 $\frac{1}{2}$	33 $\frac{1}{2}$	12 $\frac{3}{4}$	46 $\frac{1}{4}$
Dunedin	..	548,477 $\frac{1}{2}$	209,670 $\frac{1}{2}$	758,148	35 $\frac{1}{2}$	13 $\frac{1}{2}$	49
Port Chalmers	..	328,243 $\frac{1}{2}$	93,012 $\frac{3}{4}$	421,256	30 $\frac{1}{2}$	8 $\frac{3}{4}$	39 $\frac{1}{4}$
Gisborne	..	103,838 $\frac{1}{2}$	22,238	126,076 $\frac{1}{2}$	26 $\frac{1}{2}$	5 $\frac{1}{2}$	31 $\frac{3}{4}$
Napier	..	380,632	140,666 $\frac{1}{2}$	521,298 $\frac{1}{2}$	31 $\frac{1}{2}$	11 $\frac{3}{4}$	43
Onehunga	..	56,701 $\frac{1}{2}$	19,117	75,818 $\frac{1}{2}$	30 $\frac{1}{2}$	10 $\frac{1}{2}$	40 $\frac{3}{4}$
New Plymouth	..	328,501 $\frac{1}{2}$	112,699 $\frac{1}{2}$	441,201	32 $\frac{1}{2}$	11 $\frac{1}{2}$	44
Wanganui	..	107,347 $\frac{1}{2}$	29,355 $\frac{1}{2}$	136,703 $\frac{1}{2}$	27 $\frac{1}{2}$	7 $\frac{1}{2}$	35
Nelson	..	133,744 $\frac{1}{2}$	31,594	165,338 $\frac{1}{2}$	36	8 $\frac{1}{2}$	44 $\frac{1}{2}$
Pictou	..	51,644 $\frac{1}{2}$	25,195	76,839 $\frac{1}{2}$	24 $\frac{1}{2}$	12	36 $\frac{3}{4}$
Timaru	..	180,344 $\frac{1}{2}$	64,521 $\frac{1}{2}$	244,866 $\frac{1}{2}$	31	11	42
Oamaru	..	54,186 $\frac{1}{2}$	16,444	70,630 $\frac{1}{2}$	24 $\frac{1}{2}$	7 $\frac{1}{2}$	32 $\frac{1}{2}$
Bluff	302,045 $\frac{1}{2}$	110,830	412,875 $\frac{1}{2}$	33	12	45
Westport	..	76,409 $\frac{1}{2}$	38,058 $\frac{1}{2}$	114,467 $\frac{1}{2}$	22 $\frac{1}{2}$	11 $\frac{1}{2}$	33 $\frac{1}{2}$
Greymouth	..	138,072 $\frac{1}{2}$	63,516 $\frac{1}{2}$	201,588 $\frac{1}{2}$	24 $\frac{1}{2}$	11	35 $\frac{1}{2}$
Totals	..	8,922,492 $\frac{1}{2}$	3,177,666 $\frac{1}{2}$	12,100,159	33	11 $\frac{3}{4}$	44 $\frac{3}{4}$

* Does not include hours worked by union waterside workers employed by the Wellington Harbour Board.

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, 1941-49

Port.	1940-48.			1948-49.			1940-49.		
	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.
Auckland*	562,524	£ 6,166,415	£ s. d. 10 19 3	90,592	£ 1,020,279	£ s. d. 11 5 3	653,116	£ 7,186,694	£ s. d. 11 0 1
Wellington§	398,149	4,262,345	10 14 1	55,942	623,952	11 3 1	454,091	4,886,297	10 15 3
Lyttelton	152,115	1,490,259	9 15 11	33,356	383,257	11 9 10	185,471	1,873,516	10 2 0
Dunedin	102,527	987,045	9 12 7	15,454	193,642	12 10 7	117,981	1,180,087	10 0 2
Port Chalmers	59,103	520,811	8 16 3	10,759	102,682	9 10 11	69,862	623,493	8 18 6
Gisborne	3,808	28,647	7 10 5	3,960	27,609	6 19 5	7,768	56,256	7 4 10
Napier	51,793	527,679	10 3 9	12,144	133,853	11 0 5	63,937	661,532	10 6 11
Onehunga†	1,819	15,306	8 8 3	1,858	16,375	8 16 3	3,677	31,681	8 12 4
New Plymouth	54,011	493,631	9 2 9	10,056	117,229	11 13 2	64,067	610,860	9 10 8
Wanganui	19,051	141,825	7 8 11	3,905	34,016	8 14 3	22,956	175,841	7 13 2
Nelson	16,982	167,732	9 17 9	3,722	41,770	11 4 5	20,684	209,502	10 2 7
Pictou	8,972	79,957	8 18 3	2,083	19,567	9 7 10	11,055	99,524	9 0 1
Timaru	12,416	122,896	9 18 0	5,818	64,053	11 0 2	18,234	186,949	10 5 1
Oamaru‡	1,684	10,730	6 7 5	2,199	15,290	6 19 1	3,883	26,020	6 14 0
Bluff	44,910	417,877	9 5 8	9,172	106,958	11 13 3	54,082	524,835	9 14 1
Westport	13,075	121,355	9 6 1	3,386	34,054	10 1 2	16,461	155,409	9 8 10
Greymouth	7,339	62,817	8 11 2	5,713	52,906	9 5 3	13,052	115,723	8 17 4
All ports	1,510,258	15,617,327	10 6 10	270,119	2,987,492	11 1 2	1,780,377	18,604,819	10 9 0

* Includes Onehunga returns, 1940-47.

† From 1947-48 only.

‡ From 30/6/47 only.

§ Union waterside workers employed by the Wellington Harbour Board excluded.

AVERAGE EARNINGS : RETURN B—RETURN SHOWING EARNINGS OF UNION WATERSIDE WORKERS FOR YEAR ENDED
31ST MARCH, 1949, ANALYSED UNDER INCOME GROUPS

Port.	Under £100.		£100 and Under £200.		£200 and Under £300.		£300 and Under £400.		£400 and Under £500.		£500 and Under £600.		£600 and Under £700.		£700 and Under £800.		Totals.	
	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.	Number of Men.	Amount.
Auckland	229	5,985	61	9,355	111	28,213	172	61,517	401	183,043	870	488,814	345	215,834	1	712	2,100	987,973
Wellington*	266	7,041	134	20,435	164	40,759	285	82,764	398	179,310	639	353,075	256	160,070	1	734	2,003	844,158
Lyttelton	57	1,405	16	2,293	53	14,043	108	35,082	80	36,685	283	157,571	195	122,726			792	270,705
Dunedin	38	743	5	675	10	1,761	15	5,429	32	14,673	136	76,564	124	78,201	1	718	358	178,704
Port Chalmers	36	714	6	892	7	2,521	18	6,343	58	26,736	135	72,878					263	110,084
Gisborne	5	135	3	423	13	3,431	65	23,024									86	27,013
Napier	12	231	4	672	6	1,398	16	5,674	31	14,104	189	105,747	4	2,435			262	130,261
Ochunga	3	13	1	116			5	1,813	27	12,202	5	2,620					41	16,764
New Plymouth	13	588	21	2,615	2	521	6	2,126	20	9,282	92	51,482	76	47,250			230	113,873
Patca	2	71	3	446	2	478	11	3,910	66	29,939							18	4,905
Wanganui	11	205	2	293			10	3,466									89	33,903
Nelson	17	721	2	319	2	501	5	1,721	8	3,660	31	17,282	27	10,874			92	41,078
Pictou	1	9	1	172	2	539	3	1,061	27	12,882	9	4,640					43	19,303
Timaru	10	376	2	310	2	473	6	2,214	11	4,954	93	52,289	2	1,217			126	61,833
Oamaru	11	565	3	438	6	1,641	35	12,731									55	15,375
Bluff	23	691	31	4,093	13	3,370	17	5,988	23	10,446	64	36,384	69	42,902			240	103,874
Westport	1	98	2	252	1	239	5	1,921	34	16,272	29	14,628					72	33,410
Greymouth	11	151	6	825	9	2,361	13	5,446	61	28,858	29	14,711					131	51,852
Totals	746	19,742	303	44,024	403	102,249	747	263,130	1,277	589,546	2,004	1,443,685	1,008	687,018	3	2,164	7,181	3,145,158

* Includes wages paid to union waterside workers employed by Wellington Harbour Board.

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, 1949

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 Days Worked or Available for Work Including Paid Holidays (Maximum 312).	Average Total of Profit Distribution.
			Ordinary.	Overtime.		Ordinary.	Overtime.		
		£ s. d.					Total.		£ s. d.
100	Auckland	644 1 9	1,896	801	50	38	16	294	38 1 10
100	Wellington*	645 14 11	1,837	724	50	37	14	305	49 18 9
50	Lyttelton	654 7 5	1,859	800	50	37	16	303	62 19 10
50	Dunedin	650 4 1	1,828	726	51	36	14	308	76 13 9
50	Port Chalmers	564 9 2	1,771	581	51	35	11	309	45 3 9
50	Gisborne	358 10 7	1,325	300	50	26	6	303	14 11 11
50	Napier	586 4 5	1,672	626	50	33	13	309	73 10 1
25	Onehunga	493 2 1	1,666	580	50	33	12	302	1 15 6
50	New Plymouth	629 7 4	1,718	619	50	34	13	306	66 18 2
50	Wanganui	463 17 5	1,460	406	51	29	8	304	66 0 6
50	Nelson	600 10 10	1,883	488	51	37	10	300	100 6 9
25	Pictou	498 6 1	1,323	650	51	26	13	302	57 12 8
50	Timaru	579 1 10	1,668	599	52	32	12	309	89 6 9
25	Oamaru	373 4 1	1,390	403	51	27	8	308	.. ..
50	Bluff	625 5 8	1,783	660	52	34	13	306	75 9 7
50	Westport	500 3 8	1,152	575	52	22½	11½	305	80 15 5
50	Greymouth	500 11 8	1,307	629	51	26	12	300	44 12 6

* Includes work performed when employed by Wellington Harbour Board.

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	13.4
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	22.39	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
April, 1948, to March, 1949	102	61	163	4.53	1.79	3.50	51.40	23.03	40.78	3.56	1.23	2.69	47.84	21.80	38.10

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 3rd 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, 1949, 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.						
<i>Main Ports</i>		Number.	£	s.	d.	£	s.	d.					
Auckland	90,592	2,053	0	5	44	91	0	0	24				
Wellington	55,942	6,032	2	1	88	423	0	1	81				
Lyttelton	33,356	4,320	2	7	08	737	0	5	30				
Dunedin	15,454	2,828	3	7	92	458	0	7	11				
Port Chalmers ..	10,759	4,185	7	9	35	4,483	8	4	00				
<i>Secondary Ports</i>													
Gisborne	3,960	3,528	17	9	82	2,344	11	10	06				
Napier	12,144	5,494	9	0	58	4,203	6	11	06				
Onehunga	1,858	872	9	4	64	343	3	8	30				
New Plymouth ..	10,056	3,458	6	10	53	3,382	6	8	72				
Wanganui	3,905	2,486	12	8	79	1,147	5	10	49				
Nelson	3,722	152	0	9	80	..	..	152	0	9	80		
Pictou	2,083	1,403	13	5	65	119	1	1	71	1,522	14	7	36
Timaru	5,818	2,747	9	5	32	1,587	5	5	46	4,334	14	10	78
Oamaru	2,199	1,722	15	7	94	1,293	11	9	12	3,015	27	5	06
Bluff	9,172	2,418	5	3	27	1,675	3	7	83	4,093	8	11	10
Westport	3,386	1,848	10	10	99	727	4	3	53	2,575	15	2	52
Grey mouth	5,713	4,198	14	8	36	1,762	6	2	02	5,960	20	10	38
<i>Minor Ports</i>													
Awanui	427	..	..	..	..	145	6	9	50	145	6	9	50
Whangarei	1,171	..	..	..	..	93	1	7	06	93	1	7	06
Whakatane	828	..	..	..	..	399	9	7	65	399	9	7	65
Opotiki	496	..	..	..	..	304	12	3	10	304	12	3	10
Tokomaru Bay ..	381	..	..	..	..	301	15	9	61	301	15	9	61
Motueka*	60	..	..	..	..	1	..	..	..	1	..	..	..
	273,482	49,744	3	7	65	26,017	1	10	83	75,761	5	6	49

* From 21st February, 1949 (6 weeks).

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 as stated hereunder, or failing provision of such work shall have wages made up to the approved amount.

To 24th October, 1948, £5 per week; from 25th October, 1948 to 31st March, 1949, £5 10s. per week.

Minor Ports

Weekly Guarantee.—Unionists guaranteed work in each week to the value as stated hereunder, or failing provision of such work shall have wages made up to the approved amount:—

Whakatane ..	£4 per week to 24th October, 1948; £4 10s. per week from 25th October, 1948.
Awanui	} £3 10s. per week to 24th October, 1948; £4 per week from 25th October, 1948.
Tokomaru Bay ..	
Opotiki	£3 per week to 24th October, 1948; £3 10s. per week from 25th October, 1948.
Whangarei ..	£3 10s. per week to 13th February, 1949; £4 10s. per week from 14th February, 1949.
Motueka ..	£3 10s. per week from 21st February, 1949.

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, 28TH JULY, 1947, TO 31ST JULY, 1948

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.																						
..	3	7	23	14	9	14	34	31	43	36	25	18	13	26	12	20	31	26	30	33	31	1,576	2,055
Auckland	2	6	29	70	6	7	7	16	8	13	9	27	49	82	49	17	17	14	15	26	988	1,463
Wellington*	..	3	4	..	2	1	2	3	2	4	4	3	5	9	6	6	14	16	31	8	9	544	680
Lyttelton	2	2	1	..	3	1	1	4	7	1	..	12	16	2	2	3	3	4	1	2	282	349
Dunedin	1	..	1	2	3	8	8	2	3	2	..	3	3	7	9	4	3	1	1	..	189	252
Port Chalmers	2	1	..	..	..	..	..	2	2	..	3	7	4	3	2	..	..	1	72	84
Gisborne	2	1	..	..	1	11	2	2	2	1	1	1	2	1	..	..	4	5	214	260
Napier	2	1	..	..	..	..	..	..	1	..	1	..	4	21	1	1	..	1	..	..	35	41
Onehunga	1	..	..	..	..	..	..	1	1	1	1	..	..	1	..	176	207
New Plymouth	1	1	1	1	1	..	..	..	13	15
Patea	1	1	3	3	..	..	1	1	1	..	1	1	..	..	..	70	84
Wanganui	1	..	..	..	..	..	1	..	..	..	2	1	..	1	1	..	..	..	72	80
Nelson	1	..	..	..	1	..	..	..	..	..	..	3	1	..	..	1	..	..	..	..	42	43
Picton	1	..	..	..	..	4	1	2	..	1	1	..	1	100	120
Timaru	1	..	..	..	..	..	1	..	4	4	4	1	2	..	1	1	..	2	42	47
Oamaru	1	1	1	1	1	..	1	..	2	1	2	5	158	189
Bluff	1	1	2	3	4	..	1	1	..	..	..	6	1	..	1	..	..	..	71	73
Westport	1	1	..	1	..	..	..	..	..	..	2	2	1	3	..	..	1	107	125
Greymouth	2	..	1	1	1	3	1	..	..	..	..	..	..	2	2	1	..	..	..	..	1	125
Totals	13	23	56	99	27	41	61	52	88	60	47	43	71	122	143	92	73	73	83	65	84	4,751	6,167

* Excludes Union Waterside Workers on Wellington Harbour Board register.

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—

(a) WATERFRONT INDUSTRY AUTHORITY

(b) WATERFRONT INDUSTRY 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—		Claims Referred to Waterfront Industry Decision Authority.	Claims Referred Back or Decision Reserved.
				Employers.	Workers.	Employers.	Workers.	Employers.	Workers.		
<i>Authority :</i>											
A. 1	..	8/12/48	1	..	1	..	..	..	1	..	..
A. 1-Sup. I	..	9/2/49	9	3	6	..	..	..	6	..	3
A. 1-Sup. II	..	4/3/49	3	1	2	..	..	..	3	..	..
A. 1-Sup. III	..	29/3/49	1	..	1	..	..	..	..	..	1
A. 2	..	14/3/49	1	1	..	..	..	1	..	..	..
Totals	..	..	15	5	10	..	..	1	10	..	4
<i>Commission :</i>											
National disputes as per previous reports, 1-27—											
3	..	8/6/48	470	23	447	..	37	214	149	..	70
6	..	..	26	1	25	..	..	13	10	..	3
Total national disputes	..	..	496	24	472	..	37	227	159	..	73
<i>Commission :</i>											
Port Committees, &c., as per previous report—											
1, 2, 4	..	1/6/48	5	1	4	..	..	..	4	..	1
5	..	15/6/48	1	..	1	..	..	1	..	..	..
7	..	23/6/48	3	..	3	..	..	..	2	..	1
8	..	22/12/48	3	2	1	..	..	2	1	..	..
9	..	14/1/49	13	1	12	..	..	2	6	..	3
10	..	17/2/49	25	1	24	..	..	7	9	3	6
11	..	24/2/49	18	3	15	..	1	7	4	..	..
12	..	..	14	5	9	..	..	3	9	2	..
Totals, Port Committees, &c.	..	..	82	13	69	..	1	22	35	7	17
Totals, all disputes	..	..	593	42	551	..	38	250	204	7	94

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

Period. (Year Ending 31st March).				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>Nine Years During Commission Control</i>						
1941 to 1947	..	..	..	74,443,491	607,949	0·82
1948	..	..	..	12,400,437	221,038	1·78
1949	..	..	..	13,099,798	294,616	2·25
Average 1941 to 1949	..	..	..	99,943,726	1,123,603	1·12

Brief Explanation of Causes of Major Stoppages for Twelve Months Ended 31st March, 1949

Auckland (148,405 man-hours): Dispute concerning hatches on "Mountpark" (second portion of dispute) and "Broompark." "Mountpark" was declared a preference ship from 25th June, 1948, which resulted in a forty-hour week being introduced by the union on all ships in port up to the 14th July, 1948.

Auckland (55,396 man-hours): Boycott of firms involved in carpenters' dispute, resulting in waterside workers refusal to handle their cargoes. "Northumberland" declared a preference ship on 14th March, 1949.

Wellington (15,400 man-hours): Dispute *re* engagement of non-union labour by Wellington Harbour Board outside hours of engagement.

New Plymouth (1,749 man-hours): Dispute regarding the working of overtime on vessels of Holm Shipping Co., Ltd.

Tokomaru Bay (2,065 man-hours): Dispute regarding payment of lighterage rate of 5d. per hour to men employed loading "feeder" vessels.

Westport (1,484 man-hours)	}	Cause of stoppages not disclosed, but considered to be in support of "Northumberland" dispute at Auckland.
Greymouth (2,375 man-hours)		

Auckland (17,138 man-hours)	}	Cessation of work as protest against decision of the Waterfront Industry Authority to grant an increase of 2½d. per hour in the interim, whereas a total of 1s. per hour was claimed.
Wellington (12,150 man-hours)		
Lyttelton (17,300 man-hours)		
Dunedin (2,439 man-hours)		
Port Chalmers (1,746 man-hours)		
Napier (2,052 man-hours)		
New Plymouth (1,854 man-hours)		
Wanganui (814 man-hours)		
Nelson (684 man-hours)		
Picton (342 man-hours)		
Oamaru (506 man-hours)		
Bluff (1,737 man-hours)		
Greymouth (1,300 man-hours)		

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

Classification.	1940-48.	1948-49.	1940-49.
Conditions of employment	55	20	75
Bureaux and pay offices	16	1	17
Co-operative contracting	83	5	88
Profit distribution and equivalent profit distribution	12	1	13
Supervision of work	6	..	6
Hours of work	17	3	20
Cargo-working conditions	2	1	3
Totals	191	31	222

**RETURN SHOWING UNIONISTS ON COMPENSATION AND MAN-DAYS, MAN-WEEKS, AND
MAN-HOURS LOST DURING THE YEAR ENDED 31ST MARCH, 1949, TOGETHER WITH
THE AVERAGE MAN-HOURS LOST PER UNIONIST EMPLOYED DURING YEAR**

Port.	Total Number of Unionists Employed During Year.	Total Number of Unionists on Com- pensation During Year.	Total Days and Weeks Lost During the Year.		Hours Lost.		Average Man-Hours Lost Per Unionist Employed During Year.
			Man-days.	Man-weeks (Six-day- week Basis).	Port Average Per Man- week.	Total Man-hours Lost.	
Auckland	2,190	597	17,998	3,000	47 $\frac{1}{4}$	141,750	65
Wellington	2,093	867	42,648	7,108	45	319,860	153
Lyttelton	792	257	8,531	1,422	46 $\frac{1}{4}$	65,768	83
Dunedin	358	108	4,162	694	49	34,006	95
Port Chalmers	263	50	1,088	181	39 $\frac{1}{4}$	7,104	27
Gisborne	86	7	80	13	31 $\frac{3}{4}$	413	5
Napier	262	39	1,338	223	43	9,589	36
Onehunga	41	7	151	25	40 $\frac{3}{4}$	1,019	25
New Plymouth	230	38	908	151	44	6,644	29
Wanganui	89	21	939	157	35	5,495	62
Nelson	92	19	462	77	44 $\frac{1}{2}$	3,426	37
Picton	43	11	281	46	36 $\frac{3}{4}$	1,690	39
Timaru	126	31	922	154	42	6,468	51
Oamaru	55	..	..	..	..	..	..
Bluff	240	28	622	104	45	4,680	19
Westport	72	9	406	68	34 $\frac{1}{2}$	2,346	33
Grey mouth	131	22	559	93	35 $\frac{1}{4}$	3,278	25
Totals	7,163	2,111	81,095	13,516	..	613,536	86

NOTES.—(1) This return covers all unionists who were employed for any period during the year ended 31st March, 1949 (including men who have left or joined the union during the year.)

(2) The return has been compiled from unionists' annual holiday cards and covers four months of the leave year ended 31st July, 1948, and eight months of the leave year ended 31st July, 1949.

(3) For annual holiday purposes a unionist is credited with days on compensation up to a maximum of 144 days (six-day week basis) in each leave year. Days in excess of this maximum are not readily available and have not been included in this return.

RETURN SHOWING LOSS OF MAN-DAYS FOR UNIONISTS ABSENT ON ACCOUNT OF SICKNESS, PENALTIES, (COMPENSATION, AND OTHER CAUSES DURING THE YEAR ENDED 31ST MARCH, 1949

Port.	Total Number of Unionists Employed During Year.	Availability Record (Compiled from Unionists' Annual Holiday Cards) : Man-days												
		Absent (A).	Per Cent.	Penal-ties. (P).	Per Cent.	Compen-sation (C).	Per Cent.	Sick. (S).	Per Cent.	Sub-total (A, P, C, S).	Per Cent.	Working (W).	Per Cent.	Grand Total (A, P, C, S, W).
Auckland	2,190	89,712	14.90	4,468	0.74	17,998	2.99	10,437	1.73	122,615	20.36	479,567	79.64	602,182
Wellington	2,093	65,245	11.84	4,957	0.90	42,648	7.74	6,153	1.12	119,003	21.60	431,911	78.40	550,914
Lyttelton	792	25,863	11.59	673	0.30	8,531	3.83	5,085	2.28	40,152	18.00	182,912	82.00	223,064
Dunedin	358	3,669	3.69	734	0.74	4,162	4.19	1,816	1.83	10,381	10.45	88,933	89.55	99,314
Port Chalmers	263	2,390	3.51	276	0.40	1,088	1.60	1,818	2.67	5,572	8.18	62,579	91.82	68,151
Gisborne	86	1,010	4.16	67	0.28	80	0.33	532	2.19	1,689	6.96	22,579	93.04	24,268
Napier	262	2,913	3.75	108	0.14	1,338	1.72	2,023	2.61	6,382	8.22	71,230	91.78	77,612
Ochunga	41	194	1.70	..	..	151	1.32	314	2.75	659	5.77	10,771	94.23	11,430
New Plymouth	230	2,483	3.89	869	1.36	908	1.42	928	1.45	5,188	8.12	58,653	91.88	63,841
Wanganui	89	258	1.06	656	2.71	939	3.88	134	0.55	1,987	8.20	22,244	91.80	24,231
Nelson	92	1,179	5.07	..	..	462	1.99	411	1.77	2,052	8.83	21,204	91.17	23,256
Preton	43	936	7.10	..	..	281	2.13	137	1.04	1,354	10.27	11,828	89.73	13,182
Timaru	126	1,610	4.43	12	0.03	922	2.54	818	2.25	3,362	9.25	32,992	90.75	36,354
Oamaru	55	2,236	14.46	..	..	..	..	144	0.93	2,380	15.39	13,082	84.61	15,462
Bluff	240	3,709	6.48	114	0.20	622	1.09	1,009	1.76	5,454	9.53	51,792	90.47	57,246
Westport	72	557	2.56	..	..	406	1.86	547	2.51	1,510	6.93	20,287	93.07	21,797
Greymouth	131	1,044	2.89	1,974	5.47	559	1.55	1,256	3.48	4,833	13.39	31,268	86.61	36,101
Totals	7,163	205,008	10.52	14,908	0.77	81,095	4.16	33,562	1.72	334,573	17.17	1,613,832	82.83	1,948,405

NOTES.—(i) This return covers all unionists who were employed for any period during the year ended 31st March, 1949 (including men who have left or joined the union during the year).
(ii) The grand total of man-days shown in last column represents 312 days for each unionist available for work during the whole year (52 weeks of 6 days), with proportionate allowances for unionists who left or joined the union during the year.
(iii) The column "Working" includes, in addition to the actual days of work, days when men were available for work when no work was offering and days absent on statutory and annual holidays.
(iv) The column "Sick" includes days absent in excess of five consecutive days and not exceeding 72 days (based on six-day week) in the leave year, provided a medical certificate is produced.
(v) Compensation—see separate return.
(vi) The column "Penalties" represents days men have been penalized under the Bureau rules.
(vii) The column "Absent" includes days of absence not included under other headings.

BUILDINGS FUND

REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

		Percentage of Total		Percentage of Total	
		Income.		Income.	
		Expenditure			
1947-48.	£	1947-48.	£	1947-48.	£
12	5·19	Buildings maintenance	8·26	153	1,677
867	55·21	Depreciation	87·77	1,625	2,943
42	2·50	Administration assessment (National Administration Fund)	3·97	73	..
921	62·90	Total working expenses	100·00	—	..
756	37·10	Net balance carried down to Appropriation Account	..	1,092	..
£1,677	100·00			£2,943	£1,677

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

		Percentage of Total		Percentage of Total	
		Income.		Income.	
1947-48.	£	1947-48.	£	1947-48.	£
756	37·10	Balance, carried down to Accumulated Funds Account	..	1,092	£756
—	—			Net balance, brought down from Revenue Account	£2,943
				37·10	£1,092

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

		Percentage of Total		Percentage of Total	
		Income.		Income.	
1947-48.	£	1947-48.	£	1947-48.	£
1,550	Balance carried forward 31st March, 1949	..	2,642	Balance brought forward 1st April, 1948	1,550
£1,550				Balance brought down from Appropriation Account, 31st March, 1949	1,092
				£2,642	756
				£2,642	£1,550
				Balance brought forward, 1st April, 1949	£2,642
				..	£1,550

BALANCE-SHEET AS AT 31st MARCH, 1949

1947-48. £	Liabilities	£	Assets	£	1947-48. £
378	Creditors	4,458	Cash at Bank of New Zealand : Head Office accounts ..	16,561	21,186
	Reserves—		Fixed—		
	Buildings :—		Buildings—		
50,000	As per Balance-sheet, 31st March, 1948 ..	65,000	As per Balance-sheet, 31st March, 1948 ..	44,817	32,565
15,000	Appropriated for year : National Administration Fund ..	10,000	Less works in progress at 31st March, 1948 ..	13,176	210
65,000	Depreciation :—	75,000			
..	Depreciation to 31st March, 1948 ..	2,061	Add depreciation to 31st March, 1948 ..	31,641	32,355
..	Depreciation for year ..	1,625			
	Accumulated funds (Repairs and Maintenance Account)—	3,686	Additions during year ..	2,061	..
794	As per Balance-sheet, 31st March, 1948 ..	1,550	Works in progress, 31st March, 1949 ..	34,593	154
756	Balance brought in for year ..	1,092		22	
1,550		2,641		36,076	13,175
			Sales during year ..	68,317	45,684
			Depreciation for year ..	18	..
				..	867
			Land—		
			On hand at cost ..	68,299	44,817
			As per Balance-sheet, 31st March, 1948 (at cost) ..	925	925
£66,928		£85,785			£85,785

A. E. BOCKERT, General Manager.

A. G. DAVIDSON, F.R.A.N.Z., Secretary - 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.

CO-OPERATIVE CONTRACTS FUND
REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

1947-48. £	Percentage of Total Income.	Expenditure	Percentage of Total Expenses.	£	£	Percentage of Total Income.	Income	1947-48. £
358	0.00	Depreciation	0.00	40	..	78.13	Co-operative contracts	2,275,722
4,207	0.12	National Administra- tion Fund levies	0.13	3,733	..	9.03	Equivalent contracts	243,091
1,093	0.02	Salaries, &c.	0.03	790	..	12.81	Non-contracts	419,647
1,337	0.05	Sundries: contract, &c.	0.06	1,785	..	0.03	Sundries	842
		Wages—						996
29,890	0.99	Check timekeeping, &c.	1.10	31,910				
2,580,297	87.49	Waterfront	97.29	2,826,756				
36,743	1.25	Administration Assessment (National Administration Fund)	1.39	40,388				
		Total working- expenses	100.00	2,905,402				
2,653,925	89.92	Net profit, carried down to Appro- priation Account	..	325,680				
285,531	10.08							
£2,939,456	100.00			£3,231,082		100.00		£3,231,082

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

	Percentage of Total Income.		Percentage of Net Profit.		Percentage of Total Income.	
1947-48. £	9-22	Profit Distributions	91-52	298,058	10-08	Net profit, brought down from Revenue Account
275,251	0-16	Grants	1-57	5,112		.. ..
5,465	0-70	Balance carried down to Accumulated Funds Account	6-91	22,510		.. ..
4,815						325,680
						285,531
<u>£285,531</u>	<u>10-08</u>		<u>100-00</u>	<u>£325,680</u>	<u>10-08</u>	<u>£325,680</u>
						<u>£285,531</u>

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

1947-48. £			£		1947-48. £	
40,250	Balance carried forward 31st March, 1949	..	62,760	Balance brought forward, 1st April, 1948	..	40,250
				Balance brought down from Appropriation Account, 31st March, 1949	..	22,510
					..	4,815
<u>£40,250</u>			<u>£62,760</u>			<u>£62,760</u>
				Balance brought forward, 1st April, 1949	..	£62,760
						<u>£40,250</u>

CO-OPERATIVE CONTRACTS FUND—continued
BALANCE-SHEET AS AT 31ST MARCH, 1949

1947-48. £	Liabilities	£	Assets	1947-48. £
35,678	Cash at Bank of New Zealand : Head Office Accounts (overdrawn from National Administration Fund) ..		Cash at Bank of New Zealand : Head Office accounts	2,238
	Profit distributions—		Debtors : contracts, &c. . .	284,167
38,724	As per Balance-sheet, 31st March, 1948 ..	£ 40,583	Fixed : Stevedoring gear—	
275,250	Appropriated for year ..	298,058	As per Balance-sheet, 31st March, 1948	362
			Add depreciation to 31st March, 1948	368
			Purchases during year ..	173
313,974		338,641		
273,391	Payments during year ..	294,446	Sales during year	903
			Depreciation for year	180
40,583	Deposits ..	44,195		
150,605	Creditors ..	121,293		
3,854	Reserves—	23,472		
	Depreciation—			
	To 31st March, 1948 ..	368		
	Depreciation for year ..	40		
		408		
35,000	Stevedoring gear purchase, as per Balance-sheet, 31st March, 1948 ..	35,000		
	Accumulated funds—	35,408		
35,435	As per Balance-sheet, 31st March, 1948 ..	40,250		
4,815	Balance brought in for year ..	22,510		
40,250		62,760		
£305,970		£287,128		£287,128
				£305,970

A. E. BOCKETT, General Manager.

A. G. DAVIDSON, F.R.A.N.Z., Secretary - Chief Accountant.

I hereby certify that the Revenue Account and the Balance-sheet relating to the Co-operative Contracts 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.

NATIONAL ADMINISTRATION FUND REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

Percentage of Total Income.	Percentage of Total Expenses.	£	£	Percentage of Total Income.	Income	£	1947-48 £
	<i>Expenditure</i>				<i>Assessments—</i>		
1947-48. £	Buildings Fund levies ..	0.81	2,943	0.02	Buildings Fund ..	74	42
1,678	Cafeteria Establishment expenses ..	0.50	1,817	9.47	Co-operative Contracts Fund ..	40,389	36,743
638	Cleaning, heating, and lighting ..	1.08	3,941	0.08	Store Fund ..	347	343
3,025	Depreciation ..	1.45	5,275	0.03	Supervision Fund ..	123	86
2,701	Fees—			9.60	Total ..	40,933	
517	Agency ..	0.14	519	86.03	Levies ..	366,966	37,214
1,198	Audit ..	0.35	1,276	4.04	Parliamentary appropriation ..	17,230	398,365
1,618	Commissioners ..	0.13	472	0.33	Sundries ..	1,419	17,079
1,618	Port Committees, &c. ..	0.39	1,402				2,983
685	Insurances ..	0.22	3,669				
..	Legal costs ..	0.61	791				
6,436	Printing and stationery ..	1.48	2,210				
3,458	Rent and rates ..	0.95	5,384				
174	Salaries, &c.—		3,453				
3,181	Casual pay clerks ..	0.04	138				
4,522	Commissioners ..	1.34	4,879				
75,346	Overtime ..	0.55	1,988				
2,001	Staff ..	24.13	87,842				
2,955	Sundries ..		94,847				
4,163	Telephone rentals, postages, and tolls ..	0.76	2,758				
	Travelling-expenses ..	0.84	3,062				
	Wages—	1.05	3,829				
87,392	Annual holidays—						
11,122	Unionists ..	25.66	93,401				
38,799	Non-unionists ..	2.74	9,981				
21,344	Guaranteed minima—						
	Daily : unionists ..	13.67	49,744				
	Weekly : unionists ..	7.15	26,017				
..	Carried forward ..	..	179,143	100.00	Carried forward..	426,548	455,611

NATIONAL ADMINISTRATION FUND—continued
REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949—continued

1947-48. £	Percentage of Total Income.	Expenditure—continued	£	Percentage of Total Income.	Income—continued	1947-48. £
Brought forward		.. ..	179,143	100.00	Brought forward	426,548
		Statutory holidays—			.. ..	455,641
80,721	11.04	Unionists	12.94			
6,530	0.73	Non-unionists	3.119			
231	0.14	Sundries	611			
			229,982			
360,435	85.33	Total working-expenses	100.00			
			..			
95,206	14.67	Net Balance, carried down to				
		Appropriation account .. ..	..		
£455,641	100.00		£426,548	100.00		£426,548
						£455,641

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

1947-48. £	Percentage of Total Income.		Percentage of Total Income.	1947-48. £
15,000	2.34	Buildings : reserve	10,000	
15,000	3.52	Cafeteria plant purchase : reserve	15,000	
50,000	5.86	Guaranteed wage : reserve	25,000	
15,206	2.95	Balance, carried down to Accumulated Funds		
		Account	12,587	
£95,206	14.67		£62,587	£62,587
				£95,206

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

1947-48. £		1947-48. £
49,530	Balance, carried forward, 31st March, 1949	49,530
	Balance brought forward, 1st April, 1948	34,324
	Balance brought down from Appropriation Account, 31st March, 1949	15,206
£49,530		£62,117
		£49,530
	Balance brought forward, 1st April, 1949	£62,117
		£49,530

BALANCE-SHEET AS AT 31st MARCH, 1949

1947-48. £	Liabilities	£	Assets	£	1947-48. £
35,389	Unclaimed moneys .. ..	..	Cash—	..	137,729
66,175	Creditors .. ..	..	At Bank of New Zealand—	..	36,789
.. 47	Branches .. ..	..	Head Office accounts	208,131	
	Tellers' allowances .. ..	..	Imprest accounts	23,667	
	Reserves—	..		231,798	174,518
	Cafeteria plant purchase—	£	In hand—	..	4
..	As per Balance-sheet, 31st	..	Wages .. ..	..	111
15,000	March 1948	15,000	Petty cash	110	
	Appropriated for year .. ..	..		231,908	
15,000		30,000	Debtors—	..	174,633
	Depreciation—	..	Wages advances	133	106
..	To 31st March, 1948	7,579	Contracts, &c.	20,468	34,214
	Add Depreciation for year—	..	Branches	7	24
..	Cafeteria—	..		..	34,344
..	Equipment	563	Investments—	..	
..	Establishment expenses	1,817	Third Liberty Loan, as per Balance-sheet,	..	
..	Motor-vans	209	31st March, 1948—	..	
..	Plant	1,256	Commission (2½ per cent. stock, 15/6/49),	..	
..	Motor-cars	518	at cost	1,000	1,000
..	Office furniture and fittings	2,729	Staff scheme: balance .. ..	..	16
		14,671	Victory Loan No. 1, as per Balance-sheet,	..	
25,000	Guaranteed wage—	..	31st March, 1948—	..	
..	As per Balance-sheet, 31st	..	Commission (2½ per cent. stock, 15/2/50),	..	
50,000	March, 1948	75,000	at cost	1,000	1,000
	Appropriated for year	25,000	Staff scheme: balance	43	43
75,000		100,000	Victory Loan No. 2, as per Balance-sheet,	..	
		144,671	31st March, 1948: Commission (2½ per	..	
34,324	Accumulated funds—	..	cent. stock, 15/4/51), at cost	1,000	1,000
15,206	As per Balance-sheet, 31st March, 1948	49,530		3,043	3,059
..	Balance brought in for year	12,587	Fixed—	..	
49,530		62,117	Motor-cars—	..	
		..	As per Balance-sheet, 31st March, 1948	2,607	1,150
		..	Add depreciation to 31st March, 1948..	775	..
		..	Purchases during year .. ..	..	1,878
	Carried forward	308,352	Carried forward	3,382	255,599
					3,028

Written off for year	..	..	638
Cost to date ..	..	6,558	996
Cafeteria motor-vans—			
As per Balance - sheet, 31st			
March, 1948 ..	408		..
Add depreciation .. to 31st			..
March, 1948 ..	51		459
Purchases during year ..	585		459
	1,044		51
Depreciation for year ..	..		408
On hand at cost ..	..	1,044	
Cafeteria plant—			
As per Balance - sheet, 31st			..
March, 1948 ..	8,545		..
Add depreciation .. to 31st			..
March, 1948 ..	370		8,916
Purchases during year ..	5,259		8,916
	14,174		..
Sales during year ..	53		371
Depreciation for year ..	..	
On hand at cost ..	..	14,121	
		24,812	12,457
		<u>£308,352</u>	<u>£241,141</u>

A. E. BOCKETT, General Manager.

A. G. DAVIDSON, F.R.A.N.Z., Secretary - 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 REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

Percentage of Total Income.		Percentage of Total Expenses.		Percentage of Total Income.	
1947-48.	£	1947-48.	£	1947-48.	£
<i>Expenditure</i>					
£	19	0.22	Cleaning, heating, and lighting	0.29	30
643	1.92	2.60	Depreciation	2.60	267
295	1.31	1.78	Insurances, &c.	1.78	182
500	2.30		National Administration Fund		
			levies	3.12	320
12	0.30		Printing and stationery	0.40	41
3,600	25.92		Rent, rates, &c.	35.10	3,600
210	2.57		Plant : running-expenses	3.48	357
			Salaries, &c.—		
2,884	15.63		Casual storemen, &c.	21.16	2,171
918	5.23		Overtime	7.07	725
1,877	15.77		Staff	21.35	2,190
					5,086
10	0.08		Sundries	0.11	12
16	0.11		Telephones, tolls, &c.	0.15	15
			Administration assessment:		
343	2.50		National Administration Fund	3.39	347
11,327	73.86		Total working-expenses	100.00	10,257
2,376	26.14		Net balance, carried down to Appropriation Account		3,630
£13,703	100.00				£13,887
					100.00
					£13,887
					£13,887
					£13,703

£13,887 £13,703

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

[illegible]

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

[illegible]

STORE FUND—*continued*
BALANCE-SHEET AS AT 31ST MARCH, 1949

1947-48. £	<i>Liabilities</i>	£	£	£	<i>Assets</i>	£	1947-48. £
5,938	Creditors .. .. .	..	..	7,483	Cash at Bank of New Zealand : Head Office accounts ..	10,132	5,104
	Reserves—				Debtors	1,873	1,484
	Depreciation—				Fixed—		
	To 31st March, 1948 ..	1,457			Office furniture and fittings—	£	£
	Add depreciation for year—				As per Balance-sheet, 31st March, 1948 ..	175	236
	Office furniture and fittings ..	42			Add depreciation to 31st March, 1948 ..	86	
	Store plant	225			Purchases during year ..	7	
			1,724			268	
	Store plant purchase—						236
1,500	As per Balance-sheet, 31st March, 1948 3,500				Adjustment : plant (sales, 1946-47) ..		18
2,000	Appropriated for year	1,500			Sales during year	29	43
			5,000		Depreciation for year		
3,500			6,724				
	Accumulated funds—				On hand at cost	239	175
346	As per Balance-sheet, 31st March, 1948 722				Store plant—		
376	Balance brought in for year ..	2,130			As per Balance-sheet, 31st March, 1948 ..	3,397	2,317
			2,852		Add depreciation to 31st March, 1948 ..	1,370	
					Adjustment : office furniture and fittings ..		18
					Purchases during year	48	2,512
					Sales during year	4,815	4,847
					Depreciation for year .. ..	..	850
						..	600
					On hand at cost .. ..	..	3,397
						4,815	
						<u>£17,059</u>	<u>£10,160</u>

A. E. BOCKETT, General Manager.

A. G. DAVIDSON, F.R.A.N.Z., Secretary - 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, 1949

1947-48. £	Percentage of Total Income.	Expenditure		£	Percentage of Total Income.	Income		1947-48. £
		National Administration	Fund			Levies	Net loss, carried down to Appropriation Account	
31	0.42	..	..	..	100.00	..	..	4,927
48	1.45	levies	..	21	..	..	..	..
3,226	65.75	Overtime, &c.	..	71	..	..	..	..
14	..	Salaries, &c.	..	3,240	..	..	..	..
219	3.40	Sundries	..	..	..	..	..	..
87	2.50	Wages	..	167	..	..	..	..
		Administration assessment :	..	..	..	..	..	..
		National Administration Fund	3.40	123	..	..	..	..
				3,622	..	..	..	..
3,625	73.52	Total working-expenses	..		..	..	..	..
..	26.48	Net profit, carried down to Appropriation Account	..	1,305	..	..	..	..
£3,625	100.00			£4,927	100.00			£3,625

SUPERVISION FUND—*continued*
APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

1947-48. £	Percentage of Total Income.		Percentage of Total Income.	1947-48. £
166	..	Net loss, brought down from Revenue Account	26.48	1,305
380	7.88	Profit distribution ..	..	147
9,610	..	Surplus distribution (Auckland) ..	..	9,610
..	18.60	Balance, carried down to Accumulated Funds Account	..	546
£10,156	26.48			£1,452
				£10,156

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

1947-48. £		1947-48. £
9,610	Transfer back to Appropriation Account	754
546	Balance brought down from Appropriation Account, 31st March, 1949	916
754	Balance carried forward 31st March, 1949	..
£10,910		£1,670
		£10,910
	Balance brought forward, 1st April, 1949	£1,523
		£754

BALANCE-SHEET AS AT 31ST MARCH, 1949

1947-48. £	<i>Liabilities</i>		£	£	<i>Assets</i>		£	1947-48. £
	Profit distributions—				Cash at Bank of New Zealand, Head Office accounts		1,084	287
116	As per Balance-sheet, 31st March, 1948		157		Debitors: contracts, &c.		600	624
380	Appropriated for year ..		389	546				
496								
339	Payments during year ..			395				
157				151				
..	Creditors							
	Accumulated funds—			10				
10,910	As per Balance-sheet, 31st March, 1948		754					
9,610	Less transfer back to Appropriation Account		147					
546	Less balance brought in for year		607					
754								
..	Balance brought in for year ..			916				
				1,523				
£911							£1,684	£911

A. E. BOCKETT, General Manager.

A. G. DAVIDSON, F.R.A.N.Z., Secretary - 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 1940-49 AND ESTIMATED 1949-50

1st April, 1948, to 31st March, 1949.	1940-48.	1947-48.	1948-49.	1940-49.	Estimated, 1949-50.
Salaries—	£	£	£	£	£
Commissioners' and members' fees	27,561	3,360	5,148	32,709	5,250
General Manager and Assistant	2,807	1,466	1,169	3,976	1,025
Controllers and Branch Managers	28,025	5,026	4,817	32,842	3,600
Assistant Controllers and Assistant Branch Managers	11,488	2,102	1,543	13,031	2,550
Wharf Superintendents	28,415	..	..	28,415	..
Clerical Division (including cost-of-living allowances)	22,402	2,726	2,789	25,191	2,726
Totals	120,698	14,680	15,466	136,164	15,151
Miscellaneous expenditure	9,427	1,400	1,400	10,827	1,400
Office furniture and fittings	3,333	300	300	3,633	300
Printing and stationery	1,379	200	200	1,579	200
Rent of offices, &c.	9,407	1,300	1,300	10,707	1,300
Travelling-expenses	6,540	1,891	1,256	7,796	1,500
Gross expenditure	150,784	19,771	19,922	170,706	19,851
Credits-in-aid (expenditure refunded by Commission)	54,061	2,692	2,692	56,753	2,691
Net expenditure	96,723	17,079	17,230	113,953	17,160

SUMMARY ALL FUNDS

REVENUE, APPROPRIATION, AND ACCUMULATED FUNDS ACCOUNT FOR THE PERIOD 9TH APRIL, 1940, TO 31ST MARCH, 1949, SHOWING PERCENTAGES OF INCOME, EXPENDITURE, ETC., FOR EACH FUND

	Percentage of Total Income.	1940-48.	Percentage of Total Income.	Percentage of Total Expenses.	1947-48.	Percentage of Total Income.	Percentage of Total Expenses.	1948-49.	Percentage of Total Income.	Percentage of Total Expenses.	1940-49.	Percentage of Total Expenses.
<i>1. Revenue Account</i>												
<i>Expenditure.</i>												
Buildings ..	0.01	£ 2,276	0.01	0.03	£ 921	0.03	0.03	£ 1,851	0.06	0.02	£ 4,127	0.02
Consolidated (vote, "Labour and Employ- ment")	0.51	96,723	0.56	0.50	17,079	0.56	0.47	17,230	0.52	0.50	113,953	0.55
Co-operative contracts ..	83.64	15,956,680	91.33	77.35	2,653,925	87.09	78.59	2,905,403	87.98	82.82	18,862,083	90.80
National administration*	6.07	1,156,987	6.62	10.51	360,435	11.83	9.85*	363,961	11.02	6.68	1,520,948	7.32
Store ..	0.10	19,534	0.11	0.33	11,327	0.37	0.29	10,257	0.31	0.13	29,791	0.14
Supervision ..	1.25	238,981	1.37	0.10	3,625	0.12	0.09	3,622	0.11	1.07	242,603	1.17
Total expenditure	91.58	17,471,181	100.00	88.82	3,047,312	100.00	89.34	3,302,324	100.00	91.22	20,773,505	100.00
Net balance car- ried down	8.42	1,605,996	..	11.18	383,703	..	10.66	394,294	..	8.78	2,000,290	..
	100.00	19,077,177	..	100.00	3,431,015	..	100.00	3,696,618	..	100.00	22,773,795	..
<i>Income</i>												
Buildings ..	0.02	£ 3,826	..	0.05	£ 1,677	..	0.08	2,943	..	0.03	£ 6,769	..
Consolidated (vote, "Labour and Employ- ment")	0.51	96,723	..	0.50	17,079	..	0.47	17,230	..	0.50	113,953	..
Co-operative contracts ..	91.01	17,362,064	..	85.67	2,939,456	..	87.41	3,231,082	..	90.42	20,593,146	..
National administration ..	7.01	1,336,826	..	13.28	455,641	..	11.54	420,548	..	7.74	1,763,374	..
Store ..	0.12	23,756	..	0.40	13,703	..	0.37	13,887	..	0.17	37,643	..
Supervision ..	1.33	253,982	..	0.10	3,459	..	0.13	4,928	..	1.14	258,910	..
	100.00	19,077,177	..	100.00	3,431,015	..	100.00	3,696,618	..	100.00	22,773,795	..

SUMMARY ALL FUNDS—continued

REVENUE, APPROPRIATION, AND ACCUMULATED FUNDS ACCOUNT FOR THE PERIOD 9TH APRIL, 1940, TO 31ST MARCH, 1949, SHOWING PERCENTAGES OF INCOME, EXPENDITURE, ETC., FOR EACH FUND

	Percentage of Total Income.	1940-48.	Percentage of Total Income.	Percentage of Total Expenses.	1947-48.	Percentage of Total Expenses.	Percentage of Total Income.	1948-49.	Percentage of Total Expenses.	Percentage of Total Income.	1940-49.	Percentage of Total Expenses.
		£			£			£			£	
<i>2. Appropriation Account</i>												
Balance brought down ..	8.42	1,605,996	..	..	383,703	..	10.66	394,294	..	8.78	2,000,290	..
Profit distribution ..	6.78	1,292,804	..	..	275,631	..	8.07	298,447	..	6.99	1,591,251	..
Surplus distribution ..	0.05	9,610	..	..	9,610	..	0.00	147	..	0.04	9,757	..
Grants ..	0.09	17,275	..	..	5,465	..	0.14	5,112	..	0.10	22,387	..
Reserve accounts ..	1.01	193,500	..	..	82,000	..	1.39	51,500	..	1.07	245,000	..
Balance carried down ..	0.49	92,807	..	..	10,997	..	1.06	39,088	..	0.58	131,895	..
	8.42	1,605,996	..	..	383,703	..	10.66	394,294	..	8.78	2,000,290	..
<i>3. Accumulated Funds Account</i>												
		£			£			£			£	
Balance brought forward ..	0.49	92,807	..	..	10,997	..	1.06	39,088	..	0.58	131,895	..

* Includes annual and statutory holidays and guaranteed minimum payments, £223,371, equivalent to 0.95 per cent. total expenses and 0.21 per cent. total income; balance, £134,590, represents administration expenses, equivalent to 4.07 per cent. total expenses and 3.04 per cent. total income.

STORE, AUCKLAND

STATEMENT OF STORES HANDLED FOR THE PERIOD 1ST APRIL, 1948, to 31ST MARCH, 1949

Class of Stores.	In Store, 1st April, 1948.		Received into Store, 1st April, 1948, to 31st March, 1949.		Delivered ex Store, 1st April, 1948, to 31st March, 1949.		Balance in Store, 31st March, 1949.	
	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.
Wheat, &c. ..	432	38	2,749	..	2,274	34	907	4
Tea ..	409	..	12,559	35	12,628	30	340	5
Other foodstuffs ..	52	14	1,217	31	1,012	29	257	16
Wool ..	1	20	..	..	1	20	..	..
Newsprint, &c. ..	758	33	668	24	284	2	1,143	15
Tallow ..	278	32	602	32	809	8	72	16
General merchandise ..	2,153	31	2,137	29	3,084	29	1,206	31
Totals ..	4,087	8	19,935	31	20,095	32	3,927	7

				Total Tonnage Handled.	
Received ..	..	..	..	..	19,936 tons.
Delivered ..	..	..	..	..	20,096 „
Tea-sorting, &c. ..	..	..	..	..	8,650 „
Total ..	..	..	..	..	48,682 tons.
Total man-hours worked ..	..	..	..	..	12,816 hours.
Rate of handling per man-hour ..	..	..	..	..	3.80 tons.
Total handling charges ..	..	..	..	..	£5,551.
Cost per ton handled ..	..	..	..	..	2s. 3.37d.
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, 1949

Port.	Total Expenditure to 31st March, 1948.	Expenditure for Period 1st April, 1948, to 31st March, 1949.				Total Expenditure to 31st March 1949.
		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)).	
	£	£	£	£	£	£
Auckland ..	661	489	2,857	..	139	4,146
Wellington ..	..	755	421	..	..	1,176
Christchurch ..	203	242	146	..	..	591
New Plymouth ..	..	7	16	..	..	23
Totals ..	864	1,493	3,440	..	139	5,936

NOTE.—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.

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