

1950
NEW ZEALAND

WATERFRONT INDUSTRY COMMISSION

ANNUAL REPORT AND STATEMENT OF ACCOUNTS FOR THE YEAR ENDED
31st MARCH, 1950

Presented by Leave of the House

SIR,—

12th September, 1950.

We have the honour to submit a report covering the activities of the Commission for the year ended 31st March, 1950.

A. E. BOCKETT, Chairman.
L. F. MALCOURONNE }
R. J. O'DONNELL } Members.

The Hon. the Minister of Labour.

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1. INTRODUCTION

THE year under review is marked by the most serious dispute which has developed on the waterfront since the introduction of Commission form of control. This dispute, which was the culmination of a series of stoppages of work in protest against the interim wage decision of the Waterfront Industry Authority, extended over a period of two months, and resulted in a loss of wages to the workers of over £120,000, and serious delays to shipping. During the period of the dispute the Government suspended Commission control at all main and secondary ports where normal hours of work were not being observed. Following a meeting between the Government and the national executive, the union, on 18th August, 1949, unconditionally directed all ports to resume normal hours of work.

At the commencement of the year the union refused the request of the Government to take a secret ballot of its members to determine whether they were in favour of the continuance of Commission control, and, if so, whether they were prepared in future to abide by decisions. The Waterfront Industry Authority accordingly adjourned *sine die* pending clarification regarding the future of Commission control. The union issued several pamphlets attacking the Waterfront Industry Authority, and on the 26th May, 1949, the Chairman of the Authority wrote to the union representatives, Messrs. H. Barnes and T. Hill, pointing out that the Authority could not carry out its functions satisfactorily if members acted as they had done in connection with those publications when they disagreed with any decision of the Authority. The Chairman requested that each of them give an undertaking that they would in future—

- (a) Refrain from publishing reports of discussions which took place at meetings of the Authority when it was deliberating on matters before it; and
- (b) Refrain from publishing matter derogatory to the Authority or any of its members.

The undertakings asked for by the Chairman were not given, and at a meeting of the Authority on 3rd June, 1949, resolutions were passed (Messrs. Barnes and Hill dissenting) calling on Messrs. Barnes and Hill to give written expressions of their regret for the publication of attacks on the Authority, and undertakings similar to those requested by the Chairman in his letter of 26th May, 1949. In the event of the expressions of regret and undertakings not being given, the Chairman was authorized to advise the Government that the Authority could not satisfactorily carry out its functions.

The union instituted mandamus proceedings in the Supreme Court, asking for an order to compel the Authority to meet and determine claims lodged by the union. On the 15th July, 1949, the Court issued its decision, refusing to grant the writ of mandamus. In his Judgment the Right Hon. the Chief Justice severely criticized the actions of the union representatives on the Authority, and stated that the actions complained of resulted in the Authority ceasing to have any of the outward characteristics of a judicial authority, and the nature of relations between the members was such as to make it undesirable that it continue to try to function without the assurances asked for.

The assurances were not given, and the Authority reported the matter to the Government. On 2nd September, 1949, His Excellency the Governor-General, acting on the recommendation of the Government, removed Messrs. H. Barnes and T. Hill from office as members of the Waterfront Industry Authority because of their misconduct whilst members of that Authority. The union was advised that Commission control of the waterfront would be continued, provided the members indicated by a plebiscite vote their desire for its continuance and their collective undertaking to abide by decisions; and on these assurances being given the union could nominate two other members for the vacancies on the Authority, which could then resume its meetings.

Following the change of Government, discussions were held in February, 1950, and were still in progress at the end of March. As a result of these discussions the Government announced on 24th April, 1950, that it had been decided to re-establish the Waterfront Industry Authority, and that the union would conduct a secret ballot to elect its two

nominees. In making the announcement the Government stated that it desired to see a greater measure of good will and co-operation between the employers and workers on the waterfront. The Government intended to have further discussions with representatives of the employers' association and the union with a view to improving facilities for the better handling of cargo and the quicker movement of shipping.

Notwithstanding the serious delays to shipping which occurred during the year, the carry-over of dairy-produce at the end of the season (31st July, 1950) was only 13,600 tons, as against 11,200 tons at the corresponding period last year, while production for the year was up by 4,900 tons. The carry-over of meat in cool store at the end of August, 1950, was only 56,400 tons, as against 68,600 tons at the end of August, 1949, and 83,241 tons at the end of August, 1948. Killings for export were also up by 11,900 tons on the preceding year. Of the 56,400 tons in store at the end of August, 1950, over 54,000 tons have been allocated for shipment in September and early October. The quantity of meat in the store at the end of the season is the lowest on record over the past ten years. This satisfactory position is mainly due to the additional refrigerated tonnage space available during the year.

2. DESPATCH OF SHIPPING

Published in the Appendix (page 70) is a table showing the time spent in New Zealand by overseas vessels. The vessels included in this table are all those that completed loading and/or discharging during the year ended 31st March on behalf of the five main overseas lines.

During 1949-50 the number of "all vessels" which completed work on the New Zealand coast was 164. This is approximately the same as for 1948-49 (163) and 1947-48 (160). The average number of ports visited by "all vessels" during 1949-50 (3·47) also shows little variation over the past three years.

The total days on the coast, however, for "all vessels" have increased by 11 days, from 40·78 in 1948-49 to 51·68 in 1949-50. Of this increase, 3 days are accounted for as additional "days when cargo not worked." This heading includes days awaiting berths or labour, and *complete* stoppages of work on the waterfront through disputes. There was a greater proportion of such days in 1949-50 than in 1948-49 (see subsection (h) (i), page 9). The remaining 8 days are additional "days taken on cargo operations and steaming time between ports." Of this additional time, 2½ days is found to be due to increased tonnages handled per vessel (see Subsection (d), page 8). Other factors contributing to the longer period overseas vessels were on the coast during 1949-50 include losses of working-hours (other than days of complete stoppages of work) and reduction in average rates of work. The losses of working-hours here referred to concern days when a vessel has not worked the full normal hours because of labour disputes (such as overtime ban) or shortage of railway trucks, &c.; or has worked with restricted numbers of gangs because of labour shortages, shed congestion, &c. These and other general factors affecting the turn-round of shipping are dealt with more fully hereunder.

(a) RATES OF WORK

Tables are included in the Appendix (pages 26-49) 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 during the year ended 31st March, 1950. For comparative purposes the tables include similar information for the year ended 31st March, 1949.

(i) OVERSEAS VESSELS

There has been little change in the all-ports average rates of work for loading overseas vessels, except for general cargo, which has increased from 14·70 to 15·20 tons per net gang-hour, and an increase from 584 to 646 cases per net gang-hour for fruit. The discharging of general cargo, however, shows a decrease from 11·85 to 11·47 tons per net gang-hour.

In so far as individual ports are concerned, improvements in rates of work are shown at Lyttelton, Port Chalmers, Napier, and Bluff. At Auckland there have been slight improvements in most cargoes loaded, but general cargo discharged has fallen from 10·21 to 9·55 tons per net gang-hour, which is almost 2 tons per net gang-hour below the all-ports average. Reductions, some of which are substantial, have occurred in the rates of work for most cargoes handled at Wellington. Butter and cheese, for example, which were handled at the rate of 744 boxes and 279 crates respectively per net gang-hour in 1948-49, have fallen to 694 boxes and 254 crates per net gang-hour in 1949-50. Similar decreases are shown for beef and frozen meat sundries, although the reduction in the principal item of frozen produce, mutton and lamb, is only slight—from 782 running carcasses per net gang-hour in 1948-49 to 775 in 1949-50. Reductions in most rates of work are also shown at Dunedin and New Plymouth.

(ii) COASTAL VESSELS

While the all ports average rate of work for handling general cargo on Union Steam Ship Co. vessels has remained practically unchanged at 13·51 tons per net gang-hour, there has been a drop from 16·48 to 15·85 tons per net gang-hour in the all-ports general cargo average for other coastal vessels. The rates of work for handling timber have increased in most cases. Improvements are also shown in rates of work for loading coal at West Coast ports.

The following table sets out, for comparative purposes, the average rates of work for general cargo on both Union Steam Ship Co. and other coastal vessels at the main ports and principal secondary ports for the last three years :—

	General Cargo : Rates Per Net Gang-hour.					
	I. Union Steam Ship Co. Vessels.			II. Other Coastal Vessels.		
	1947-48.	1948-49.	1949-50.	1947-48.	1948-49.	1949-50.
Main ports —	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Auckland	10·83	10·82	10·98	(Not worked under contract)		
Wellington	14·29	15·13	14·02	14·24	15·57	14·49
Lyttelton	14·31	14·13	14·12	13·83	14·10	14·26
Dunedin	14·75	14·92	14·38	16·84	15·97	15·08
Principal secondary ports						
Napier	16·65	17·27	17·60	15·81	16·11	16·43
New Plymouth	15·80	16·08	15·45	13·76	14·27	13·42
Wanganui .. ..	..	..	..	17·74	17·80	17·49
Nelson	22·09	21·76	21·91	27·98	27·57	26·23
Timaru	18·58	19·00	19·97	21·04	21·54	20·84
Bluff	14·67	14·87	14·90	16·33	14·64	13·92

It will be noted that there has been a slight improvement for Union Steam Ship Co. vessels during 1949-50 at Auckland, where the rate of work is still over 3 tons per net gang-hour below that of other main ports. Improvements are recorded at Napier, Nelson, and Timaru. For other coastal vessels, however, increases during 1949-50 are shown only at Lyttelton and Napier.

(b) OVERLOADING OF PORT FACILITIES

During the calendar year ended 31st December, 1949, the total cargo handled through all New Zealand ports was 8,636,000 tons. Although this is only 14,000 tons greater than for 1948, it is an increase of 953,000 tons on 1946, the first post-war year, and 471,000 tons greater than 1938 figures. Harbour Boards, particularly at Auckland, have not yet been able to increase berthage space, shed accommodation, and other port facilities to enable this increase in cargo tonnage to be handled normally.

Another factor is that the increased size and over-all length of new overseas vessels has resulted in only one of the newer types of vessel being able to berth at wharves at the Port of Auckland where previously two overseas ships could berth.

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

There were numerous occasions during the year ended 31st March, 1950, when shortages of railway trucks have restricted the maximum output of work on ships. This position will not be improved until greater supplies come to hand of railway wagons on order from overseas and until there is an improvement in the repairing and servicing of existing wagons.

Congestion of wharf and railway goods-sheds has again resulted in delays to shipping during the year. The position became acute at Auckland at the end of the import licensing period in February last. The determined efforts of the Auckland Harbour Board and Cargo Control Committee resulted in a quick improvement in the position. The release by the Government to the Auckland Harbour Board of further off-wharf storage has materially assisted in preventing further serious shed congestion. The Wellington Harbour Board has almost completed the construction of one new shed (shed 39), and has also let a contract for a large modern shed at Aotea Quay (shed 51). This shed is expected to be completed at the end of 1951, and will largely overcome delays which have been experienced during the year through shed congestion during peak periods of shipping.

(d) INCREASES 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, which increased from 14,485 tons in the calendar year 1946 to 17,285 tons in the calendar year 1948, further increased to 18,502 tons last year. It is estimated that this latest increase accounts for an additional two and a half days in the turn-round of overseas ships.

The Government has decided to cease the telescoping of mutton and lamb as from 1st October next. This will result in approximately 30 per cent. less quantity of mutton and lamb being shipped in each vessel, and it will require an additional fifteen ships to carry the same quantity in full carcasses. It is estimated, however, that there will be a saving of at least two days in the loading of overseas ships, and provided the Railways Department is able to maintain a regular flow of refrigerated produce to vessels, the Commission considers that with the present availability of labour and berthage facilities, no difficulty should be experienced in loading the additional vessels.

(e) MULTIPLICITY OF MARKS

The increase in the number of small packages, the multiplicity of marks of cargo discharged, and the indistinct marking of packages results in additional time in the sorting and stacking of cargo in wharf sheds. Shipowners have been requested to confer with consignors to bring about a reduction in the number of separate marks of standard lines. Some improvement in this respect has already been achieved.

(f) SHORTAGES OF LABOUR

Delays to shipping were experienced during the year through shortages of waterside labour, and steps were taken to increase the membership of branches at the ports of Auckland, Wellington, Dunedin, Napier, and New Plymouth. It is expected that the increased membership will overcome any further major delays to shipping on this account. There is a shortage of deckmen at the ports of Auckland and Wellington, and efforts are being made to obtain men to undertake this work.

(g) SPELLING

The position regarding "spelling" or the taking of unreasonable rest periods has not materially altered during the year and still remains a problem to be overcome on the waterfront, particularly at the ports of Auckland, Wellington, and Lyttelton. During the year, shipping companies, who are responsible for the supervision of waterside labour, took steps to remedy the position. While an improvement was brought about at that time, it has not been maintained. As indicated in previous reports, the Commission agrees that workers performing manual labour are entitled to reasonable rest periods, but the present system of "spelling" is not in the interests of the workers themselves or the industry as a whole.

(h) LOSS OF MAN-HOURS ON THE WATERFRONT

Tables are included in the Appendix to illustrate the principal losses of man-hours on the waterfront. While the most direct cause of such losses is disputes involving stoppages of wages, the greatest losses are from indirect causes—namely, depletion of the regular labour force through accidents, involving the payment of compensation, and absences on account of sickness, penalties, and other causes. The information regarding accidents and absences is compiled from unionists' annual holiday cards, which record days on compensation up to a maximum of 144 days (24 weeks) and days of sickness, where the worker is absent for 6 consecutive days or more, up to 72 days (12 weeks) in each leave year ending 31st July. This is the only information of this nature readily available.

(i) DISPUTES INVOLVING STOPPAGES OF WORK (Appendix, page 74)

The man-hours lost on the waterfront through disputes during the year ended 31st March, 1950 (591,624), were more than double those lost on this account during the year ended 31st March, 1949 (294,616). For 1949-50 the percentage of man-hours lost to total man-hours worked rose to 3.83, as compared with 2.25 during 1948-49. One dispute, the "Barnhill" and "overtime ban," accounted for almost 75 per cent. of the man-hours lost. This dispute started at Auckland on 27th June, 1949, and spread to most other ports between 18th and 26th July, 1949. It was not terminated until 18th August, 1949. Except for the final week at Auckland, there was no complete stoppage of work during this dispute. The union refused overtime work on week-nights, Mondays to Fridays. This is reflected in the higher total of wages lost in proportion to man-hours lost for 1949-50 as compared with 1948-49.

Once again the Port of Auckland stands out pre-eminent as the principal source of stoppages of work on the waterfront. The totals for Auckland, both for man-hours and wages lost, account for over 55 per cent. of the totals for all ports. The wages lost at Auckland through disputes are equal to 4½d. per hour for each man-hour worked during 1949-50, which, on the average of forty-six hours per man-week worked, is equivalent to 16s. 3½d. per worker per week. For all ports the corresponding averages are 2.45d. per hour and 9s. 1½d. per worker per week.

(ii) ACCIDENTS INVOLVING THE PAYMENT OF COMPENSATION (Appendix, page 76)

The incidence of accidents in waterfront work is illustrated by the fact that, of 7,431 unionists employed during the year ended 31st March, 1950, 2,059, or 27·7 per cent., sustained accidents which involved the payment of compensation. This is a lower percentage than for 1948-49, when the corresponding figure was 29½ per cent. The total man-hours lost during 1949-50 (592,985) were also less than for 1948-49 (613,536). With the extension of first-aid clinics on the waterfront and investigation into the causes and prevention of accidents, it is hoped to still further reduce the prevalence of accidents to waterside workers.

(iii) SICKNESS, PENALTIES, AND ABSENCE FOR OTHER CAUSES (Appendix, page 77)

The availability for work of union waterside workers has improved slightly during the year ended 31st March, 1950. The days unionists were working or available for work (W) has increased from 82·83 per cent. in 1948-49 to 83·14 per cent. for 1949-50 for all ports. There is still a marked variation in availability at main ports as compared with secondary ports, although improvements in availability have been shown at all main ports except Port Chalmers. North Island secondary ports, except Wanganui, show decreases in availability, while the reverse is the position for South Island secondary ports, except Nelson. The highest records of availability for 1949-50 were at Westport (96·10 per cent.) and Wanganui (95·15 per cent.), while the lowest figures were recorded at Wellington (78·49 per cent.) and Auckland (80·11 per cent.). Reductions in all-ports percentages are shown for compensation, sickness, and absence (for other causes), but there was a slight increase in the percentage of penalties.

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 during the past three years, and the totals for the ten years of Commission control:—

Year.				Number of Contracts.	Value of Contracts.	Tonnages Handled.
					£	
1947-48	..	..	..	4,127	2,275,722	5,562,895
1948-49	..	..	..	4,179	2,524,526	5,757,597
1949-50	..	..	..	3,850	2,559,297	5,325,873
Totals, 1940-50				33,829	£18,124,512	44,088,559

The reduction in number of contracts and tonnages handled during 1949-50, as compared with previous years, is accounted for by the fact that for periods varying from eight weeks at Auckland, and four to five weeks at other ports, the co-operative contract system was suspended during the "Barnhill"—"overtime ban" disputes, 27th June to 18th August, 1949. Allowing for this period of suspension of the contracting system, on a proportionate basis the figures for the whole year for number of contracts and tonnages handled would have been slightly in excess of those for 1948-49. The increase in value of contracts during 1949-50, as compared with 1948-49, despite the reduction in number of contracts, is due to the rises in basic rates of wages, and hence in co-operative contract rates.

(b) COSTS OF CARGO HANDLING

Through printing delays the tables showing costs per ton of cargo handling under the co-operative contract system for the years 1947-48 and 1948-49 have only recently been published. Included with the tables are comprehensive explanatory notes on—

- A. Basis on which costs compiled.
- B. Increases in basic rates of remuneration.
- C. Adjustments for comparative purposes.

These notes will be included and brought up to date in future issues of cost tables.

As stated in last year's report, the Commission considers that the figures from 1947-48 onwards represent a reliable indication of post-war trading conditions. The cost tables for 1949-50, therefore, will include for comparative purposes the average costs per ton for cargo handling from 1947 to 1949.

(c) PROFIT DISTRIBUTION

The tables included in the Appendix (pages 50-59) summarize for 1940-49, 1949-50, and 1940-50 the principal figures in relation to profit distributions earned under the co-operative contract system at each port where the system has been in operation for any period during the past ten years, and for all ports. The averages per hour (Commission) are the rates of profit distribution on "winch" or cargo-working time, which is the only part of waterfront work at present covered by the contracting system. They reflect the improvements or falling-off in cargo-handling time as shown by the "winch" time rates of work per net gang-hour (see Appendix, pages 28-49).

For the year ended 31st March, 1950, the total amount of profits distributed at all ports for all vessels was £278,387, which was a reduction of £19,671 as compared with 1948-49. This decrease was principally on account of the lesser volume of work under co-operative contract, as explained in Section (a) above. The total of profit distributions under the system during the ten years it has been in operation is now £1,912,928. This represents 10½ per cent. of the total contract price of £18,124,512 for the same period.

The average profit distribution per winch-hour for all ports has decreased from 11-49d. in 1948-49 to 11-45d. for 1949-50. Individual port averages, however, vary considerably according to the standard of work. The highest averages for the year 1949-50 are at Westport (2s. 11-13d.—principally coal-loading work on coastal vessels), Port Chalmers (2s. 3-06d.—overseas vessels only), and Timaru (2s. 1-78d.—all classes of vessels handled). All other ports except Auckland, Wellington, and Gisborne were above the all-port average. At Auckland the average was only 7-41d. per winch-hour, and at Wellington the rate was 9-65d. It will be seen, therefore, that the co-operative contract system does provide an incentive to greater output of work. It is largely in the hands of the men at each port as to just how great an increase in earnings they can obtain through faster work.

4. AVERAGE HOURS OF WORK (Appendix, page 66)

The total average hours worked per week by unionists for 1949-50 for all ports was 14½ hours, which is the same as for 1948-49. There has, however, been an increase of ½ hour in the ordinary hours average for 1949-50, with a corresponding decrease in the average for overtime hours. The total hours worked by unionists paid through the Commission's Central Pay Offices have increased by 171,531½ hours during 1949-50.

Although the all-ports average has remained stable, there have been many changes in individual port averages during 1949-50 as compared with 1948-49. At only one port, Lyttelton, have the figures remained the same. Increases are shown at eight ports, including Wellington (1½ hours), and range from ¼ hour at Dunedin to 3½ hours at Wanganui and 4 hours at Gisborne. The remaining eight ports, including Auckland (1½ hours), show decreases varying from ¼ hour at Nelson to 3 hours at Port Chalmers and 3¼ hours at Oamaru. These fluctuations in average hours are reflected in costs of daily and weekly guarantees (see Section 6, page 12).

5. RATES OF PAY : AVERAGE WAGE (Appendix, pages 67-69)

The all-ports average earnings per week worked (Return "A") for unionists paid through the Commission's Central Pay Offices increased by 16s. 2d. to £11 17s. 4d. for 1949-50 as compared with 1948-49. Over the past two years there has been an increase of £1 0s. 10d. per week worked in the all-ports averages of unionists earnings. General factors which have affected the averages for 1949-50 as compared with 1948-49 are—

- (a) The increase in basic hourly rate of pay of 2½d. per hour from 14th February, 1949, and revised hourly rates for handling special cargoes as from 7th March, 1949, have applied for the full year in 1949-50, as compared with only a few weeks in 1948-49.
- (b) A further increase in the basic hourly rate of pay of 1½d. per hour from 3s. 10½d. to 4s. per hour was granted by the Waterfront Industry Authority as from 1st June, 1949.
- (c) Variations in average hours of work per week at individual ports (see Section 4, page 11).
- (d) Variations in average rates of work per net gang-hour, which are reflected in amounts of profit distributed per hour under the co-operative contract system.

Increases in average earnings are shown at all ports except Oamaru, where the substantial reduction in average hours of work offset the rises in basic hourly rate of pay. At main ports the increases ranged from 5s. 9d. at Port Chalmers to £1 7s. 2d. at Wellington. For secondary ports the increases were from 5s. 10d. at Bluff to £1 13s. at Gisborne and £1 15s. 10d. at Wanganui.

The total number of men included in the analysis of unionists' earnings under income groups (Return "B") for 1949-50 has increased by 265 to 7,446 as compared with 1948-49, while total earnings have risen by £274,425 to £3,419,583. Men who earned £400 and over during 1949-50 account for 71 per cent. of the total number of unionists employed and 89 per cent. of the total earnings, the average earnings for these men being £577 per year. These figures compare with 69 per cent. of the total number of unionists employed who earned over £400 in 1948-49, who received 86 per cent. of the total earnings at an average of £545 per year.

In Return "C," averages are given for unionists with highest earnings to indicate the number of weeks and hours per week (ordinary and overtime) which were worked in order to obtain these earnings. It will be noted that at all ports regular waterside workers are working or available for work for 50 or more weeks of the year (which includes two weeks' absence on annual holiday).

6. GUARANTEED DAILY AND WEEKLY MINIMUM PAYMENTS (Appendix, page 71)

During the year ended 31st March, 1950, there were only two changes in the conditions concerning daily and weekly minimum payments:—

- (i) Weekly guarantee was extended to the Port of Tauranga as from 4th April, 1949—amount of guarantee, £4 per week.
- (ii) Daily minimum payments were increased from 7s. 9d. to 8s. as from 1st June, 1949, following the increase in basic hourly rate of pay of 1½d. per hour ordinary time.

Average hours of work, however, have increased during 1949-50 at many ports where substantial daily and weekly minimum payments were made for 1948-49 (see Section 4, page 11). This factor, combined with the higher level of average earnings during 1949-50 as compared with 1948-49 (see Section 5, page 12), has resulted in a reduction of £15,819 in the total of daily and weekly minimum payments for 1949-50 (£59,942) as compared with 1948-49 (£75,761).

The ports with highest costs per man-week worked by unionists for 1949-50 were :—

Main ports	Port Chalmers (9s. 5·76d.).
Secondary ports	Oamaru (32s. 3·31d.), Greymouth (22s. 6·71d.), Gisborne (22s. 5·71d.) and Westport (19s. 8·53d.).
Minor ports	Tokomaru Bay (22s. 4·20d.) and Tauranga (10s. 9·19d.).

The all-ports cost per man-week worked by unionists has fallen from 5s. 6·49d. in 1948-49 to 4s. 3·48d. for 1949-50.

7. ACCOMMODATION AND AMENITIES

(a) WAITING-ROOM ACCOMMODATION

During the year a modern waiting-room was completed and officially opened at Tauranga on 4th February, 1950. The work on a new waiting-room at Whangarei was substantially completed during the year, and was officially opened in April, 1950. Agreement has now been reached with the New Plymouth Harbour Board for the erection of a modern waiting-room which should meet the needs of that port for many years to come. Due to difficulties in obtaining possession of the site in Norwich Quay, the Lyttelton Harbour Board made no progress in the erection of the new waiting-room. The Board has now decided to revert to the original site at shed 5, and plans and specifications are being finalized. It is hoped that this building will be completed before next winter. The Commission is also arranging for the enlarging and modernizing of the existing waiting-room at Timaru.

(b) CANTEEN FACILITIES

During the year the Taranaki Street Wharf canteen at Wellington was opened, and the Commission met expenditure at that port of approximately £2,500 in equipping this canteen and making improvements to the main restaurant.

The two canteens erected by the Lyttelton Harbour Board were put into operation during the year, and equipped by the Commission at a cost of £1,500. Negotiations were entered into with the Otago Harbour Board for alterations to be made to the Dunedin waiting-room to provide canteen facilities. The Commission has up to date spent almost £30,000 towards providing canteen facilities at ports where these facilities were not already included in modern waiting-rooms erected by the Commission.

(c) FIRST-AID FACILITIES

The first-aid clinics at the ports of Wellington and Lyttelton have fully justified their establishment and have resulted in a considerable saving of man-hours in the industry, as workers are able, through the clinics, to obtain dressings and re-dressings which would otherwise have been carried out at the public hospitals.

During the year waterside workers at a number of ports have undertaken first-aid training courses, and the Commission has met any financial loss to workers who have regularly attended lectures.

In order to minimize cuts and abrasions to hands of waterside workers and reduce the loss of man-hours through this cause, the Commission during the year made available, at a subsidized price, supplies of industrial gloves for purchase by waterside workers. It is pleasing to note that a large percentage of waterside workers have purchased these gloves.

8. ANNUAL HOLIDAYS AND STATUTORY HOLIDAYS (Appendix, pages 72)

(a) ANNUAL HOLIDAYS

For the annual holiday year ended 31st July, 1949, a total of 80 per cent. of unionists paid through the Commission's Central Pay Offices qualified for the maximum holiday pay of 22 half-days. This compares with 77 per cent. for the year ended 31st July, 1948, and is a further indication of the greater regularity of attendance of unionists for work during 1949-50 (see Section 2 (h) (iii), page 10).

The cost of annual holidays for waterside workers has increased during 1949–50 not only because of the greater number of workers employed, but also through increases in the basic rate of pay (see Section 5, page 12). The following is a summary of costs for the last three financial years :—

Year ended 31st March—	Unionists. £	Non-unionists. £	Total. £
1948	87,392	11,122	98,514
1949	93,401	9,981	103,382
1950	101,611	12,258	113,869
	<u>£282,404</u>	<u>£33,361</u>	<u>£315,765</u>

(b) STATUTORY HOLIDAYS

A comparison of annual costs of granting paid statutory holidays to waterside workers is difficult owing to the varying number of such holidays which fall within each financial year. The normal number for each calendar year is nine days. The year 1949–50 was a normal one, but 1948–49 included only six days, while in 1947–48 there was eleven paid holidays. The following is a summary of costs for the last three financial years :—

Year ended 31st March—	Unionists. £	Non-unionists. £	Total. £
1948 (11 days)	80,722	6,530	87,252
1949 (6 days)	47,109	3,119	50,228
1950 (9 days)	75,924	6,277	82,201
	<u>£203,755</u>	<u>£15,926</u>	<u>£219,681</u>

9. CARGO CONTROL COMMITTEES (Appendix, page 99)

The year ended 31st March, 1950, has been a difficult one for Cargo Control Committees, particularly at Auckland and Wellington. Shed congestion has been a constant problem, and would have led to greater hold-ups to shipping and the community generally but for the splendid work performed by the Cargo Control Committees and their officers. The value of having special Committees of this nature, which are representative of all interests concerned, was amply demonstrated during the emergency which arose at the Port of Auckland in March, 1950. On the recommendation of the Cargo Control Committee, the Government appointed a temporary full-time administrative officer to arrange and supervise the clearance of cargo from wharf sheds to merchants' stores or other off-wharf storage.

As part of their duties, Cargo Control Committees are responsible for authorizing reimbursement from Government funds to carriers and merchants of the difference in cost of taking delivery of cargo in overtime hours; also for full cost of shifting cargo off the wharves to prevent congestion, if reasonable notice cannot be given to the owners of the goods. Expenditure brought to charge under these headings during 1949–50 amounted to £3,368, as compared with £3,579 in 1948–49. Miscellaneous expenditure (office costs and salaries of part-time or full-time secretaries) was £973 in 1949–50, as against £1,493 in 1948–49.

10. GOVERNMENT STORE, AUCKLAND (Appendix, page 99)

A total of 58,110 tons of cargo was handled during the year ended 31st March, 1950, in the store operated by the Commission at Auckland. This was 9,428 tons more than for 1948–49. This store is primarily for Government goods such as wheat, tea, and other foodstuffs, which would otherwise have to be left in wharf sheds and so impede the

working of ships. These cargoes comprised 52,498 tons, or over 90 per cent. of the total handled in the store during 1949-50, as compared with 83 per cent. in 1948-49. During the year the Commission undertook on behalf of the Wheat Committee the bagging of bulk wheat for use as poultry-food. A total quantity of 4,367 tons was bagged.

The cost per ton handled during 1949-50 was reduced to 2s. 0-58d., as compared with 2s. 3-37d. in 1948-49. The store was operated during the year at a profit of £5,297.

11. ACCOUNTS

(a) GENERAL

There have been no changes either in the nature or in the number of the Commission's funds for the year ended 31st March, 1950.

Summarized, the funds operated by the Commission as at 31st March, 1950, were as follows :—

Name of Fund.	Date from which Fund Operative.
Buildings	1st April, 1944.
Consolidated (Vote, "Labour and Employment")	9th April, 1940.
Co-operative Contracts	10th July, 1940.
National Administration	10th March, 1947.
Store	1st August, 1946.
Supervision	29th April, 1942.

Detailed statements of account for each of these funds are included in the Appendix. In addition, a table is given (Appendix, page 97) showing in summarized form the fund totals of expenditure and income as well as Appropriation Account headings and Accumulated Funds Accounts for the periods 1940-49, 1948-49, 1949-50, and the full period of the Commission's activities, 1940-50. Percentages are shown in each case to indicate the relation of each fund to the total operations of the Commission.

Again total income has reached a new peak, and at £3,965,927 is £269,309 greater than for 1948-49. 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.

The following points are of interest as compared with 1948-49 and past years:—

- (i) Income and expenditure have increased by £269,309 and £357,053 respectively as compared with 1948-49. Aggregate totals for 1940-50 are now—

	£
Income	26,739,722
Expenditure	24,432,882

- (ii) Profit distributions (mainly Co-operative Contracts Fund) have decreased by £19,658 as compared with 1948-49. The reason for this decrease is dealt with in Section (d), Co-operative Contracts Fund. The aggregate of profit distributions is now £1,870,040 for the period 1940-50 (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 89-34 per cent. of the Commission's income for 1949-50 and to 88-37 per cent. of expenditure, which is 1-93 per cent. and 0-39 per cent. respectively greater than the corresponding proportions of 1948-49 total income and expenditure.

- (iv) Administrative costs are equivalent to 3·83 per cent. of “total income” and 4·15 per cent. of “total expenditure,” a decrease of 0·28 per cent. and 0·44 per cent. respectively :—

Fund.	Percentage of Total Income.		Percentage of Total Expenditure.	
	1948-49.	1949-50.	1948-49.	1949-50.
Consolidated (vote, “Labour and Employment”)	0·47	0·43	0·52	0·47
National Administration..	3·64	3·40	4·07	3·68
Totals ..	4·11	3·83	4·59	4·15

- (v) After appropriations, it was necessary to transfer £30,472 back from Accumulated Funds Account to Appropriation Account. The reason for this transfer is given in Section (e), National Administration Fund.

(b) BUILDINGS FUND (see Appendix, page 78)

During the year ended 31st March, 1950, the erection of one further building was completed—namely, Tauranga—the official opening ceremony being performed on 4th February, 1950. Additional expenditure on works in progress on a building at Whangarei amounted to £1,894.

The total cost of buildings erected or in progress as at 31st March, 1950, was £73,354. The following buildings are included in this total :—

Port.	Type of Building.	Union Membership, 31st December, 1949.	Date Opened or Position as at 31st March, 1950.
Wellington ..	Labour-engagement shelter	1,840	Completed 19th June, 1941.
Napier ..	Assembly hall and offices	250	Opened 2nd September, 1944.
Westport ..	Assembly hall and offices	70	Opened 16th March, 1946.
Timaru ..	Central Pay Office ..	120	Opened 23rd May, 1946.
Greymouth ..	Assembly hall and offices	120	Opened 19th October, 1946.
Gisborne ..	Central Pay Office ..	82	Opened 28th February, 1948.
Nelson ..	Assembly hall and offices	84	Opened 17th April, 1948.
Bluff ..	Assembly hall and offices	250	Opened 16th October, 1948.
Tauranga ..	Assembly hall ..	17	Opened 4th February, 1950.
Whangarei ..	Assembly hall ..	30	Construction almost completed—opened 22nd April, 1950.
		2,863	

Future commitments include the building of modern assembly halls and offices at the ports of New Plymouth and Oamaru, and alterations to an assembly hall at the port of Timaru. The estimated expenditure by the Commission on these buildings will be approximately £30,000 and to provide towards their cost the Commission has appropriated a further £20,000 from National Administration Fund (see Section (e)) to Buildings Reserve, making a total of £95,000 in that account.

Annual maintenance charges in the nature of cleaning, heating, and lighting are a direct charge on National Administration Fund levies of ports where buildings have been erected (with the exception of Tauranga and Whangarei, where these charges are met by the respective Harbour Boards). These port funds also receive contributions towards such costs from Harbour Boards to the extent that such charges were met by the Boards prior to the Commission erecting new buildings. The Commission, however, has undertaken the full responsibility for major repairs and maintenance of its buildings and for depreciation on them. In order to spread these costs equitably, a "buildings maintenance levy" of 5 per cent. on original cost is made annually on all completed buildings, and this also is charged against port National Administration Fund levies. The total of such levies for the year ended 31st March, 1950, credited to Buildings Fund Revenue Account was £3,448; of this amount, £373 was spent on maintenance, &c., £1,926 set aside for depreciation. £86 represents the Commission's internal administration assessment of $2\frac{1}{2}$ per cent. on fund incomes, and the balance of £1,063 has been transferred to Accumulated Funds Account. This makes a total of £3,705 available to meet future repairs and maintenance charges on buildings.

(c) CONSOLIDATED (VOTE, "LABOUR AND EMPLOYMENT") FUND
(see Appendix, page 96)

The parliamentary grant from Consolidated Fund (vote "Labour and Employment") was £17,160 for 1949-50, a reduction of £70 on the 1948-49 appropriation. The net expenditure provided by way of charges or grants from Consolidated Fund for the ten years 1940-50 now aggregates £131,113, or an average of £13,111 per year. The estimated expenditure for 1950-51 is £18,777, less a surplus of £2,952 from 1949-50, leaving a net estimated expenditure of £15,825.

(d) CO-OPERATIVE CONTRACTS FUND (see Appendix, page 80)

The Co-operative Contracts Fund total income has increased to £3,543,272 for the year ended 31st March, 1950, which is £312,190 greater than the total income for year ended 31st March, 1949.

This increase is accounted for mainly by the increase in basic rate of wages, which rose from 3s. 10½d. per hour to 4s. per hour from 1st June, 1949, with corresponding increases in co-operative contract rates. The total number of contracts for 1949-50 was 3,850 a decrease of 329 (or nearly 8 per cent.) on the total for 1948-49, and cargo handled amounted to 5,325,873 tons, which was 411,724 tons (or 7 per cent.) less than 1948-49. These decreases are accounted for by the fact that, owing to the waterside workers refusing to work overtime, the Commission's Order was suspended at the Port of Auckland on 30th June, 1949, ports of Wellington, Lyttelton, and Bluff on 19th July, 1949, ports of Dunedin and Port Chalmers on 21st July, 1949, and all other ports under the Commission's jurisdiction on 26th July, 1949. The Suspension Order was revoked as from 21st August, 1949, and in the meantime all vessels were worked non-contract—that is, on a wage basis. This mainly accounts for the increase in non-contract income from £413,835 to £673,259.

The period of suspension of the Order is further reflected in the lower percentage of profit-earning income, which at £2,869,125 represents 80·97 per cent. of total income, as compared with 87·16 per cent. in 1948-49. Net profit at £309,422 is £16,258 less than in 1948-49 and is equal to $10\frac{3}{4}$ per cent. on profit-earning income, as compared with $11\frac{1}{2}$ per

cent. in 1948-49. The lower net profit is a further reflection of the "suspension period," whilst the lower profit rate is in line with the 2·43 per cent. decline on over-all rates of work recorded in the overseas loading summary (Appendix, page 27). Profit distributions and grants total £284,620 and are £18,550 less than for 1948-49. This represents 91·98 per cent. of net profit, as compared with 93·09 per cent. in 1948-49. The balance of £24,802, or 8·02 per cent., of Appropriation Account has been added to accumulated funds, which at 31st March, 1950, total £87,562.

The percentage assessment for administrative costs at £44,291 is £3,903 greater than for 1948-49, but, as in that year, and also in 1947-48, the whole of the appropriation of £20,000 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 an increase on 1948-49 figures—the former by £30,449 and the latter by £1,439.

(e) NATIONAL ADMINISTRATION FUND (see Appendix, page 84)

The income of this fund is derived from a levy at the rate of sixpence (6d.) per paid labour-hour and is a flat rate applicable equally to ordinary and overtime, union and non-union, hours. When the fund was created on 10th March, 1947, the rate of levy was fixed at eightpence (8d.) per hour and was estimated to yield £350,000 per annum, but as a result of the great increase in waterfront work during 1947-48 the total income for that year reached £398,365. As a result of this, the rate of levy was varied by Order No. 65, which reduced it from 8d. per hour to 6d. per hour as from 4th October, 1948. This reduction resulted in the income from levies being reduced to £366,966 for the year ended 31st March, 1949.

The levies received for the year ended 31st March, 1950, amounted to £318,046, which was £48,920 less than the amount received in 1948-49, and has resulted in a net loss of £9,952 for the year, prior to the appropriation of reserves.

Since the reduction in the rate of levy in October, 1948, there have been the following increases in wages expenditure:—

- (a) Guaranteed weekly minimum payments increased by 10s. per week as from 25th October, 1948.
- (b) Basic rate of wages increased by 2½d. per hour as from 14th February, 1949.
- (c) Basic rate of wages increased by 1½d. per hour as from 1st June, 1949.
- (d) Basic rate of wages increased by 3d. per hour as from 8th May, 1950.

The increases under headings (a), (b), and (c) are reflected in the additional expenditure of £26,315 for wages, annual holidays, &c., in 1949-50, as compared with 1948-49. The recent increase of 3d. per hour is expected to cost a further £16,000 during 1950-51.

Despite the several award increases in the salary scale of clerical officers since October, 1948, and other general increases in cost of office supplies, it will be noted that the Commission has been able to maintain its total expenditure on office administration at approximately the same figure for 1949-50 as was expended for 1948-49. It is estimated, however, that the recent interim wage order of the Court of Arbitration will mean at least an additional £4,000 per annum for salaries, and increased costs will also be experienced in regard to other office expenditure, particularly in regard to cleaning, heating and lighting, printing and stationery, and telephone charges.

For the year ended 31st March, 1950, the Commission has been forced to use up all the available balance of accumulated funds of previous years to provide for its commitments in regard to capital expenditure. The balance of accumulated funds as at 31st March, 1949, was £62,117. An amount of £59,952 has been transferred back to Appropriation Account, leaving a balance as at 31st March, 1950, in this account of only £2,165.

Summarizing the foregoing, the Commission finds that it requires approximately an additional £55,000 of revenue during 1950-51 in order to meet the requirements of the National Administration Fund for this year. This is arrived at as follows :—

	£
Annual loss on existing levels of revenue and expenditure ..	10,000
Additional costs of wages for annual holidays, &c. ..	16,000
Additional costs for salaries	4,000
Appropriation required for Buildings and Cafeteria Reserve	25,000
	<hr/>
	£55,000
	<hr/>

In order to make provision for the additional revenue the Commission was compelled to review the rate of levy, and, as a result, Order No. 89 was issued raising the rate of levy from sixpence (6d.) per hour to sevenpence (7d.) per hour as from 10th July, 1950. On the basis of the 1949-50 volume of work, this increase in levy is estimated to produce an additional £40,000 of income for the balance of the 1950-51 financial year.

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 1949-50 this proportion amounts to £89,450, which is £13,759, or 13.33 per cent., less than 1948-49. 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 £10,143, or 9.57 per cent., to £116,105 as compared with 1948-49. Rates of annual holiday pay were increased by 6d. per half-day (for unionists) and 0.06d. per paid hour (for non-unionists) as from 1st June, 1949. The net deficiency for 1949-50 was £26,655.

(ii) *Statutory Holidays*.—The proportion of National Administration Fund levies allocated to cover statutory holiday payments is seven thirty-seconds. For 1949-50, income under this heading totalled £69,573, which is £10,701 less than for 1948-49. Expenditure for 1949-50 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 £83,940, which was £31,705 more than for 1948-49. The reasons for this increase are (a) the normal number of nine statutory holidays fell within the year 1949-50, as compared with only six during 1948-49, and (b) the increase of 1s. per day for seven of the holidays.

(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 £89,450. The expenditure amounted to £62,180 (including administration assessment of $2\frac{1}{2}$ per cent. on income, as for a separate fund), this being a reduction of £16,161 on the payments made in 1948-49. The reduction is due in part to the suspension of the Commission's Order, during which period no guaranteed payments were made, and in part to the increase in the average hours of work at secondary ports, where minimum payments are heaviest (see also Section 6, page 12).

(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 £6,211 for the assessment allowed for in Subdivision (i) to (iii) of this section, the total administrative income for 1949-50 was £138,669, as compared with £147,023 in 1948-49, a decrease of £8,354.

It is gratifying to note that, despite an increase in award salary rates as from 1st June, 1949, and higher costs of printing, stationery, cleaning, &c., expenditure for 1949-50, at £134,869, represents an increase of only £279, or 0.21 per cent., on 1948-49.

(v) *Summary*.—The total income of the National Administration Fund for the year ended 31st March, 1950, was £380,930, as compared with £426,548 for 1948-49, a reduction of £45,618. Total expenditure was £390,883, compared with £363,961 for the previous year, an increase of £26,922. This has resulted in a net deficit of £9,952 on the year's working.

To provide for commitments in respect of waiting-room accommodation and canteen facilities (see Section 7, page 13), the Commission has appropriated a further £20,000 to Buildings Reserve and £5,000 to Cafeteria Plant Purchase Reserve for the year ended 31st March, 1950. This is in accordance with the Commission's policy of providing specific reserves for major headings of capital expenditure, and thereby showing the true balance of accumulated funds. In the past, however, no reserve fund has been provided for capital expenditure on office equipment (including motor-cars), which to 31st March, 1950, has amounted to £30,050. For the year ended 31st March, 1950, therefore, the Commission has appropriated £25,000 to an Office Equipment Purchase Reserve. This leaves over £5,000 still to be appropriated to this reserve out of future revenue surpluses in order to meet capital expenditure to date under this heading.

Accumulated funds as at 31st March, 1949, amounted to £62,117. Of this balance, £59,952 has been transferred back to Appropriation Account in order to cover the loss of £9,952 on the year's working and to provide £50,000 for the appropriation to reserve funds. This leaves a balance of only £2,165 in accumulated funds as at 31st March, 1950.

(f) STORE FUND (see Appendix, page 90)

The accounts for the Store Fund continue to reveal a buoyant position. Income for the year at £16,346 is £2,459 greater than for 1948-49, whilst expenditure has increased by only £792 to £11,049. The principal increase in expenditure is in the cost of casual storemen's wages and overtime, which has increased from £2,896, or 28·23 per cent. of total expenses, in 1948-49 to £3,963, or 35·87 per cent. of total expenses, in 1949-50. The increase in this item of expenditure is offset by the increase in "handling" income, which has increased from £5,163, or 37·18 per cent. of total income, in 1948-49 to £7,749, or 47·41 per cent. of total income, in 1949-50.

The net balance carried down to Appropriation Account is £5,297, or 32·41 per cent. of total income, as compared with £3,630, or 26·14 per cent., for 1948-49, an increase of £1,667. Out of this net balance, £2,000 has been appropriated to Plant Purchase Reserve, leaving a balance of £3,297 carried forward to Accumulated Funds Account, which now stands at £6,149.

(g) SUPERVISION FUND (see Appendix, page 93)

Owing to the failure of the Waterside Workers' Union at the Port of Greymouth to agree to the Commission's right to appoint its own foremen, Commission responsibility for the supervision of waterfront labour at that port ceased on 27th March, 1950.

The income of the fund for the year showed a reduction of £157, from £4,927 in 1948-49 to £4,770 in 1949-50, whilst expenditure rose by £428, from £3,622 to £4,050. The main item of expenditure is salaries, which have increased by £310, from £3,240 in 1948-49 to £3,550 in 1949-50. 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 £401, as compared with £389 in 1948-49, leaving a balance of £319 transferred to Accumulated Funds Account, and increasing the balance of this account to £1,842.

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	
(Vacant)	Union representatives.

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.
(Vacant)	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

<i>Auckland</i>			<i>Wellington</i>
Captain C. V. STANICH	Branch Manager .. .. .	..	Captain C. C. VANDEN BERGH.
Mr. R. G. JONES	Assistant Branch Managers .. .. .	..	{ 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.
<i>Canterbury</i>			<i>Otago</i>
(Vacant)	Branch Manager .. .. .	..	Mr. A. MATHESON.
Mr. F. L. HICKMAN	Pay Office Accountant .. .. .	..	Mr. R. SCOTT.
Mr. B. REARDON	Labour Bureau Managers .. .. .	..	{ Mr. G. G. LANGLEY (Dunedin).
			{ Mr. W. E. CARRINGTON (Port Chalmers).

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. A. BARN.

COMMISSION'S AGENTS AND/OR SUPERVISING FOREMEN

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

SUMMARY OF COMMISSION STAFF AND UNION MEMBERSHIP AS AT 31st MARCH, 1950

COMMISSION STAFF

HEAD OFFICE, WELLINGTON

Chairman and Commissioners	3
General Manager and Administration	18
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50

LOCAL OFFICES

Port.	Executive Officers and Administration.	Super-vising Foremen.	Pay Office.	Labour Bureau.	Co-op. Contract.	Cargo Store.	Care-takers.	Totals.	
Auckland	8	..	20	9	7	11	..	55	
Wellington	9	..	16	9	6	..	..	40	
Lyttelton	1	..	6	4	3	..	..	14	
Otago	2	..	5	3	2	..	..	12	
Gisborne	..	..	1*†	..	..	..	..	1	
Napier	1	..	3†	1	..	..	1	6	
New Plymouth	1†	..	2	1	..	..	..	4	
Wanganui	1*†	..	1†	..	..	..	..	2	
Nelson	..	1*	1†	..	..	..	1	3	
Picton	..	1*	..	..	..	..	..	1	
Timaru	..	..	2†	..	..	..	..	2	
Oamaru	..	..	1*	..	..	..	..	1	
Bluff	1	..	2	1†	..	..	1	5	
Westport	..	3	1†	..	..	..	1	5	
Greymouth	..	..	1†	1	..	..	1	3	
Totals	24	5	62	29	18	11	5	154	154

* Also Labour Bureau.

† Also co-operative contracts.

‡ Also Supervising Foremen.

Total, Commission Staff

204

UNION MEMBERSHIP

MAIN PORTS—							
Auckland	..	2,000	Dunedin	..	..	300	
Wellington	..	1,840	Port Chalmers	..	..	210	
Lyttelton	..	758					
Total, main ports		..	..	..	..	—5,108	

SECONDARY PORTS—							
Gisborne	82	Wanganui	80	Oamaru	..	54	
Napier	250	Nelson	84	Bluff	..	250	
Onehunga	37	Picton	40	Westport	..	70	
New Plymouth	220	Timaru	120	Greymouth	..	120	
Total, secondary ports		..	..	..	..	—1,407	

MINOR PORTS—							
Mangonui	14	Opotiki	15	Patea	..	14	
Whangaroa	15	Tokomaru Bay	16	Motueka	..	10	
Bay of Islands	..	Tolaga Bay	9	Takaka	..	5	
Whangarei	30	Awanui	13	Hokitika	..	3	
Paeroa	..	Hokianga	6	Golden Bay	..	110	
Tanranga	17	Kaipara	..	Onekaka	..	4	
Whakatane	16	Port Waikato	18				
Total, minor ports		..	..	..	..	315	

* Total union membership

6,830

7,034

* As at 31st December, 1949.

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 1940-49 AND 1949-50 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

	1940-49.	1947-48.	1948-49.	1949-50.	1940-50.
	lb.	lb.	lb.	lb.	lb.
Mutton and lamb: Average weight per R. c/c	37.45	39.05	37.81	39.01	37.63
Beef: Average weight per quarter	140.73	146.86	131.13	156.74	145.62
Boned Beef: Average weight per quarter	110.91	107.66	117.37	113.80	110.99

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
1940-50, 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	1940-49	5,545,091	4,522,195	..	10,067,286	3,158
	1949-50	1,125,193	435,909	..	1,561,102	453
	1940-50	6,670,284	4,958,104	..	11,628,388	3,611
Wellington	1940-49	5,386,047	4,964,415	1,662,789	12,013,251	10,043
	1949-50	714,530	331,836	216,413	1,262,779	1,091
	1940-50	6,100,577	5,296,251	1,879,202	13,276,030	11,134
Lyttelton	1940-49	1,464,135	1,658,428	736,284	3,858,847	2,931
	1949-50	369,197	147,637	108,363	565,197	399
	1940-50	1,773,332	1,806,065	844,647	4,424,044	3,330
Dunedin	1940-49	474,240	1,299,258	348,600	2,122,098	1,580
	1949-50	132,280	132,033	35,530	299,843	236
	1940-50	606,520	1,431,291	384,130	2,421,941	1,816
Port Chalmers ..	1940-49	401,676	1,387	..	403,063	224
	1949-50	79,001	43	..	79,044	56
	1940-50	480,677	1,430	..	482,107	280
Gisborne	1940-49	3,245	211,394	162,215	376,854	708
	1949-50	..	19,890	38,268	58,158	139
	1940-50	3,245	231,284	200,483	435,012	847
Napier	1940-49	732,477	374,690	242,617	1,349,784	1,155
	1949-50	127,237	33,367	40,536	201,140	205
	1940-50	859,714	408,057	283,153	1,550,924	1,360
Port Waikato ..	1940-49	..	..	53,150	53,150	151
	1949-50	..	..	..	..	..
	1940-50	..	..	53,150	53,150	151
New Plymouth ..	1940-49	691,972	293,089	190,356	1,175,417	1,011
	1949-50	251,355	20,822	14,236	286,413	116
	1940-50	943,327	313,911	204,592	1,461,830	1,127
Wanganui	1940-49	6,269	19,690	600,016	625,975	1,563
	1949-50	..	..	72,230	72,230	209
	1940-50	6,269	19,690	672,246	698,205	1,772
Nelson	1940-49	3,432	95,485	718,706	817,623	2,397
	1949-50	..	12,857	83,471	96,328	286
	1940-50	3,432	108,342	802,177	913,951	2,683

SUMMARY OF TOTAL TONNAGES, ETC—*continued*

Port.	Year.	Class of Vessel.			Total.	Number of Contracts.
		Overseas.	U.S.S. Co.	Coastal.		
		Tons.	Tons.	Tons.	Tons.	Tons.
Picton	1940-49	2,188	184,682	186,065	372,935	1,048
	1949-50	..	23,545	17,654	41,199	142
	1940-50	2,188	208,227	203,719	414,134	1,190
Timaru	1940-49	304,996	544,136	132,916	982,048	1,068
	1949-50	56,141	61,161	16,664	133,966	149
	1940-50	361,137	605,297	149,580	1,116,014	1,217
Bluff	1940-49	602,799	456,980	13,371	1,073,150	604
	1949-50	93,910	38,465	3,514	135,889	83
	1940-50	696,709	495,445	16,885	1,209,039	687
Westport	1940-49	..	1,390,105	294,008	1,684,113	1,074
	1949-50	..	253,188	39,769	292,957	155
	1940-50	..	1,643,293	333,777	1,977,070	1,229
Greymouth	1940-49	..	1,432,380	354,712	1,787,092	1,264
	1949-50	..	199,597	40,031	239,628	131
	1940-50	..	1,631,977	394,743	2,026,720	1,395
All ports	1940-49	15,618,567	17,448,314	5,695,805	38,762,686	29,979
	1949-50	2,888,844	1,710,350	726,679	5,325,873	3,850
	1940-50	18,507,411	19,158,664	6,422,484	44,088,559	33,829

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, 1950

Classes of Cargo.	Unit.	Quantities of Cargo Handled.		
		1940-49.	1949-50.	1940-50.
General	D/L Tons ..	20,030,232	2,421,276	22,451,508
Iron, steel, pig iron, pipes .. ..	.. ..	462,710	28,324	491,034
Lead	Ldg.	48,618	432	49,050
.. .. .	Disc.	19,891	..	19,891
Raw Sugar .. .. .	.. ..	188,460	..	188,460
Wheat and barley—				
Bulk .. .. .	.. ..	70,830	44,495	115,325
Bagged	D/L	524,008	93,312	617,320
Cement .. .. .	.. ..	409,671	82,280	491,951
Hides .. .. .	.. ..	98,704	10,211	108,915
Tallow, pelts, &c. .. ..	.. ..	533,832	59,245	593,077
Wool	Disc. Bales ..	1,023,834	187,142	1,210,976
.. .. .	Ldg.	8,836,639	1,405,135	10,261,774
Dolomite	Disc. Tons ..	25,807	3,083	28,890
Timber—				
Hardwood—				
Trucks	Ldg. S/ft. ..	79,729	..	79,729
.. .. .	Disc.	55,418,303	12,670,767	68,089,070
Wharf .. .. .	.. ..	62,744,910	10,583,523	73,328,433
.. .. .	Ldg.	1,098,286	324,868	1,423,154
Softwood—				
Trucks	Disc.	72,037,220	4,275,832	76,313,052
.. .. .	Ldg.	156,251,991	15,242,734	171,494,725
Wharf	Disc.	113,330,186	14,472,745	127,802,931
.. .. .	Ldg.	10,416,237	1,709,572	12,125,809
Barges	Disc.	6,277,552	..	6,277,552
Sulphur .. .. .	.. .. Tons ..	49,545	61,486	111,031
Phosphates—				
Bulk .. .. .	.. ..	462,610	461,635	924,245
Bagged .. .. .	.. ..	12,773	29,906	42,679
Basic slag .. .. .	.. ..	44,918	44,879	89,797
Coal—				
Grab—				
New Zealand .. .. .	.. ..	4,274,998	391,061	4,666,059
.. .. .	Ldg.	12,570	..	12,570
Newcastle	Disc.	116,004	..	116,004
Foreign .. .. .	.. ..	170,791	17,948	188,739
Basket—				
New Zealand .. .. .	.. ..	68,102	949	69,051
Newcastle .. .. .	.. ..	20,795	..	20,795
Bunker—				
Hulks, &c.	Ldg.	175,897	5,695	181,592
Trucks .. .. .	.. ..	165,083	21,039	186,122
Cargo—				
New Zealand	D/L	3,006,735	479,355	3,486,090
Fruit—				
Apples and pears	Ldg. Cases ..	1,661,108	557,980	2,219,088
.. .. .	D/L Tons ..	144,141	28,057	172,198
Butter .. .. .	.. .. Boxes ..	41,370,421	5,855,037	47,225,458
Cheese .. .. .	.. .. Crates ..	14,563,813	1,582,851	16,146,664
Mutton and lamb .. .. .	.. .. R. c/c ..	117,316,605	13,968,826	131,285,431
Beef—				
Boned .. .. .	.. .. Qrs. ..	943,084	27,444	970,528
Bone in .. .. .	.. ..	1,129,533	485,768	1,615,301
Frozen sundries .. .. .	.. .. F. c/c ..	19,961,084	2,049,970	22,011,054
Total, all classes	Tons ..	38,762,686	5,325,873	44,088,559
Number of Contracts .. .. .	.. ..	29,979	3,850	33,829

ALL PORTS

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.		
		1948-49	1949-50	1948-49	1949-50		1948-49	1949-50	1948-49	1949-50		1948-49	1949-50	1948-49	1949-50	
General ..	Disc.	1,105,550	1,030,470	11.85	11.47	Tons	..	..	..	..	..	..	..	..	..	..
" ..	Ldg.	143,552	151,812	14.70	15.20	"	..	..	..	..	..	..	..	..	..	..
" ..	D/L	2,872	6,908	13.22	14.18	"	1,005,412	802,903	13.52	13.51	..	468,913	429,183	16.48	15.85	..
Iron and steel ..	"	6,200	..	7.08	..	"	21,887	19,713	10.97	11.75	..	4,007	8,611	12.14	11.40	..
Lead ..	Ldg.	..	432	..	12.58	"	..	..	..	..	..	..	..	..	..	..
Wheat and barley—Bulk ..	Disc.	26,869	44,495	36.20	43.15	"	..	..	..	..	..	..	..	..	..	..
" ..	"	124,075	80,926	15.95	14.60	"	..	..	..	..	..	..	..	..	..	..
" ..	D/L	..	1,456	10.68	13.00	"	6,252	12,386	14.95	14.88	..	..	..	..	..	..
Cement ..	"	..	..	..	..	"	6,242	4,484	15.53	13.61	..	46,507	34,846	17.69	15.99	..
Hides ..	"	..	..	..	..	"	2,541	2,542	14.47	14.01	..	1,009	862	15.87	15.67	..
" ..	Ldg.	11,102	7,007	11.86	11.54	"	..	..	..	..	..	..	..	..	..	..
Tallow, pelts ..	"	49,505	52,748	14.59	14.40	"	..	..	..	..	..	..	..	..	..	..
" ..	D/L	..	..	..	..	"	2,208	1,170	11.00	10.96	..	4,428	5,327	16.70	16.50	..
Wool, sheep-skins ..	Disc.	..	4,420	..	77	Bales	10,286	8,972	80	70	..	164,159	173,750	97	98	..
" ..	Ldg.	1,313,921	1,224,531	80	80	"	30,337	15,894	66	55	..	148,863	164,710	102	93	..
Dolomite ..	Disc.	..	..	..	..	Tons	..	..	..	..	..	5,479	3,083	10.68	10.69	..
Timber—	"	..	..	..	..	"	..	..	..	..	..	..	..	..	..	..
Hardwood—	"	..	..	..	..	"	..	..	..	..	..	..	..	..	..	..
Trucks ..	"	3,233,771	3,521,067	2,553	2,467	S. ft.	7,573,077	7,209,746	3,357	3,179	..	4,537,328	1,939,954	3,261	3,630	..
" ..	Ldg.	..	..	..	..	"	52,996	..	5,888	..	..	..	..	..	..	..
Wharf ..	Disc.	8,236,338	5,160,518	2,350	2,323	"	6,194,892	3,326,758	2,763	2,965	..	941,043	2,096,247	3,298	3,736	..
" ..	Ldg.	43,392	81,041	6,943	2,938	"	283,489	103,131	3,461	3,904	..	68,283	140,696	2,626	3,863	..
Softwood—	"	..	..	..	..	"	..	..	..	..	..	..	..	..	..	..
Trucks ..	Disc.	833,452	2,874,838	3,151	3,987	"	1,080,332	941,460	3,309	4,187	..	76,920	459,534	3,830	4,615	..
" ..	Ldg.	9,369,539	2,713,324	3,812	4,122	"	13,024,041	9,278,406	3,543	4,139	..	3,951,506	3,251,004	4,099	3,530	..
Wharf ..	Disc.	8,617,969	10,278,230	3,316	3,584	"	4,913,579	3,671,331	3,166	2,777	..	149,639	523,184	3,887	4,239	..
" ..	Ldg.	1,033,873	804,634	2,614	3,115	"	493,766	219,947	2,884	2,866	..	791,768	624,991	4,124	3,718	..

PORT OF WELLINGTON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.
		1948-49	1949-50		1948-49	1949-50		1948-49	1949-50	
General ..	Disc.	418,920	388,386	13.91	13.37	..	..	..	..	..
" ..	Ldg.	22,223	25,931	17.99	16.39	..	..	..	..	..
" ..	D/L	2,872	6,908	13.22	14.18	166,046	121,490	128,804	113,972	15.57
Iron and steel ..	"	6,200	..	7.08	..	7,233	4,619	1,527	4,326	11.93
Lead ..	Ldg.	..	432	..	12.58	..	..	..	..	..
Wheat and barley—Bulk ..	Disc.	790	..	17.82	..	..	..	..	..	..
" ..	"	13,917	19,875	13.02	12.61	2,572	2,261	..	..	..
" ..	D/L	..	..	..	..	6,242	4,484	22,315	14,365	17.30
Cement ..	"	1,456	16,255	10.68	12.04	..	..	156	180	17.33
Hides ..	"	2,801	1,621	12.12	11.58	68	..	..	..	..
" ..	Ldg.	8,987	9,975	13.87	13.09	..	..	..	..	..
Tallow: pelts, &c. ..	"	..	59	..	20.82	381	..	1,268	1,411	17.12
Wool, sheep-skins, &c. ..	D/L	..	2,910	..	76	9,168	4,694	124,027	116,394	104
" ..	Disc.	..	..	79	76	10,120	3,899	1,052	4,840	57
" ..	Ldg.	366,397	338,125	..	..	..	..	1,527	708	8.54
Dolomite ..	Disc.	..	..	..	..	..	..	..	..	9.05
Timber—	"	..	..	..	..	..	..	..	..	..
Hardwood—	"	246,289	..	2.376	..	..	1,761,147	3,153,157	1,810,873	3.083
Trucks ..	"	3,021,866	1,690,422	3.079	2,730	3,153,093	1,192,087	941,043	2,057,465	3.298
Wharf ..	"	..	..	..	..	283,489	103,131	68,283	140,696	2.626
" ..	Ldg.	..	..	..	..	..	..	..	..	3.863
Softwood—	"	..	..	..	..	743,154	598,900	76,920	489,998	3.830
Trucks ..	Disc.	337,197	..	3.963	..	..	..	..	..	..
" ..	"	2,739,850	4,924,212	3.842	3,734	3,705,683	2,208,018	127,081	51,572	3.648
Wharf ..	Disc.	..	..	..	..	..	..	..	..	2.536
" ..	Ldg.	24,786	229,476	5.720	2,971	..	186,351	..	269,729	..
Basic slag ..	"	..	..	10.92	11.56	..	..	..	..	..
Phosphate: Bagged ..	Disc.	2,598	3,917	14.32	14.32	..	..	..	..	..

PORT OF DUNEDIN

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.
		1948-49	1949-50	1948-49 1949-50	1948-49	1949-50	1948-49 1949-50	1948-49	1949-50	1948-49 1949-50
General ..	Disc.	59,237	50,131	13.53 13.58	..	..	..	..	..	..
" ..	Ldg.	6,069	3,553	16.19 12.65	..	..	..	..	..	..
" ..	D/L	..	..	..	131,643	114,200	14.92 14.38	36,756	32,964	15.97 15.08
Iron, steel, &c.	"	..	..	..	6,176	5,793	13.07 15.21	1,116	1,648	13.39 11.28
Wheat and barley : Bagged	"	13,109	2,850	15.55 14.52	101	5,720	16.38 16.04	..	..	..
Hides ..	"	..	..	..	723	760	14.27 15.81	134	165	14.62 13.85
" ..	Ldg.	..	32	.. 13.24	..	..	..	..	..	..
Tallow, felts, &c.	"	626	770	15.52 16.74	..	..	..	..	..	..
Wool, sheep-skins, &c.	Disc.	..	..	..	..	..	..	..	..	..
" ..	Ldg.	114,888	76,114	90 .. 79	..	457	479 .. 60	470	1,752	63 .. 72
Timber—	..	..	..	..	..	..	..	..	..	..
Hardwood—	..	..	..	..	..	..	..	..	..	..
Trunks	Disc.	640,640	532,413	3,429 3,018	2,977,337	882,244	4,133 3,918	..	18,745	.. 1,717
Wharf	"	775,244	499,843	2,790 3,150	627,826	793,411	4,237 4,046	..	..	..
Softwood—	..	..	..	..	..	..	..	..	..	..
Trunks	"	129,508	273,800	4,639 3,816	..	..	..	..	25,047	.. 2,637
Wharf	"	705,971	599,331	4,378 3,578	..	37,589	.. 4,699	..	186,530	.. 4,389
" ..	Ldg.	59,371	..	7,124 ..	82,153	..	4,213 ..	..	..	..

PORT OF PORT CHALMERS

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.	
		1948-49	1949-50	1948-49 1949-50	1948-49	1949-50	1948-49 1949-50	1948-49	1949-50	1948-49 1949-50
General ..	.. Disc.	33,123	41,754	11-18 11-90	..	43	..	..	..	..
" ..	.. Ldg.	3,898	3,104	14-09 13-80	..	..	..	..	..	..
Hides ..	.. "	80	..	11-29 ..	..	..	..	..	..	..
Tallow, pelts, &c. ..	.. "	1,547	1,288	15-09 16-49	..	..	..	..	..	..
Wool, sheep-skins, &c. ..	.. Bales	22,802	48,668	85 94	..	..	..	..	..	..
Sulphur ..	.. Tons	1,402	..	15-59 ..	..	..	..	..	..	..
Basic slag ..	.. "	285	300	11-48 11-58	..	..	..	..	..	..
Butter ..	.. Boxes	2,117	3,498	770 552	..	..	..	..	..	..
Cheese ..	.. Cts.	17,095	25,909	245 246	..	..	..	..	..	..
Mutton and lamb ..	.. R. c/c	1,149,542	1,142,396	878 960	..	..	..	..	..	..
Beef—Boned ..	.. Qrs.	5,260	..	210 ..	..	..	..	..	..	..
Bone in ..	.. "	8,803	6,924	179 173	..	..	..	..	..	..
Frozen sundries ..	.. F. c/c	101,399	112,415	533 545	..	..	..	..	..	..
Total, all classes ..	.. Tons	67,038	79,001	..	..	43	..	..	..	..
Number of contracts ..	..	47	54	..	..	2	..	..	..	..

PORT OF GISBORNE

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.	
		1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49
General ..	D/L	..	..	..	7,477	6,863	14.81	29,321	14.79	13.89
Cement ..	"	..	..	..	..	..	..	2,382	3,665	18.08
Tallow, pelts, &c. ..	"	..	..	..	..	..	..	781	1,181	18.90
Wool ..	Ldg.	..	..	..	..	..	..	25,430	41,343	80
Timber—										79
Hardwood : Wharf	Disc.	..	..	..	216,284	171,795	2,648	..	20,037	2,932
Softwood : Wharf	"	..	..	..	442,661	550,329	3,106	..	49,670	2,292
Coal—										
Grab : New Zealand	Tons	..	..	..	10,955	11,263	22.65	..	..	..
Basket : New Zealand	"	..	..	..	219	149	13.55	..	..	..
Butter ..	Ldg.	..	..	..	..	..	10.10	3,800	3,200	773
Mutton and lamb ..	R. c/c	..	..	..	..	..	..	6,728	13,879	589
Frozen sundries ..	F. c/c	..	..	..	..	..	..	3,336	3,512	747
Total, all classes	Tons	..	..	..	20,185	19,890	..	36,808	38,268	..
Number of contracts ..	..	..	..	..	15	20	..	69	119	..

PORT OF NAPIER

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.
		1948-49	1949-50		1948-49	1949-50		1948-49	1949-50	
General ..	Disc.	6,322	10,922	15.01	..	..	..	..	..	..
" ..	Ldg.	7,011	9,309	15.45	..	..	..	..	..	..
" ..	D/L	..	..	..	20,153	16,291	17.27	27,674	23,714	16.11
Iron and steel, &c.	"	..	..	..	138	..	16.08	557	513	13.98
Wheat and Barley: Bagged	Disc.	2,780	1,316	16.90	..	..	..	..	..	..
" ..	D L	..	..	..	1,520	..	19.70	..	..	..
Cement ..	"	..	6,518	..	..	..	..	7,075	4,851	18.04
Hides ..	"	..	..	15.52	441	479	16.75	166	108	17.79
" ..	"	..	..	..	..	..	..	..	..	19.10
Tallow, pelts, &c. ..	Ldg.	616	276	14.81	..	..	..	..	..	..
" ..	"	6,642	6,383	16.58	..	..	..	..	..	..
" ..	D L	..	..	..	113	..	14.58	1,160	1,354	18.96
Wool, sheep-skins, &c.	Disc.	..	..	..	..	..	..	33,825	46,784	89
" ..	Ldg.	229,287	239,825	92	1,847	..	68	3,776	7,800	73
" ..	"	..	..	93	..	527	63	..	..	80

PORT OF NEW PLYMOUTH

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.	
		1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49	1949-50
General ..	Disc.	5,727	12,795	12.44	9.75	..	..	..	..	..	..	..	..
" ..	Ldg.	2,905	3,042	15.72	15.63	..	..	..	..	..	..	..	..
" ..	D/L	..	..	..	..	22,424	19,953	16.08	15.45	7,116	8,631	14.27	13.42
Iron and steel, &c.	"	..	..	..	..	58	..	10.55	..	52	145	11.77	5.74
Wheat and Barley : Bagged	"	..	5,656	..	18.94	1,079	..	18.66	..	..	..	..	..
Cement ..	"	..	1,208	..	11.72	..	..	..	..	..	..	..	..
Hides ..	"	..	..	..	..	141	..	101	13.02	..	..	..	..
" ..	Ldg.	772	311	10.49	12.61	..	..	..	16.16	..	..	..	..
Tallow, pelts, &c. ..	"	2,884	2,064	12.02	12.52	..	57	..	14.55	..	..	..	..
Wool, sheep-skins, &c.	Bales	5,091	4,823	59	62	..	..	..	..	..	..	..	..
Sulphur : Bulk ..	Tons	19,049	22,450	21.86	17.32	..	..	..	..	..	..	..	..
Phosphate—Bulk ..	"	104,800	123,467	19.89	20.55	..	..	..	..	..	..	..	..
" ..	"	2,171	9,492	11.91	15.82	..	..	..	..	..	..	..	..
Basic slag ..	"	5,368	11,985	15.76	13.97	..	..	..	..	..	..	..	..
Coal—	"	..	..	..	..	..	..	..	..	..	..	..	..
Grab : New Zealand	"	..	..	..	..	..	711	..	27.88	13,375	4,905	23.71	22.37
Fruit : Apples and pears	D/L	..	..	..	..	..	..	..	..	..	555	..	20.18
Butter ..	Ldg.	453,012	386,557	696	653	..	..	..	..	..	..	..	..
Cheese ..	Boxes	282,927	290,451	312	287	..	..	..	..	..	..	..	..
Mutton and lamb ..	Cts.	795,667	687,650	773	735	..	..	..	..	..	..	..	..
Beef—Boned ..	R. c/c	44,643	16,161	223	253	..	..	..	..	..	..	..	..
Bone in ..	Qrs.	47,488	62,771	197	170	..	..	..	..	..	..	..	..
Frozen sundries ..	F. c/c	293,439	258,953	483	473	..	..	..	..	12,800	..	305	..
Total, all classes	Tons	206,571	251,355	..	..	23,702	20,822	..	..	20,886	14,236	..	..
Number of contracts	..	42	56	..	..	24	23	..	..	52	37	..	..

PORT OF WANGANUI

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

Class of Cargo.	OVERSEAS VESSELS.				UNION STEAM SHIP CO. VESSELS.				SMALL COASTAL VESSELS.									
	Cargo Units.	Quantities of Cargo Handled.		Rates of Work per Net Gang-hour.	Quantities of Cargo Handled.	Rates of Work per Net Gang-hour.	Quantities of Cargo Handled.	Rates of Work per Net Gang-hour.	Quantities of Cargo Handled.	Rates of Work per Net Gang-hour.	Quantities of Cargo Handled.	Rates of Work per Net Gang-hour.						
		1948-49	1949-50										1948-49	1949-50	1948-49	1949-50	1948-49	1949-50
General ..	D/L	..	..	..	..	..	..	31,168	28,555	17.80	17.49	
Iron, steel, &c.	..	..	..	..	..	..	..	243	664	11.39	19.53
Cement ..	..	..	..	..	..	..	..	6,014	5,737	18.38	17.22
Hides ..	..	..	..	..	..	..	..	162	..	10.34	..
Tallow, pelts, &c.	..	..	..	..	..	..	..	1,128	1,381	14.46	15.15
Wool, sheep-skins, &c.	Ldg.	..	..	..	..	..	..	116,832	106,934	110	106	
Dolomite..	Disc.	..	..	..	..	..	..	3,952	2,285	11.83	11.41	
Timber—																		
Softwood—																		
Trucks ..	..	..	..	..	..	..	..	..	122,601	..	3,955
Wharf ..	..	..	..	..	..	..	..	22,558	235,412	6,152	6,049
Coal—																		
Grab : New Zealand	..	..	..	..	..	..	..	17,119	5,217	21.12	22.14
Fruit : Apples and pears	Ldg.	..	..	..	..	..	..	240	1,649	20.00	15.36	
Butter ..	..	..	..	..	..	..	..	48,432	54,565	604	584
Cheese ..	..	..	..	..	..	..	..	75,052	94,308	261	258
Total, all classes	..	..	..	..	..	..	..	85,714	72,230	..	..					
Number of contracts	..	..	..	..	..	..	..	220	209	..	..					

PORT OF NELSON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

Class of Cargo.	Cargo Units.	UNION STEAM SHIP CO. VESSELS.				ANCHOR SHIPPING CO. VESSELS.				SMALL COASTAL VESSELS (Other than ANCHOR SHIPPING CO.).			
		Quantities of Cargo Handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo Handled.		Rates of Work per Net Gang-hour.		Quantities of Cargo Handled.		Rates of Work per Net Gang-hour.	
		1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49	1949-50
General ..	.. D/L	12,912	12,524	21.76	21.91	65,155	60,126	27.57	26.23	..	..	..	..
Cement ..	.. "	..	..	..	..	1,885	324	23.88	25.92	..	..	..	..
Wool, sheep-skins, &c.	.. Disc.	..	..	..	..	1,058	..	128	..	..	..	..	..
..	.. Ldg.	..	..	..	..	1,303	..	141	..	..	..	..	..
Timber—	..	..	..	..	..	..	75,951	..	9,494	..	..	..	..
Hardwood : Trucks	.. Disc.	..	..	..	..	..	..	..	..	..	..	..	..
Coal—	..	..	..	..	..	..	..	..	..	..	..	..	..
Grab : New Zealand	.. "	..	..	..	..	21,424	9,554	49.89	44.21	..	..	..	..
Basket : New Zealand	.. "	..	333	..	17.76	113	295	20.24	19.24	..	..	..	..
Bunker : Hulks, &c.	.. Ldg.	100	..	15.38	..	6,241	3,833	18.53	17.60	..	..	..	..
Fruit : Apples and pears	.. "	2,930	..	26.30	..	4,912	5,188	30.43	29.16	3,663	1,941	28.84	30.57
Mutton and lamb..	.. "	..	..	..	..	..	..	..	..	72,302	81,053	1,558	1,480
Frozen sundries ..	.. "	..	..	..	..	..	..	..	..	17,296	21,231	851	794
Total, all classes	..	15,942	12,857	..	..	99,599	79,548	..	..	5,212	3,923	..	..
Number of contracts ..	..	23	26	..	..	339	241	..	..	16	19	..	..

PORT OF PICTON

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.
		1948-49	1949-50	1948-49 1949-50	1948-49	1949-50	1948-49 1949-50	1948-49	1949-50	1948-49 1949-50
General	D/L	..	..	..	24,978	23,381	20.65	11,515	9,557	16.41
Cement .. ..	"	..	..	..	..	..	..	1,909	1,820	19.59
Wool, sheep skins, &c.	Ldg.	..	..	..	10,599	450	99	..	..	..
Timber—										
Hardwood : Trucks	Disc.	..	..	..	..	31,360	4.376	..	..	..
Coal—										
Grab : New Zealand	"	..	..	..	..	..	..	6,062	1,928	31.45
Basket : New Zealand	"	..	..	..	..	..	..	..	172	10.75
Fruit : Apples and pears	Ldg.	..	..	..	..	..	..	..	577	25.45
Mutton and lamb ..	"	..	..	..	..	..	..	173,875	193,538	1.099
Beef .. ..	"	..	..	..	..	..	..	699	..	200
Frozen sundries ..	"	..	..	..	..	..	..	7,924	22,931	550
Total, all classes	Tons	..	..	..	26,634	23,545	..	22,530	17,654	..
Number of contracts .. ..		..	..	..	56	53	..	85	89	..

PORT OF TIMARU

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.	
		1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49
General ..	Disc.	1,471	5,294	16.37	15.67	..	..	..	..	..
" ..	Ldg.	2,761	2,688	19.60	20.38	..	..	..	..	..
" ..	D/L.	..	..	..	..	65,064	..	..	..	..
Iron and steel, &c.	"	..	..	..	..	..	..	..	..	..
Wheat and barley: Bagged	Disc.	19,992	5,981	22.36	21.37	..	..	..	..	..
Hides ..	Ldg.	..	31	..	15.50	..	..	..	..	..
Tallow, pelts, &c. ..	"	1,576	3,444	18.50	17.92	..	..	..	..	..
" ..	D/L.	..	..	..	..	218	..	..	..	..
Wool, sheep-skins, &c.	Disc.	..	..	..	..	..	138	..	..	..
" ..	Ldg.	74,939	81,975	104	97	..	725	..	539	67
Timber—	"	..	..	..	..	..	..	..	..	..
Hardwood: Trucks	Disc.	76,057	156,635	2,879	2,776	27,506	72,373	..	..	..
Softwood—	"	..	..	..	..	..	..	..	..	..
Trucks ..	"	..	335,152	..	5,812	..	..	..	..	..
" ..	Ldg.	1,439,381	283,915	5,278	5,408	716,469	..	..	93,104	5,196
Butter ..	Boxes	7,245	12,265	649	524	..	..	..	..	..
Cheese ..	Cts.	10,309	7,876	231	251	..	..	..	..	..
Mutton and lamb ..	R. c/c	1,125,293	1,242,655	1,038	1,027	..	..	..	..	..
Beef ..	Qrs.	1,024	188	181	174	..	..	..	..	..
Frozen sundries ..	F. c c	68,909	86,708	545	586	..	..	..	..	..
Total, all classes ..	Tons	62,314	56,141	..	..	66,797	61,161	19,500	16,664	..
Number of contracts ..	"	30	39	..	..	72	78	35	32	..

PORT OF BLUFF

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.	
		1948-49	1949-50	1948-49/1949-50	1948-49	1949-50	1948-49/1949-50	1948-49	1949-50	1948-49/1949-50
General ..	Disc.	13,440	17,715	10.27	..	..	..	..	..	..
" ..	Ldg.	5,726	2,129	13.20	53,342	35,743	14.87	..	..	..
" ..	D/L	..	..	..	651	322	10.03	4,370	3,514	14.64
Iron, steel, &c. ..	Ldg.	73	28	15.64	..	..	..	..	..	..
Hides ..	Ldg.	5,463	5,997	15.49	..	..	..	..	..	..
Tallow, pelts, &c. ..	D/L	..	..	..	166	..	12.22	..	..	..
" ..	Ldg.	108,155	115,674	86	1,239	..	87	..	..	..
Wool, sheep-skins, &c. ..	Ldg.	..	..	..	..	..	..	..	..	..
Timber—										
Hardwood : Trucks	Disc.	257,884	315,344	2,127	51,635	172,410	2,270	..	..	..
Softwood : Trucks	Ldg.	637,901	198,002	3,673	998,276	941,374	3,435	..	..	..
Phosphate : Bulk (Guano)	Disc.	7,435	..	14.59	..	..	..	..	..	..
Basic slag ..	Disc.	1,405	3,167	13.09	..	..	..	..	..	..
Butter ..	Boxes	7,183	6,361	539	..	..	..	..	..	..
Cheese ..	Cts.	132,873	110,970	276	..	..	..	..	..	..
Mutton and lamb ..	R. c/c.	2,050,866	1,800,074	952	..	..	..	..	..	..
Beef—Boned ..	Qrs.	2,081	..	189	..	..	..	..	..	..
Bone In ..	"	16,024	15,328	159	..	..	..	..	..	..
Frozen sundries ..	F. c/c	196,160	161,964	525	872	..	327	..	..	..
Total, all classes ..	Tons	104,787	93,910	..	56,527	38,465	..	4,370	3,514	..
Number of contracts ..	..	45	51	..	40	28	..	5	4	..

PORT OF WESTPORT

SUMMARY OF QUANTITIES OF CARGO HANDLED AND RATES OF WORK PER NET GANG-HOUR UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS FOR YEAR ENDED 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), AND FIGURES FOR YEAR ENDED 31ST MARCH, 1950

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.	
		1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49	1949-50	1948-49
General ..	D/L	..	..	..	4,461	13.20	4,530	2,748	323	13.32
Iron, steel, &c.	..	..	..	..	73	7.55	342	180	83	8.37
Cement ..	..	..	..	..	..	..	..	666	1,442	20.65
Timber—	..	..	..	..	..	..	..	..	..	15.25
Hardwood : Wharf	Disc.	..	..	..	121,111	3,187	34,728	..	..	..
Softwood—	..	..	..	..	..	..	..	..	..	..
Trucks	Ldg.	..	..	..	15,765	2.628	..	128,803	..	3.798
Wharf ..	..	..	..	..	150,096	4.330	..	791,768	355,262	4.124
Coal—	..	..	..	..	..	..	..	..	..	3.610
Bunkers : Trucks	..	..	..	..	13,809	90.15	10,495	2,168	1,258	71.67
Cargo : New Zealand	..	..	..	..	256,745	237,718	91.55	50,832	35,953	84.33
Total, all classes	..	..	..	..	275,783	253,188	..	58,435	39,769	..
Number of contracts	..	..	..	..	103	94	..	94	61	..

SUMMARY OF PROFIT DISTRIBUTIONS UNDER CO-OPERATIVE CONTRACT SYSTEM, SHOWING TOTALS TO 31ST MARCH, 1949 (AS PER PREVIOUS ANNUAL REPORT), FIGURES FOR YEAR ENDED 31ST MARCH, 1950, 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	1940-49	880	597	20	1,497	£ 3,540,699	302,445	£ 644	£ 303,089	7,735,589	s. d. 0 9-38	33,678
		1949-50	179	88	..	267	734,733	53,353	178	53,531	1,514,817	0 8-45	6,924
		Totals	1,059	685	20	1,764	4,275,432	355,798	822	356,620	9,250,406	0 9-23	40,602
	U.S.S. Co.	1940-49	946	181	534	1,661	1,774,950	55,720	618	56,338	4,480,200	0 2-98	23,981
		1949-50	102	38	46	186	198,496	7,149	138	7,287	445,388	0 3-85	3,418
		Totals	1,048	219	580	1,847	1,973,446	62,869	756	63,625	4,925,588	0 3-06	27,399
Wellington	All	1940-49	1,826	778	554	3,158	5,315,649	358,165	1,262	359,427	12,215,789	0 7-04	57,659
		1949-50	281	126	46	453	933,229	60,502	316	60,818	1,960,205	0 7-41	10,342
		Totals	2,107	904	600	3,611	6,248,878	418,667	1,578	420,245	14,175,994	0 7-09	68,001
	Overseas	1940-49	903	814	43	1,760	2,664,297	259,581	63,076	322,657	5,398,474	0 11-54	33,988
		1949-50	151	94	10	255	433,868	36,691	8,974	45,665	750,637	0 11-73	5,016
		Totals	1,054	908	53	2,015	3,098,165	296,272	72,050	368,322	6,149,111	0 11-56	39,004
	U.S.S. Co.	1940-49	1,572	192	2,154	3,918	1,413,025	81,939	22,642	104,581	3,058,713	0 6-43	27,141
		1949-50	102	39	130	271	116,920	4,200	911	5,111	183,408	0 5-50	2,602
		Totals	1,674	231	2,284	4,189	1,529,945	86,139	23,553	109,692	3,242,121	0 6-38	29,743
	Coastal	1940-49	2,104	195	2,066	4,365	441,548	21,594	8,228	29,822	1,125,763	0 4-60	9,832
		1949-50	284	27	254	565	79,737	3,390	1,349	4,739	167,295	0 4-86	1,650
		Totals	2,388	222	2,220	4,930	521,285	24,984	9,577	34,561	1,293,058	0 4-64	11,482
	All	1940-49	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
		1949-50	537	160	394	1,091	630,525	44,281	11,234	55,515	1,101,340	0 9-65	9,268
		Totals	5,116	1,361	4,657	11,134	5,149,395	407,395	105,180	512,575	10,684,290	0 9-15	80,229

Lytelton	Overseas	1940-49	384	493	1	788	763,736	100,293	31,408	131,701	1,497,149	1 4-08	9,947
		1949-50	106	54	..	169	148,821	17,692	7,331	25,023	263,301	1 4-13	1,849
	Totals	490	547	1	948	912,557	117,985	38,739	156,724	1,760,450	1 4-08	11,796	
	U.S.S. Co. ..	1940-49	140	108	889	1,137	495,522	47,737	22,551	70,288	935,540	1 0-25	9,985
		1949-50	15	13	63	91	51,839	6,100	2,979	9,079	89,124	1 4-43	1,034
	Totals	155	121	952	1,228	547,361	53,837	25,530	79,307	1,024,664	1 0-61	11,019	
	Coastal	1940-49	105	92	809	1,006	184,210	21,303	11,644	32,947	381,751	1 1-39	4,619
		1949-50	18	15	115	148	32,642	3,709	2,058	5,707	61,828	1 2-40	834
	Totals	123	107	924	1,154	216,852	25,012	13,702	38,714	443,579	1 1-53	5,453	
	Equivalent contracts	1948-49	..	..	..	..	..	..	486	486	..	..	..
1949-50		..	..	..	..	..	..	925	925	..	..	..
Totals	..	..	..	..	..	..	..	1,411	1,411	..	..	..
Dunedin	All	1940-49	629	603	1,639	2,331	1,443,468	169,333	66,090	235,423	2,814,440	1 2-44	24,551
		1949-50	139	82	178	339	233,302	27,501	13,293	40,794	414,253	1 3-93	3,717
	Totals	768	685	1,877	3,330	1,676,770	196,834	79,383	276,217	3,228,693	1 2-63	28,268	
	Overseas	1940-49	188	137	..	325	184,921	28,005	11,948	39,053	365,207	1 6-40	3,045
		1949-50	78	30	..	108	64,714	11,817	2,786	14,603	106,990	2 2-51	962
	Totals	263	167	..	433	249,635	39,822	13,834	53,656	472,197	1 8-24	4,007	
	U.S.S. Co. ..	1940-49	76	61	748	885	565,741	29,828	..	29,828	1,416,021	0 5-06	7,511
		1949-50	6	9	79	94	73,167	4,520	..	4,520	143,948	0 7-54	941
	Totals	82	70	827	979	638,908	34,348	..	..	34,348	1,559,969	0 5-28	8,452
	Coastal	1940-49	20	14	336	370	124,184	5,816	..	5,816	334,303	0 4-18	23,511
1949-50		1	1	32	34	16,815	528	..	528	37,728	0 3-36	3,310	
Totals	21	15	368	404	140,999	6,344	..	..	6,344	372,031	0 4-09	23,821	
All	1940-49	284	212	1,034	1,580	874,846	63,649	11,048	74,697	2,115,531	0 6-09	12,907	
	1949-50	85	40	111	236	154,696	16,865	2,786	19,651	288,666	1 2-02	2,213	
Totals	369	252	1,195	1,816	1,029,542	80,514	13,834	94,348	2,404,197	0 8-04	15,120		

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.	£			
Port Chalmers	Overseas	1940-49	86	134	..	226	..	£	£	507,401	s. d.	3,184
		1949-50	32	22	..	54	..	49,715	10,876	83,946	1 11-52	602
	Totals		118	156	..	274	..	59,179	13,731	591,347	2 0-02	3,787
	U.S.S. Co.	1940-49	1	3	..	4	..	33	5	1,153	0 6-87	14
		1949-50	2	..	..	2	..	3	..	15	4 0-00	..
Opua	All	Totals	3	3	..	6	..	36	5	1,168	0 7-40	14
		1940-49	87	137	..	224	..	49,748	10,881	508,554	1 11-48	3,198
	Overseas	1949-50	34	22	..	56	..	9,467	2,855	83,961	2 3-06	603
		Totals	121	159	..	280	..	59,215	13,736	592,515	1 11-99	3,801
	Totals	1940-49	..	1	..	1	..	91	..	1,214	1 5-99	2
Gisborne	All	1949-50	..	..	..	..	..	..	..	..	..	..
		Totals	..	1	..	1	..	91	..	1,214	1 5-99	2
	Overseas	1940-49	..	1	..	1	..	91	..	1,214	1 5-99	2
		1949-50	..	..	..	..	..	..	..	..	..	..
	Totals		..	1	..	1	..	91	..	1,214	1 5-99	2
Gisborne	Overseas	1941-49	..	1	..	1	..	280	..	7,913	0 8-49	63
		1949-50	..	..	..	..	..	..	..	..	..	..
	Totals		..	1	..	1	..	280	..	7,913	0 8-49	63
	U.S.S. Co.	1941-49	74	51	131	256	..	3,133	..	189,453	0 3-97	1,778
		1949-50	7	1	12	20	..	134	..	20,506	0 1-57	192
	Totals		81	52	143	276	..	3,267	..	209,959	0 3-73	1,970

Coastal	..	1944-49	36	109	306	451	62,071	1,787	..	1,787	165,082	0	2-59	1,246
		1949-50	12	33	74	119	17,790	449	..	449	46,327	0	2-33	397
		Totals	48	142	380	570	79,861	2,236	..	2,236	212,009	0	2-53	1,643
All	..	1941-49	110	161	437	708	152,843	5,200	..	5,200	363,048	0	3-44	3,087
		1949-50	19	34	86	139	26,710	583	..	583	66,833	0	2-09	589
		Totals	129	195	523	847	179,553	5,783	..	5,783	429,881	0	3-23	3,676
Overseas	..	1940-49	30	239	4	273	526,915	74,208	447	74,655	1,073,058	1	4-60	5,710
		1949-50	18	41	..	59	101,282	15,143	158	15,301	173,210	1	8-98	900
		Totals	48	280	4	332	628,197	89,351	605	89,956	1,246,268	1	5-21	6,610
U.S.S. Co. .	..	1941-49	103	14	139	256	108,944	9,457	1,773	11,230	206,349	0	11-00	1,697
		1949-50	9	..	14	23	10,908	810	199	1,009	20,298	0	9-58	209
		Totals	112	14	153	279	119,852	10,267	1,972	12,239	226,647	0	10-87	1,906
Coastal	..	1942-49	233	16	377	626	65,513	3,881	1,243	5,124	147,856	0	6-30	944
		1949-50	58	5	60	123	12,861	1,127	349	1,476	28,055	0	9-64	215
		Totals	291	21	437	749	78,474	5,008	1,592	6,600	175,911	0	6-83	1,159
Equivalent contracts	..	1947-49	..	..	..	..	..	..	35	35	..	..	..	..
		1949-50	..	..	..	..	..	..	27	27	..	..	..	..
		Totals	..	..	..	..	..	..	62	62	..	..	..	..
All	..	1940-49	366	269	520	1,155	701,372	87,546	3,498	91,044	1,427,263	1	2-72	8,351
		1949-50	85	46	74	205	125,051	17,080	733	17,813	221,563	1	6-50	1,324
		Totals	451	315	594	1,360	826,423	104,626	4,231	108,857	1,648,826	1	3-23	9,675
Coastal	..	1941-49	117	..	34	151	15,709	2,022	..	2,022	39,676	1	0-23	1,149
		1949-50	..	..	..	..	..	..	..	..	..	..	..	..
		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
		1949-50	..	..	..	..	..	..	..	..	..	..	..	..
		Totals	117	..	34	151	15,709	2,022	..	2,022	39,676	1	0-23	1,149

Port Waikato

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.		s.	d.	
New Plymouth	Overseas ..	1940-49	55	130	1	186	£ 402,939	£ 43,586	8,725	52,311	696,726	1	3-01	£ 3,919
		1949-50	41	15	..	56	111,489	11,931	3,250	15,181	185,322	1	3-45	1,312
	Totals		96	145	1	242	514,428	55,517	11,975	67,492	882,048	1	3-11	5,231
	U.S.S. Co. ..	1940-49	135	4	141	280	68,045	4,699	2,037	6,736	136,314	0	8-27	1,519
		1949-50	6	..	17	23	5,963	493	217	710	11,711	0	10-10	98
Coastal	Totals		141	4	158	303	74,008	5,192	2,254	7,446	148,025	0	8-41	1,617
		1940-49	266	9	270	545	36,121	2,403	1,134	3,537	72,249	0	7-98	467
	Totals		16	1	20	37	4,288	117	45	162	8,174	0	3-44	25
		1949-50	282	10	290	582	40,409	2,520	1,179	3,099	80,423	0	7-52	492
	Equivalent contracts		..	..	..	..	..	..	12	12	..	..	..	..
All	Totals		..	..	..	..	..	..	142	142	..	..	..	..
		1940-49	456	143	412	1,011	507,105	50,688	11,907	62,595	905,289	1	1-44	5,705
	Totals		63	16	37	116	121,740	12,541	3,654	16,195	205,207	1	2-67	1,435
		1949-50	519	159	449	1,127	628,845	63,229	15,561	78,790	1,110,496	1	1-66	7,140
	Wanganui ..		3	1	..	4	2,921	491	76	567	5,594	1	9-07	51
U.S.S. Co. ..	Totals		..	..	..	..	..	..	..	..	..	..	..	..
		1940-49	3	1	..	4	2,921	491	76	567	5,594	1	9-07	51
	Totals		6	5	4	15	6,006	663	36	699	16,682	0	9-54	86
		1949-50	..	..	..	..	..	..	..	..	..	..	..	..
	Totals		6	5	4	15	6,006	663	36	699	16,682	0	9-54	86

Coastal	..	1941-49	362	397	785	1,544	144,351	23,517	7,566	31,083	308,377	1 6-30	1,528
		1949-50	25	81	103	209	26,165	4,024	1,144	5,168	42,985	1 10-47	..
		Totals	387	478	888	1,753	170,516	27,541	8,710	36,251	350,362	1 6-86	1,528
Equivalent contracts	..	1947-49	..	..	..	..	..	..	58	58	..	..	..
		1949-50	..	..	..	..	..	..	608	608	..	..	..
		Totals	..	..	..	..	..	..	666	666	..	..	..
All	..	1940-49	371	403	789	1,563	163,278	24,671	7,736	32,407	330,653	1 5-91	1,665
		1949-50	25	81	103	209	26,165	4,024	1,752	5,776	42,985	1 10-47	..
		Totals	396	484	892	1,772	189,443	28,695	9,488	38,183	373,638	1 6-43	1,665
Overseas	..	1946-49	..	1	..	1	1,056	163	36	199	974	3 4-16	..
		1949-50	..	..	..	..	..	..	..	..	..	..	..
		Totals	..	1	..	1	1,056	163	36	199	974	3 4-16	..
U.S.S. Co. ..	..	1940-49	11	34	107	152	24,443	3,668	1,983	5,651	43,759	1 8-12	43
		1949-50	4	..	22	26	3,162	443	288	731	5,876	1 6-09	..
		Totals	15	34	129	178	27,605	4,111	2,271	6,382	49,635	1 7-88	43
Anchor Co.	..	1942-49	582	103	1,459	2,144	107,395	19,938	7,899	27,837	226,769	1 9-10	..
		1949-50	48	12	181	241	16,227	2,157	1,040	3,197	29,837	1 5-35	..
		Totals	630	115	1,640	2,385	123,622	22,095	8,939	31,034	256,606	1 8-66	..
Coastal	..	1942-49	21	47	32	100	8,486	1,632	571	2,203	17,351	1 10-57	..
		1949-50	..	18	1	19	1,188	298	95	393	1,756	3 4-73	..
		Totals	21	65	33	119	9,674	1,930	666	2,596	19,107	2 0-24	..
Equivalent contracts	..	1943-49	..	..	..	..	..	..	5,195	5,195	..	..	..
		1949-50	..	..	..	..	..	..	1,533	1,533	..	..	..
		Totals	..	..	..	..	..	..	6,728	6,728	..	..	..
All	..	1940-49	614	185	1,598	2,397	141,380	25,401	15,684	41,085	288,853	1 9-10	43
		1949-50	52	30	204	286	20,577	2,898	2,956	5,854	37,469	1 6-56	..
		Totals	666	215	1,802	2,683	161,957	28,299	18,640	46,939	326,322	1 8-81	43

Nelson

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

Port.	Class of Vessel.	Period.	Class of Contract.			Total Contract Price.	Amount of Profit Distributed.				Total "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.			
Picton	Overseas	1940-49	..	4	..	4	£	£	£	£	2,791	s. d.	£
		1949-50	..	..	..	..	..	..	..	..	..	..	..
		Totals	..	4	..	4	..	..	..	..	..	..	..
	U.S.S. Co.	1940-49	8	42	359	409	55,096	4,107	2,099	6,206	82,678	0 11-92	165
		1949-50	2	3	48	53	8,406	971	406	1,377	10,165	1 10-93	64
		Totals	10	45	407	462	63,502	5,078	2,505	7,583	92,843	1 1-13	229
	Coastal	1942-49	174	117	344	635	41,678	3,588	1,682	5,270	88,104	0 9-78	152
		1949-50	18	41	30	89	5,304	614	455	1,069	10,945	1 1-46	237
		Totals	192	158	374	724	46,982	4,202	2,137	6,339	99,049	0 10-18	389
	Equivalent contracts	1947-49	..	..	..	..	..	..	38	38	..	..	..
1949-50		..	..	..	..	..	..	21	21	..	..	..
Totals		..	..	..	..	..	..	59	59	..	..	..
Timaru	All	1940-49	182	163	703	1,048	98,442	8,040	3,864	11,904	173,573	0 11-12	337
		1949-50	20	44	78	142	13,710	1,585	882	2,467	21,110	1 6-02	391
		Totals	202	207	781	1,190	112,152	9,625	4,746	14,371	194,683	0 11-87	638
	Overseas	1940-49	29	114	..	143	187,550	25,938	6,786	32,724	248,214	2 1-08	1,773
		1949-50	14	25	..	39	40,954	6,982	1,919	8,901	64,446	2 2-00	349
		Totals	43	139	..	182	228,504	32,920	8,705	41,625	312,660	2 1-27	2,122
	U.S.S. Co.	1941-49	36	54	536	626	159,911	17,057	7,190	24,247	218,624	1 6-72	2,030
		1949-50	11	11	56	78	21,389	2,843	1,287	4,130	25,962	2 2-28	232
		Totals	47	65	592	704	181,300	19,900	8,477	28,377	244,586	1 7-53	2,262

Coastal	1941-49	18	35	246	299	32,824	3,423	1,862	5,285	52,927	1	3-52	161
	1949-50	2	5	25	32	4,947	649	304	953	7,098	1	9-94	23
	Totals	20	40	271	331	37,771	4,072	2,166	6,238	60,025	1	4-28	184
All	1940-49	83	203	782	1,068	380,285	46,418	15,838	62,256	519,865	1	9-43	3,964
	1949-50	27	41	81	149	67,290	10,474	3,510	13,984	97,506	2	1-78	604
	Totals	110	244	863	1,217	447,575	56,892	19,348	76,240	617,371	1	10-12	4,568
Bluff	1940-49	54	174	..	228	413,753	54,472	15,824	70,296	574,834	1	10-74	5,910
Overseas	1949-50	19	32	..	51	78,528	11,290	2,935	14,225	108,446	2	0-99	810
	Totals	73	106	..	279	492,381	65,762	18,759	84,521	683,280	1	11-10	6,720
U.S.S. Co.	1941-49	31	18	313	362	168,151	9,739	4,371	14,110	270,003	0	8-66	3,048
	1949-50	4	3	21	28	19,529	851	409	1,260	25,215	0	8-10	366
	Totals	35	21	334	390	187,680	10,590	4,780	15,370	295,218	0	8-61	3,414
Coastal	1940-49	..	..	14	14	3,704	217	122	339	6,850	0	7-60	138
	1949-50	..	..	4	4	1,359	34	20	54	2,262	0	3-61	42
	Totals	..	..	18	18	5,063	251	142	393	9,112	0	6-61	180
All	1940-49	85	192	327	604	585,608	64,428	20,317	84,745	851,685	1	6-16	9,096
	1949-50	23	35	25	83	99,416	12,175	3,364	15,539	135,923	1	9-50	1,218
	Totals	108	227	352	687	685,024	76,603	23,681	100,284	987,608	1	6-62	10,314

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 Coml., T.R.s., Wages.	
			Disc.	Ldg.	D/L.		Comm.	N.Z.R., Harbour Boards, &c.	s.		d.			
Westport	U.S.S. Co. . .	1944-49	1	65	511	577	£	£	£	151,604	1	6.44	167	
		1949-50	5	28	61	94	75,093	11,648	5,965	20,565	3	5.31	59	
		Totals	6	93	572	671	89,204	15,188	8,418	23,606	1	9.17	226	
	Coastal . .	1944-49	3	73	421	497	30,997	2,867	1,266	4,133	62,434	0	11.62	125
		1949-50	..	11	50	61	4,140	495	256	751	7,000	1	4.97	25
		Totals	3	84	471	558	35,137	3,362	1,522	4,884	69,434	0	11.62	150
	Equivalent contracts	1944-49	..	..	..	..	..	..	424	424	..	..	..
		1949-50	..	..	..	..	..	..	129	129	..	..	..
		Totals	..	..	..	..	..	..	553	553	..	..	..
	Greymouth . .	All . .	1944-49	4	138	932	1,074	106,090	14,515	7,655	22,170	214,038	1	4.28	292
1949-50			5	39	111	155	18,251	4,035	2,838	6,873	27,565	2	11.13	84
Totals			9	177	1,043	1,229	124,341	18,550	10,493	29,043	241,603	1	6.43	376
U.S.S. Co. . .		1942-49	1	172	553	726	208,387	20,403	3,116	23,519	438,547	0	11.17	4,236
		1949-50	..	11	71	82	24,286	2,396	780	3,176	44,277	1	0.99	351
		Totals	1	183	624	808	232,673	22,799	3,896	26,695	482,824	0	11.33	4,587
Coastal . .		1942-49	58	137	343	538	51,187	7,008	1,253	8,261	80,031	1	9.02	1,277
		1949-50	6	13	30	49	7,702	763	261	1,024	12,140	1	3.08	125
		Totals	64	150	373	587	58,889	7,771	1,514	9,285	92,171	1	8.23	1,402
Equivalent contracts		1948-49	..	..	..	..	..	..	6	6	..	..	..
	1949-50	..	..	..	..	..	..	3	3	..	..	..
	Totals	..	..	..	..	..	..	9	9	..	..	..

All	..	1942-49	59	309	896	1,264	259,374	27,411	4,375	31,786	518,578	1	0.69	5,513
		1949-50	6	24	101	131	31,988	3,159	1,044	4,203	56,417	1	1.44	476
Overseas	..	Totals	65	333	997	1,395	291,562	30,570	5,419	35,989	574,995	1	0.76	5,989
		1940-49	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.	..	1949-50	638	401	10	1,049	1,771,012	174,363	30,386	204,749	3,251,115	1	0.87	18,725
		Totals	3,250	3,151	79	6,480	10,766,085	1,113,976	179,378	1,393,354	21,366,251	1	0.51	120,015
Coastal	..	1940-49	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
		1949-50	275	156	640	1,071	557,120	34,453	10,067	44,520	1,046,458	0	7.90	9,566
Equivalent contracts	..	Totals	3,416	1,160	7,759	12,335	5,767,284	334,284	84,452	418,736	12,792,198	0	6.27	92,767
		1940-49	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
All vessels	..	1949-50	488	263	979	1,730	231,165	18,354	7,376	25,730	463,430	0	9.51	3,883
		Totals	4,587	1,607	8,821	15,015	1,591,143	139,350	51,846	191,196	3,573,553	0	9.36	27,872
All vessels	..	1940-49	9,852	5,098	15,030	29,980	15,565,215	1,360,440	274,101	1,634,541	32,870,999	0	9.93	208,480
		1949-50	1,401	820	1,629	3,850	2,559,297	227,170	51,217	278,387	4,761,003	0	11.45	32,174
Totals	..	Totals	11,253	5,918	16,659	33,830	18,124,512	1,587,610	325,318	1,912,928	37,632,002	0	10.13	240,654

SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES FOR PERIOD 1940-50, SHOWING TOTALS FOR EACH PORT

Port.	Date Commission Commenced to Operate Pay Office.	1940-40.	1940-50.	1940-50.
		£	£	£
Auckland	31. 7. 40	9,302,219*	1,304,807	10,607,026
Wellington	10. 7/40	5,332,601*	812,039†	6,144,640†
Lyttelton	30.10.40	2,130,377	447,262	2,577,639
Otago	28. 8. 40	1,803,952	317,504	2,121,456
Gisborne	24. 3. 47	87,265	35,863	123,128
Napier	1. 4. 44	640,609	152,126	792,735
New Plymouth	2.10.40	670,744	178,833	849,577
Patea	1. 4. 46‡	11,826	1,849	13,675
Wanganui	2. 5. 41	182,462	42,098	224,560
Nelson	1. 4. 44	176,431	55,008	231,439
Picton	1. 4. 44	117,893	24,023	141,916
Timaru	3. 9. 45	248,632	93,680	342,312
Oamaru	30. 6. 47	52,407§	19,701	72,108
Bluff	11.12.40	653,752	149,162	802,914
Westport	10.10.44	139,378	34,341	173,719
Greymouth	21.10.44	139,098	51,451	190,549
Awamui	27.10.47‡	3,130	3,857	6,987
Motueka	21. 2. 49‡	977	5,822	6,799
Opotiki	27.10.47‡	2,898	3,383	6,281
Tauranga	4. 4. 49‡	..	11,466	11,466
Tokomaru Bay	8.12.47‡	4,477	3,621	8,098
Whakatane	27.10.47‡	4,493	5,525	10,018
Whangarei	27.10.47‡	13,370	25,806	39,176
Total, all ports	..	21,719,441	3,779,227	25,498,668
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. † Does not include wages paid by Wellington Harbour Board to approximately one-third of waterside workers employed. ‡ Agencies for Waterfront Industry Commission payments only. § From 1st April, 1946.
wages, &c., submitted in support of claims for weekly minima payment.

Soperville, H. J. B., and Co.	..	..	..	..	..	..	..	..	794	..	..	..	..	..	794
Southeast Stevedoring Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	31,076
Southern Cross Shipping Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
South Westland Shipping Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	47
State Coal Department.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,772
Stevenson and Cook Engineering Co., Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	833
Tapley, H. L., and Co., Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	38,811
Tasman Shipping Co., Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,646
Turnbull, A. H., and Co., Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,854
Union Manufacturing Co.	286	..	..	..	..	..	..	..	..	..	..	..	..	..	286
Union Steam Ship Co. of New Zealand, Ltd.	421,870	246,154	83,465	104,438	9,097	11,641	6,926	..	2,860	8,096	21,005	8,736	22,705	10,193	980,959
Wanganui Harbour Board	..	..	..	..	..	..	..	..	..	..	..	..	..	..	38
Ward, J. G.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,039
Westlaven Shipping Co.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	955
Westport Coal Co., Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	872
Westport Harbour Board	..	..	..	..	..	..	..	..	..	..	..	..	..	..	71
Wild and Robertson, Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13
Williams and Kettle, Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,626
Wilson's Portland Cement Co.	7,203	..	..	..	..	..	..	..	..	..	..	..	..	..	11,490
Young, T. and W., Ltd.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,203
Total, labour wages	1,163,756	704,781	374,531	258,375	27,710	115,471	149,015	31,350	45,831	18,517	71,089	13,711	119,037	21,867	3,151,990

Waterfront Industry Commission

Profit distribution	60,818	55,515	40,795	31,973	583	17,813	16,195	5,775	9,854	2,467	13,983	..	..	6,872	4,203	278,387
Contract timekeepers' wages	10,342	9,268	3,717	2,817	589	1,325	1,434	..	..	302	604	..	..	85	475	32,438
Daily minima : Union	1,517	1,489	3,577	5,593	2,803	5,409	1,766	1,889	218	1,227	2,589	2,468	3,226	2,330	4,609	40,710
Weekly minima : Union	290	6	2,271	2,230	1,481	4,141	1,122	691	..	108	897	1,786	2,119	872	1,456	17,470
Annual-holiday pay : Union	33,854	22,318	12,592	9,323	1,403	4,257	3,819	1,322	1,413	688	2,089	1,902	3,907	1,314	2,145	101,346
Annual-holiday pay : Non-union	5,177	2,341	1,152	146	93	338	1,125	45	300	113	575	70	778	..	..	12,253
Statutory holiday pay : Union	25,747	15,773	9,565	6,985	1,101	3,372	2,934	1,023	1,085	526	1,577	685	2,734	1,001	1,614	75,722
Statutory holiday pay : Non-union	2,270	482	980	61	100	..	1,405	..	282	75	209	79	340	..	..	6,283
Miscellaneous	1,036	67	82	1	..	..	17	3	25	..	68	..	..	..	..	1,299
Total, Waterfront Industry Commission	141,051	107,258	72,731	59,129	8,153	36,655	29,818	10,748	9,177	5,506	22,591	5,990	30,125	12,474	14,502	565,908

SUMMARY OF WAGES, ETC., PAYABLE THROUGH WATERFRONT INDUSTRY COMMISSION CENTRAL PAY OFFICES AND AGENCIES FOR
YEAR ENDED 31ST MARCH, 1950, SHOWING TOTAL FOR EACH SHIPPING COMPANY—*continued*

Labour Wages, Shipping Companies.	Awanui.	Whangarei.	Whakatane.	Tauranga.	Opotiki.	Tokomaru Bay.	Patea.	Motueka.	(B) Minor Ports					Total.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Anchor Shipping and Foundry Co., Ltd.	3,084	..	..	..	..	..	3,084
Collingwood Shipping Co., Ltd.	5	..	..	..	..	..	5
Craig, J. J., Ltd.	..	25	..	..	..	..	..	..	..	..	..	..	..	25
Dalhousie, V., Ltd.	1,643	..	..	..	..	..	..	..	..	..	1,643
Edmond, T., and Co., Ltd.	28	..	..	..	..	..	28
Franklin, A. G., and Co., Ltd.	3,726	..	..	..	..	..	..	..	..	..	..	..	..	3,726
Gasling Sheep-farmers
Golden Bay Shipping Co., Ltd.	882	..	355	..	..	..	..	..	882 355
Hall and Co., ..	22	..	..	..	..	..	..	..	..	..	..	..	..	22
Karamea Shipping Co., Ltd.	942	..	..	..	..	..	942
Leonard and Dingley, Ltd.	..	1,219	..	..	..	..	..	..	..	..	..	..	..	1,219
Motueka Harbour Board	45	..	..	..	..	..	45
Motueka Shipping Co., Ltd.	20	..	..	..	..	..	20
Northern Steam Ship Co., New Zealand Shipping Co., Ltd.	..	7,618 7,582	5,337	3,465	3,222	..	..	..	..	..	..	..	..	19,642 7,582
Parry Bros.,	12
Patea Shipping Co.,	31	..	..	..	..	..	31
Pearl Kasper Shipping Co., Ltd.	582	..	..	..	..	..	582
Richardson and Co., Ltd.	1,885	..	538	..	..	..	..	..	2,423
Shaw, Savill, and Albion Co., Ltd.	..	866	..	..	..	..	..	..	..	..	..	..	..	866
Sleigh Line, Ltd.	4,614	..	..	..	..	..	..	..	..	..	4,614
South Taranaki Shipping Co., Ltd.	1,384	..	..	..	..	..	..	1,384
Union Steam Ship Co. of New Zealand, Ltd.	..	8,250	..	1,308	..	369	..	..	..	..	..	..	..	9,927
Westhaven Shipping Co., Ltd.	15	..	..	..	..	..	15
Winstone, Ltd.	..	28	..	..	..	..	..	..	..	..	..	..	..	28
Total, labour wages	3,748	25,588	5,349	11,030	3,222	3,136	1,384	5,615	..	..	..	..	..	59,102

Waterfront Industry Commission

Weekly minimum : Union	109	218	176	436	161	485	266	177	..	..	..	..	..	..	..	..	..	..	1,762
Annual holiday pay :	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	266
Union	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Statutory holiday pay :	..	..	..	..	..	..	199	..	..	..	..	..	..	..	..	..	..	..	199
Union	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total, Waterfront	109	218	176	436	161	485	465	177	..	..	..	..	..	..	..	..	..	..	2,227
Industry Commission	1,308,664	837,845	452,787	328,970	39,246	155,747	180,682	47,920	55,008	24,023	93,680	19,701	149,162	34,341	51,451	3,779,227	..	..	..
Grand total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

TABLE SHOWING NUMBER OF UNIONIST MAN-WEEKS, TOTAL HOURS, AND AVERAGE HOURS PER WEEK (ORDINARY AND OVERTIME) COVERING PERIOD OF FIFTY-TWO WEEKS ENDED 26TH MARCH, 1950, WITH COMPARATIVE FIGURES FOR YEAR 1948-49

Port.	1948-49.				1949-50.									
	Total Hours Worked.			Number of Man-weeks worked.	Average Hours Worked Per Week.		Total Hours Worked.		Average Hours Worked Per Week.					
	Ordinary.	Overtime.	Total.		Ordinary.	Overtime.	Total.	Ordinary.	Overtime.	Total.				
Auckland	90,592	3,133,312 ³	1,142,889	4,276,201 ³	47 ¹	34 ¹	12 ¹	3,233,783 ³	1,047,665	4,281,448 ³	34 ³	11 ¹	46	
Wellington*	55,942	1,876,759 ³	638,435 ¹	2,515,195 ³	45	33	11 ¹	1,984,498 ³	669,950 ¹	2,654,449	34 ³	11 ¹	46 ¹	
Lyttelton	33,356	1,122,231 ¹	419,422 ¹	1,541,653 ²	46 ¹	33 ¹	13 ¹	1,146,323 ¹	390,215 ¹	1,536,539	34 ¹	11 ¹	46 ¹	
Dunedin	15,454	548,471 ¹	209,670 ¹	758,142 ²	49	35	13 ¹	562,906 ³	203,184 ¹	766,091	36 ¹	13	49	
Port Chalmers	10,759	328,243 ¹	93,012 ¹	421,256 ²	39 ¹	27 ¹	8 ¹	301,818 ³	93,970 ¹	385,788 ²	27 ¹	8	36 ¹	
Gisborne	3,960	103,888 ¹	22,238 ¹	126,076 ²	31 ¹	26 ¹	5 ¹	103,798 ⁴	30,125 ¹	133,923 ³	27 ¹	8	35 ¹	
Napier	12,144	380,632 ¹	140,666 ¹	521,298 ²	43 ¹	31 ¹	11 ¹	367,133 ³	135,892 ¹	503,025 ²	32 ¹	11 ¹	43 ¹	
Onehunga	1,858	56,701 ¹	19,117 ¹	75,818 ²	40 ¹	30 ¹	10 ¹	62,797 ³	18,953 ¹	81,750 ²	31 ¹	9 ¹	40 ¹	
New Plymouth	10,056	328,501 ¹	112,699 ¹	441,201 ²	44 ¹	32 ¹	11 ¹	40,436	330,581 ³	118,704 ¹	469,286	33 ¹	11 ¹	45
Wanganui	3,903	107,347 ¹	29,355 ¹	136,702 ²	35	27 ¹	7 ¹	8,814	110,899 ³	35,535 ¹	146,431 ²	29 ¹	9 ¹	38 ¹
Nelson	3,722	133,744 ¹	31,594 ¹	165,338 ²	36	27 ¹	8 ¹	3,960	140,775 ³	34,147 ¹	174,923 ²	35 ¹	8 ¹	44 ¹
Pictou	2,083	51,644 ¹	25,195 ¹	76,839 ²	36 ¹	24 ¹	12 ¹	1,439	49,381 ³	22,701 ¹	72,082 ²	25 ¹	11 ¹	37 ¹
Timaru	5,818	180,344 ¹	64,521 ¹	244,866 ²	42 ¹	31 ¹	11 ¹	5,429	184,303 ³	68,773 ¹	253,077 ²	31 ¹	13 ¹	42 ¹
Oamaru	2,199	54,186 ¹	16,244 ¹	70,630 ²	32 ¹	23 ¹	7 ¹	2,636	61,632 ³	15,055 ¹	76,687 ²	23 ¹	5 ¹	29 ¹
Bluff	9,172	302,045 ¹	110,830 ¹	412,875 ²	45 ¹	33 ¹	12 ¹	10,132	337,450 ³	110,498 ¹	447,948 ²	33 ¹	11 ¹	44 ¹
Westport	3,386	76,409 ¹	38,058 ¹	114,467 ²	33 ¹	22 ¹	11 ¹	3,249	73,105 ³	30,433 ¹	103,538 ²	22 ¹	9 ¹	32 ¹
Greymouth	5,713	138,072 ¹	63,516 ¹	201,588 ²	35 ¹	24 ¹	11 ¹	5,377	126,501 ³	56,194 ¹	182,696 ²	23 ¹	10 ¹	34 ¹
Totals	270,119	8,922,492 ³	3,177,666 ¹	12,100,159 ²	44 ¹	33	11 ³	274,352	9,189,690 ³	3,082,000	12,271,690 ²	33 ³	11 ¹	44 ¹

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

AVERAGE EARNINGS: RETURN A—RETURN OF NUMBER OF UNIONISTS EMPLOYED, WAGES, ETC., PAID, AND AVERAGE WAGE
PER MAN-WEEK WORKED FOR THREE YEARS ENDED 31ST MARCH, 1948, 1949, 1950

Port.	1947-48.			1948-49.			1949-50.		
	Number of Man-weeks.	Total Wages and Profits Paid.	Average per Week Worked.	Number of Man-weeks.	Total Wages and Profits Paid.	Average per Week Worked.	Number of Man-weeks.	Total Wages and Profits Paid.	Average per Week Worked.
		£	£ s. d.		£	£ s. d.		£	£ s. d.
Auckland	82,588	882,129	10 13 7	90,592	1,020,279	11 5 3	93,191	1,092,153	11 14 5
Wellington*	53,786	617,178	11 9 6	55,942	623,952	11 3 1	57,096	714,451	12 10 3
Lyttelton	28,908	329,414	11 7 11	33,356	383,257	11 9 10	33,267	409,436	12 6 2
Dunedin	15,027	179,685	11 19 2	15,454	193,642	12 10 7	15,588	206,925	13 5 6
Port Chalmers	10,301	95,945	9 6 3	10,759	102,682	9 10 11	10,622	104,429	9 16 8
Gisborne	3,738	28,295	7 11 5	3,960	27,609	6 19 5	3,812	32,858	8 12 5
Napier	11,138	118,085	10 12 0	12,144	133,853	11 0 5	11,507	140,609	12 4 5
Onehunga	1,819	15,306	8 8 3	1,858	16,375	8 16 3	2,027	19,082	9 8 3
New Plymouth	8,993	101,771	11 6 4	10,056	117,229	11 13 2	10,436	136,441	13 1 6
Wanganui	3,625	36,306	10 0 4	3,905	34,016	8 14 3	3,814	40,069	10 10 1
Nelson	3,642	39,146	10 15 0	3,722	41,770	11 4 5	3,960	45,936	11 12 0
Pictou	2,192	21,091	9 12 5	2,083	19,567	9 7 10	1,939	19,564	10 1 10
Timaru	5,438	57,050	10 9 10	5,818	64,053	11 0 2	5,929	71,855	12 2 5
Oamaru†	1,684	10,730	6 7 5	2,199	15,290	6 19 1	2,636	17,463	6 12 6
Bluff	8,866	97,844	11 0 9	9,172	106,958	11 13 3	10,132	121,137	11 19 1
Westport	3,589	36,688	10 4 5	3,386	34,054	10 1 2	3,249	33,879	10 8 7
Greymouth	5,285	46,141	8 14 7	5,713	52,906	9 5 3	5,377	51,410	9 11 3
All ports	250,619	2,712,804	10 16 6	270,119	2,987,492	11 1 2	274,582	3,257,697	11 17 4

* Union waterside workers employed by Wellington Harbour Board excluded.

† From 30th June, 1947, only.

AVERAGE EARNINGS : RETURN B—RETURN SHOWING EARNINGS OF UNION WATERSIDE WORKERS FOR YEAR ENDED
31ST MARCH, 1950, 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	280	12,020	64	9,920	91	23,079	160	56,428	252	114,631	653	365,123	733	472,809	5	3,577	2,238	1,057,087
Wellington*	315	12,202	205	31,244	200	48,467	188	66,920	310	140,914	559	310,122	455	291,762	48	34,512	2,280	946,143
Lyttelton	88	3,876	14	2,280	21	5,281	24	8,405	66	30,298	246	137,025	317	204,266	12	8,618	788	400,049
Dunedin	50	1,321	12	1,546	3	669	11	3,819	15	7,032	74	41,635	109	128,805	6	4,401	370	189,246
Port Chalmers	28	1,338	13	1,847	6	1,464	7	2,462	16	7,244	124	69,461	48	29,634	..	..	242	113,450
Gisborne	7	208	8	1,340	3	699	19	6,983	52	22,293	74	42,180	131	82,280	..	..	89	31,523
Napier	17	344	1	137	11	337	7	2,510	24	10,907	18	9,024	1	611	..	..	265	141,247
Onehunga	2	57	..	..	3	772	8	2,759	12	5,709	37	20,436	117	77,419	35	25,040	44	19,622
New Plymouth	47	2,780	6	963	4	1,099	1	362	8	3,753	37	20,436	117	77,419	35	25,040	260	133,628
Patea	1	89	..	..	..	..	..	..	12	5,519	1	536	..	..	..	..	15	6,506
Wanganui	17	567	1	112	2	520	..	..	11	5,289	61	33,514	..	..	..	..	92	40,002
Nelson	9	390	2	287	2	508	4	1,360	12	5,507	35	19,451	27	17,020	..	..	91	44,323
Pictou	6	290	1	155	1	278	1	302	13	6,119	22	11,506	..	..	..	..	43	19,268
Timaru	12	374	1	118	4	1,073	4	1,430	8	3,732	27	15,246	74	46,078	..	..	130	68,043
Oamaru	4	12	2	271	10	2,768	41	14,757	..	..	..	..	..	..	..	..	37	17,808
Bluff	30	1,013	11	1,733	5	2,768	16	5,802	26	11,687	84	47,655	78	48,375	..	..	230	117,570
Westport	4	359	1	193	3	1,305	5	1,802	11	3,187	50	25,897	..	..	..	..	71	33,418
Greymouth	5	398	7	1,816	..	..	8	2,882	58	26,910	54	17,289	..	..	..	..	119	50,460
Totals	922	37,628	349	53,301	373	92,627	510	181,111	906	412,901	2,099	1,166,098	2,181	1,390,169	106	76,148	7,446	3,419,583

* 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, 1950

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.	
		£	s. d.	Ordinary.	Overtime.	Total.		Ordinary.	Overtime.			Total.
100	Auckland	..	679 8 7	1,933½	720½	51	38	14½	52½	296	£ s. d. 33 13 10	
100	Wellington*	..	704 6 9	1,894	717	52	36½	13½	50½	300	44 16 0	
50	Lyttelton	..	685 2 7	1,879	755½	50	37½	15½	52½	305	65 3 6	
50	Dunedin	..	686 2 10	1,862½	705½	51	36½	14	50½	309	69 1 10	
50	Port Chalmers	..	616 13 5	1,722½	633½	51	33½	12½	46½	308	57 6 2	
50	Gisborne	..	429 13 3	1,362½	411½	50	27½	8½	35½	303	8 14 6	
50	Napier	..	645 18 9	1,687	643	51	33	12½	45½	305	76 12 6	
25	Ochunga	..	527 1 7	1,754½	563	50	35	11½	46½	303	† 1 14 5	
50	New Plymouth	..	709 1 8	1,767½	633	50	35½	12½	48	304	67 2 4	
50	Wanganui	..	536 9 9	1,550½	509	52	29½	9½	39½	305	73 14 4	
50	Nelson	..	603 7 11	1,827½	485	51	35½	9½	45½	291	75 0 0	
25	Pieton	..	524 6 6	1,353½	608½	52	26	11½	37½	304	49 10 6	
50	Timaru	..	627 19 8	1,655½	620	52	31½	12	43½	310	96 0 0	
25	Oamaru	..	375 8 8	1,334	330½	52	25½	6½	32	300	‡ 6 3 5	
50	Bluff	..	628 9 11	1,747½	591	50	35	11½	46½	307	69 7 7	
50	Westport	..	517 18 1	1,135½	483	52	21½	9½	31	309	94 9 6	
50	Greymouth	..	504 5 2	1,244½	579	52	24	11½	35½	306	40 5 0	

* Includes work performed when employed by Wellington Harbour Board.

† Profit earned at Auckland.

‡ Profit earned at Timaru.

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.		All Vessels.	Loading and Discharging.		All Vessels.	Loading and Discharging.		All Vessels.	Loading and Discharging.		All Vessels.	Loading and Discharging.		All Vessels.
	Loading Only.	Discharging Only.		Loading Only.	Discharging Only.		Loading Only.	Discharging Only.		Loading Only.	Discharging Only.		Loading Only.	Discharging Only.	
January to June, 1939 ..	36	26	62	6.81	5.23	6.13	42.1	26.8	35.7	Nil	2.0	Nil	42.1	26.8	35.7
January to June, 1941 ..	20	19	39	4.05	2.10	3.10	27.8	14.9	21.5	2.0	2.0	2.0	25.8	12.9	19.5
April, 1941, to March, 1942 ..	55	70	125	4.2	1.7	2.8	27.0	10.6	17.9	3.9	1.3	2.5	23.1	9.3	15.4
April, 1942, to March, 1943	69	44	113	3.0	1.5	2.4	23.9	10.5	18.7	3.5	1.7	2.8	20.9	8.1	16.0
April, 1943, to March, 1944	56	48	104	2.59	1.66	2.16	25.43	11.29	18.9	1.46	1.27	1.37	23.96	10.0	17.53
April, 1944, to March, 1945	55	51	106	3.18	1.47	2.5	26.71	14.92	21.03	3.31	3.69	3.49	23.4	11.24	17.55
April, 1945, to March, 1946	43	78	121	3.35	1.48	2.14	31.63	15.95	21.52	1.21	1.76	1.56	30.42	14.12	19.96
April, 1946, to March, 1947	61	82	143	4.48	1.65	2.85	52.30	26.09	37.27	2.72	3.70	3.28	49.58	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
April, 1949, to March, 1950	110	54	164	4.35	1.69	3.47	63.97	26.63	51.68	7.74	1.70	5.76	56.23	24.93	45.92

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

(2) Reductions 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 cessation of work 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, 1950, AND STATEMENT SHOWING THE COST PER
MAN-WEEK WORKED**

Port.	Man-weeks Worked.	Daily Guarantee.			Weekly Guarantee.			Daily and Weekly Guarantees.		
		Total Cost.	Cost per Man-week Worked.		Total Cost.	Cost per Man-week Worked.		Total Cost.	Cost per Man-week Worked.	
	Number.	£	s.	d.	£	s.	d.	£	s.	d.
<i>Main Ports</i>										
Auckland	93,191	671	0	1-73	..	..	..	671	0	1-73
Wellington	57,096	1,489	0	6-26	6	0	0-03	1,495	0	6-29
Lyttelton	33,267	3,577	2	1-81	271	0	1-95	3,848	2	3-76
Dunedin	15,588	2,361	3	0-35	427	0	6-57	2,788	3	6-92
Port Chalmers ..	10,622	3,232	6	1-02	1,803	3	4-74	5,035	9	5-76
<i>Secondary Ports</i>										
Gisborne	3,812	2,803	14	8-47	1,481	7	9-24	4,284	22	5-71
Napier	11,507	5,409	9	4-81	4,141	7	2-37	9,550	16	7-18
Onehunga	2,027	846	8	4-17	290	2	10-34	1,136	11	2-51
New Plymouth ..	10,436	1,766	3	4-61	1,122	2	1-80	2,888	5	6-41
Wanganui	3,814	1,889	9	10-87	691	3	7-48	2,580	13	6-35
Nelson	3,960	218	1	1-21	..	..	..	218	1	1-21
Pictou	1,939	1,227	12	7-87	108	1	1-37	1,335	13	9-24
Timaru	5,929	2,589	8	8-80	897	3	0-31	3,486	11	9-11
Oamaru	2,636	2,468	18	8-70	1,786	13	6-61	4,254	32	3-31
Bluff	10,132	3,226	6	4-42	2,119	4	2-19	5,345	10	6-61
Westport	3,249	2,330	14	4-12	872	5	4-41	3,202	19	8-53
Greymouth	5,377	4,609	17	1-72	1,456	5	4-99	6,065	22	6-71
<i>Minor Ports</i>										
Awanni	447	..	..	..	109	4	10-52	109	4	10-52
Whangarei	1,406	..	..	..	218	3	1-21	218	3	1-21
Whakatane	749	..	..	..	176	4	8-40	176	4	8-40
Tauranga	810	..	..	..	436	10	9-19	436	10	9-19
Opotiki	543	..	..	..	161	5	11-16	161	5	11-16
Tokomaru Bay ..	434	..	..	..	485	22	4-20	485	22	4-20
Motueka	491	..	..	..	177	7	2-52	177	7	2-52
1949-50	279,462	40,710	2	10-96	19,232	1	4-52	59,942	4	3-48
1948-49	273,482	49,744	3	7-65	26,017	1	10-83	75,761	5	6-49

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, 1950, £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:—

Whangarei ..	£4 10s. per week from 14th February, 1949.
Whakatane ..	£4 10s. per week from 25th October, 1948.
Awani ..	} £4 per week from 25th October, 1948.
Tokomaru Bay ..	
Tauranga ..	£4 per week from 4th April, 1949.
Opoiki ..	£3 10s. per week from 25th October, 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, 1948, TO 31ST JULY, 1949

Port.	Number of Half-days.																						Total Number of Men.
	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.	
..	10	10	21	5	19	11	19	10	7	11	23	32	14	22	20	17	31	26	16	16	25	1,696	
Auckland ..	4	13	14	13	32	84	93	10	14	12	13	16	13	28	19	17	23	21	17	24	21	966	
Wellington*	1	1	1	1	6	1	4	3	1	6	5	8	5	4	6	1	5	9	5	674	
Lyttelton	3	6	3	10	1	..	2	2	2	9	3	2	1	4	2	1	2	293	
Dunedin	1	..	3	1	1	..	3	..	7	4	2	1	1	..	1	1	2	1	2	199	
Port Chalmers	2	..	1	..	..	..	1	..	3	..	..	..	..	..	..	..	..	..	..	80	
Gisborne	1	..	..	..	1	..	1	1	..	..	..	..	1	1	1	2	1	1	72	
Napier	251	
Onehunga	4	..	..	..	..	..	..	1	..	..	1	3	2	11	8	1	1	..	..	..	242	
New Plymouth	1	..	1	1	..	1	..	..	..	..	..	..	1	1	..	..	1	1	37	
Patea	1	1	..	..	..	1	..	1	..	1	..	1	1	1	1	1	..	190	
Wanganui	1	..	..	..	2	3	1	..	2	..	..	..	..	1	1	..	11	
Nelson	1	..	..	..	..	..	..	..	2	6	5	..	..	..	..	..	1	..	2	73	
Picton	1	..	..	..	..	1	..	..	..	..	1	2	..	..	..	69	
Timaru	5	1	1	1	1	..	..	..	..	1	..	1	..	..	..	..	37	
Oamaru	1	..	..	2	2	3	1	..	..	..	1	..	2	1	4	..	..	..	..	..	112	
Bluff	3	4	3	5	4	3	11	13	2	..	..	5	..	5	18	2	1	3	4	7	41	
Westport	1	1	1	2	..	..	..	..	2	..	..	1	1	1	1	..	..	153	
Grey mouth	1	1	..	..	..	..	..	..	1	..	..	..	1	1	..	2	66	
..	109	
Totals ..	17	34	42	26	65	117	131	47	45	33	51	73	51	77	65	73	66	60	48	57	70	5,040	
..	6,288	

* 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>										
As per previous reports, A1-A2	..	15	5	10	..	..	1	10	..	4
1949-50: Nil	..	..	..	..	..	..	..	..	..	..
<i>Commission—</i>										
National disputes and Port Committees, &c., as per previous reports 1-27 and 1-12	..	578	37	541	..	38	249	194	7	90
1949-50: Port Committees, &c.—										
13	20/4/49	39	5	34	3	9	11	13	2	1
14	28/10/49	8	1	7	..	..	2	4	1	1
15	2/3/50	1	..	1	..	..	..	1	..	..
Totals, national disputes, Port Committees, &c.	..	626	43	583	3	47	262	212	10	92
Totals, all disputes	..	641	48	593	3	48	563	222	10	96

RETURN SHOWING TOTAL MAN-HOURS AND WAGES LOST THROUGH STOPPAGES OF WORK
ON THE WATERFRONT FOR THE YEARS ENDED 31ST MARCH, 1948, 1949, AND 1950

A. Summary

Year Ended 31st March,	Total Man-hours Worked.	Man-hours Lost.		Wages Lost.	
		Total.	Percentage of Total Worked.	Total.	Average Lost per Hour, Total Hours Worked.
	Hours.	Hours.		£	d.
1948	12,400,437	214,340	1·78	50,750	0·98
1949	13,099,798	294,616	2·25	64,902	1·18
1950	15,444,641	591,624	3·83	157,686	2·45
Totals ..	40,944,876	1,100,580	2·69	273,338	1·60

NOTE.—The 1948 figure for total man-hours lost, as published in previous reports, has been reduced by the number of hours' pay awarded to the workers by the "Mountpark" Emergency Disputes Committee in August, 1948.

B. Brief Explanations of Causes of Stoppages for Year Ended 31st March, 1950

(For similar explanations of causes of stoppages for years 1947-48 and 1948-49 see previous reports.)

1. 27th June to 18th August, 1949—"Barnhill" and "Overtime Ban": Auckland Branch of the union decided on 27th June, 1949, to operate a forty-four-hour week until further notice because of dissatisfaction on recent decisions on disputes, including the union's claim for a high extra rate for handling tetra-ethyl lead on the "Barnhill" and delay in finalizing the union's wage claim. The overtime ban was adopted by other main ports and the principal secondary ports between 18th and 26th July, 1949, in support of Auckland. On 18th August, 1949, the national executive of the union unconditionally directed all members to resume normal hours of work, including overtime.

2. 25th to 29th July, 1949—"Dirt Rates": During the "overtime ban" at Wellington, disputes regarding extra "dirt" rates for working the "Louis L.D." and "Taranaki" could not be resolved by the employers and workers. As Commission control had been suspended there was no independent arbitrator, and the union refused to continue working under these conditions. Both parties agreed to accept an arbitrator appointed by the Minister of Labour.

3. 25th October to 3rd November, 1949—"Engagement of Non-unionists": Unionists at Auckland refused to work with non-union labour engaged after 10 a.m. Normal work was resumed unconditionally by direction of the national executive of the union.

4. 3rd January, 1950—"Additional Holiday": At many ports the day after New Year's Day is observed as a paid holiday, instead of Anniversary Day. The union decided that the other ports should observe this day as an additional unpaid holiday. Some ports, however, did work on this day.

5. During year—"Unauthorized Stop-work Meetings" and "Miscellaneous": A number of unauthorized stop-work meetings were held at main and some secondary ports during the year. The "Miscellaneous" stoppages include the "Defoe" dispute at Auckland and Wellington (refusal to replace hatches after dark) and dispute at Lyttelton regarding extra dirt rates for handling "carbon black."

C. Analysis of Man-hours and Wages Lost, Showing Totals for Year Ended 31st March, 1950

Ports.	1. "Barnhill" and "Overtime Ban."		2. "Dirt Rates," 3. "Engagement of Non-unionists."		4. "Additional Holiday."		5. "Unauthorized Stop-work Meetings."		6. "Miscellaneous."		7. Port Totals.		8. "Averages Per Man-hour Worked."	
	Man-hours.	Wages.	Man-hours.	Wages.	Man-hours.	Wages.	Man-hours.	Wages.	Man-hours.	Wages.	Man-hours.	Wages.	Man-hours.	Average.
Auckland	258,695	£ 70,080	(3) 43,470	£ 10,850	23,111	5,252	6,500	£ 1,277	2,428	728	333,303	83,187	4,983,847	d 4.35
Wellington	75,814	22,377	(2) 27,707	5,572	16,676	3,790	18,061	4,073	2,122	640	147,381	36,552	4,297,845	2.07
Lyttelton	39,294	11,416	..	..	..	..	3,563	752	3,368	1,039	47,371	12,352	1,588,148	1.88
Dunedin	22,003	6,424	..	..	..	..	3,365	673	1,004	292	26,372	7,380	1,506,413	2.27
Port Chalmers	198	59	..	..	..	..	909	182	..	..	1,107	211	393,829	0.15
Gisborne	..	..	..	..	..	..	..	..	..	..	..	..	149,154	0.15
Napier	7,370	2,106	..	..	..	..	..	..	..	..	7,370	2,106	548,427	0.06
Dunlago	..	..	..	..	..	..	1,698	340	2,016	470	15,114	4,230	623,163	1.63
New Plymouth	11,400	3,420	..	..	713	163	..	..	..	..	3,437	1,031	152,314	1.62
Wanganui	2,724	868	..	..	694	144	..	..	873	218	1,567	362	214,183	0.41
Nelson	..	..	..	..	..	..	..	..	700	164	1,700	164	87,145	0.45
Picton	..	..	..	..	..	..	..	..	..	..	..	..	329,711	..
Timaru	..	..	..	..	..	..	..	..	..	..	..	..	85,850	0.29
Oamaru	..	104	..	..	..	..	..	..	..	..	..	..	555,612	1.76
Bluff	13,299	3,990	..	..	..	..	..	..	..	..	13,715	4,073	103,559	..
Westport	..	..	..	..	..	..	..	..	..	..	..	..	182,696	..
Greymouth	..	..	..	..	..	..	..	..	..	..	..	..	222,699	..
Minor Ports	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Disputes totals ..	431,145	120,944	70,177	16,422	41,194	9,349	34,998	7,420	14,101	3,551	591,624	157,086	15,444,641	2.45

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

Classification.	1940-49.	1949-50.	1940-50.
Conditions of employment	75	6	81
Bureaux and pay offices	17	..	17
Co-operative contracting	88	..	88
Profit distribution and equivalent profit distribution ..	13	..	13
Supervision of work	6	..	6
Hours of work	20	..	20
Cargo-working conditions	3	..	3
Totals	222	6	228

RETURN SHOWING UNIONISTS ON COMPENSATION AND MAN-DAYS, MAN-WEEKS, AND
MAN-HOURS LOST DURING THE YEAR ENDED 31ST MARCH, 1950, 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	2,238	613	18,028	3,005	46	138,230	62
Wellington	2,280	863	39,891	6,649	46 $\frac{1}{4}$	309,179	136
Lyttelton	788	249	9,512	1,585	46 $\frac{1}{4}$	73,306	93
Dunedin	370	87	2,892	482	49 $\frac{1}{4}$	23,739	64
Port (Chalmers)	242	43	1,219	203	36 $\frac{1}{4}$	7,359	30
Gisborne	89	21	424	71	35 $\frac{3}{4}$	2,538	29
Napier	265	44	1,394	232	43 $\frac{3}{4}$	10,150	38
Onchunga	44	6	61	10	40 $\frac{1}{4}$	403	9
New Plymouth	260	33	868	145	45	6,525	25
Wanganui	92	9	241	40	38 $\frac{1}{2}$	1,540	17
Nelson	91	20	602	100	44 $\frac{1}{4}$	4,425	49
Pictou	45	5	81	13	37 $\frac{1}{4}$	484	11
Timaru	130	22	908	151	42 $\frac{3}{4}$	6,455	50
Oamaru	57	1	45	8	29	232	4
Bluff	250	20	523	87	44 $\frac{1}{4}$	3,850	15
Westport	71	11	368	61	32	1,952	27
Greymouth	119	12	461	77	34	2,618	22
Totals	7,431	2,059	77,518	12,919	..	592,985	80

NOTES.—(1) This return covers all unionists who were employed for any period during the year ended 31st March, 1950 (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, 1949, and eight months of the leave year ending 31st July, 1950.

(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, except at the Port of Wellington.

RETURN SHOWING LOSS OF MAN-DAYS FOR UNIONISTS ABSENT ON ACCOUNT OF SICKNESS, PENALTIES, COMPENSATION, AND OTHER CAUSES DURING THE YEAR ENDED 31ST MARCH, 1950

Port.	Total Number of Unionists Employed During Year.	Availability Record (Compiled from Unionists' Annual Holiday Cards) : Man-days												
		Absent. (A).	Per Cent.	Penalties. (P).	Per Cent.	Compensation (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	2,238	89,790	14.74	4,988	0.82	18,028	2.96	8,367	1.37	121,173	19.89	488,142	80.11	609,315
Wellington	2,280	69,292	12.48	5,290	0.95	39,891	7.19	4,968	0.89	119,441	21.51	435,737	78.49	555,178
Lyttelton	788	20,770	9.22	1,612	0.72	9,512	4.22	6,313	2.80	38,207	16.96	187,013	83.04	225,220
Dunedin	370	3,928	3.99	749	0.76	2,892	2.93	1,875	1.90	9,444	9.58	89,143	90.42	98,587
Port Chalmers	242	2,589	4.04	249	0.39	1,219	1.90	1,242	1.94	5,299	8.27	58,778	91.73	64,077
Gisborne	89	732	3.00	180	0.74	424	1.74	761	3.11	2,097	8.59	22,328	91.41	24,425
Napier	265	3,989	5.21	80	0.11	1,394	1.82	2,387	3.12	7,850	10.26	68,682	89.74	76,532
Onychunga	44	598	4.77	..	..	61	0.49	513	4.09	1,172	9.35	11,368	90.65	12,540
New Plymouth	260	4,124	6.16	1,144	1.71	868	1.30	1,171	1.75	7,307	10.92	59,592	89.08	66,899
Wanganui	92	71	0.31	718	3.11	241	1.04	91	0.39	1,121	4.85	21,995	95.15	23,116
Nelson	91	1,817	7.27	..	..	602	2.41	404	1.62	2,823	11.30	22,159	88.70	24,982
Pictou	45	934	7.53	..	..	81	0.65	122	0.98	1,137	9.16	11,277	90.84	12,414
Timaru	130	1,812	4.88	6	0.02	908	2.44	510	1.37	3,236	8.71	33,897	91.29	37,133
Oamaru	57	1,008	6.27	..	..	45	0.28	323	2.01	1,376	8.56	14,698	91.44	16,074
Bluff	250	3,779	5.85	98	0.15	523	0.82	731	1.13	5,131	7.95	59,436	92.05	64,567
Westport	71	227	1.10	3	0.01	368	1.79	206	1.00	804	3.90	19,800	96.10	20,604
Greymouth	119	1,020	2.97	1,455	4.24	461	1.34	878	2.55	3,814	11.10	30,537	88.90	34,351
Totals	7,431	206,480	10.50	16,572	0.85	77,518	3.94	30,862	1.57	331,432	16.86	1,634,582	83.14	1,966,014

NOTES.—(i) This return covers all unionists who were employed for any period during the year ended 31st March, 1950 (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 5 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 Bureaux rules.

(vii) The column "Absent" includes days of absence not included under other headings.

BUILDINGS FUND REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1950

1948-49. £	Percentage of Total Income.	<i>Expenditure</i>		Percentage of Total Income.	<i>Income</i>		1948-49. £
		£	£		100-00	Levies	
153	9-70	Buildings maintenance	335	..	..	..	..
1,625	55-87	Depreciation	1,926	..	..	..	..
..	1-10	Loss on land	38	..	..	..	..
73	2-50	Administration assessment	86	..	..	..	..
		(National Administration Fund)	3-61	..	..	..	..
1,851	69-17	Total working-expenses	2,385	..	..	..	..
1,092	30-83	Net balance, carried down to Appropriation Account	1,063	..	..	..	..
£2,943	100-00		£3,448	100-00			£2,943

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1950

1948-49. £	Percentage of Total Income.			Percentage of Total Income.			1948-49. £
		£	£		30-83	Net balance, brought down from Revenue Account	
£1,092	30-83	Balance carried down to Accumulated Funds Account	1,063	..	..	..	£1,063
							£1,092

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1950

1948-49. £		1948-49. £		1948-49. £
2,642	Balance carried forward 31st March, 1950	3,705	Balance brought forward, 1st April, 1949	1,550
			Balance brought down from Appropriation Account, 31st March, 1950	1,092
				£2,642
£2,642		£3,705	Balance brought forward, 1st April, 1950	£2,642

BALANCE-SHEET AS AT 31ST MARCH, 1950

1948-49. £	Liabilities	£	Assets	£	1948-49. £
4,458	Creditors	1,221	Cash at Bank of New Zealand : Head Office Accounts ..	31,673	16,561
	Reserves—		Fixed—		
	Buildings—		Buildings—	£	
65,000	As per Balance-sheet, 31st March, 1949 ..	75,900	As per Balance-sheet, 31st March, 1949 ..	68,300	44,817
10,000	Appropriated for year : National Administration Fund ..	20,000	Less works in progress at 31st March, 1949 ..	22	13,176
75,000		95,000			
	Depreciation—				
..	As per Balance-sheet, 31st March, 1949 ..	3,686	Add depreciation to 31st March, 1948 ..	68,278	31,641
2,061	Depreciation to 31st March, 1948 ..	..	Additions during year ..	3,264	2,061
..	Adjustment : Sales, &c., during year ..	2	Works in progress at 31st March, 1950 ..	1,894	34,593
1,625	Depreciation for year ..	1,926			22
3,686		5,614		5,158	
	Accumulated funds (Repairs and Maintenance Account) :—			73,436	68,317
1,550	As per Balance-sheet, 31st March, 1949 ..	2,642	Transferred to National Administration Fund : Office furniture and fittings ..	82	18
1,091	Balance brought in for year ..	1,063	Sales during year ..	..
2,641		3,705		82	
			On hand at cost ..	73,354	68,299
			Land—		
			As per Balance-sheet, 31st March, 1949 (at cost) ..	925	925
			Sales during year ..	374	..
			Loss on sales ..	38	..
				412	
			On hand at cost ..	513	925
		£105,540			£105,540
£85,785					£85,785

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 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.

BALANCE-SHEET AS AT 31ST MARCH, 1950

1948-49. £	Liabilities	£	Assets	1948-49. £
Profit distributions—			Cash at Bank of New Zealand: Head Office accounts	915
As per Balance-sheet, 31st		£	Debtors: Contracts, &c.	314,616
40,583	March, 1949	44,195	Fixed: Stevedoring gear—	2,238
298,058	Appropriated for year	278,387	As per Balance-sheet, 31st March, 1949	284,167
			Add depreciation to 31st March, 1948	362
338,641		322,582	Purchases during year	368
294,446	Payments during year	283,547		173
				—
44,195			Sales during year	903
121,293	Deposits .. ..	..	Adjustments during year (writings-off, &c.)	180
23,472	Creditors .. ..	..	Transfers to National Administration Fund—	
	Reserves—	31,275	Industrial clothing	439
	Depreciation—		On hand at cost	—
..	As per Balance-sheet, 31st			723
368	March, 1949	408		
	Depreciation to 31st March, 1948 .. ..	..	
..	Adjustments: Sales, &c., during year	17		

40	Depreciation for year	..	391
408			11
35,000	Stevedoring gear purchase, as per Balance-sheet, 31st March, 1949	..	402
			35,000
35,408	Accumulated funds—		35,402
40,250	As per Balance-sheet, 31st March, 1949	..	62,760
22,510	Balance brought in for year	..	24,802
62,760			87,562
£287,128			£316,006

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.

£316,006 £287,128

NATIONAL ADMINISTRATION FUND REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1950

1948-49. £	Percentage of Total Income.	Expenditure	Percentage of Total Expenses.	£	Percentage of Total Income.	Income	1948-49. £
2,943	0.90	Building Fund levies ..	0.88	..	0.02	Assessments—	..
1,817	0.58	Cafeteria establishment expenses ..	0.56	..	11.63	Buildings Fund ..	86
3,941	1.25	Cleaning, heating, and lighting ..	1.22	..	0.11	Co-operative Contracts Fund ..	44,201
5,275	1.59	Depreciation ..	1.55	..	0.03	Store Fund ..	409
		Fees—		6,061		Supervision Fund ..	119
519	0.17	Agency ..	0.17	665	11.79	Total ..	44,905
1,276	0.35	Audit ..	0.35	1,354	83.49	Levies ..	318,046
472	0.03	Commissioners ..	0.03	114	4.50	Parliamentary appropriation ..	17,160
1,402	0.32	Port Committees, &c. ..	0.31	1,215	0.22	Sundries ..	820
		Insurances ..	0.26	..	2.61	Net balance, carried down to Appropriation Account ..	9,952
2,210	0.17	Legal costs ..	0.16	641			..
3,453	0.98	Printing and stationery ..	1.05	4,111			..
		Rent and rates ..	0.95	3,721			..
		Salaries, &c.—		3,348			..
138	0.04	Casual pay clerks ..	0.04	137			..
4,879	1.04	Commissioners ..	1.01	3,950			..
1,988	0.93	Overtime ..	0.91	3,542			..
87,842	23.47	Staff ..	22.87	89,417			..
2,758	0.42	Sundries ..	0.41	1,593			..
3,062	0.75	Telephone rentals, postages, and tolls ..	0.74	2,886			..
3,829	0.99	Travelling-expenses ..	0.96	3,757			..
		Wages—					..
		Annual holidays—					..
93,401	26.67	Unionists ..	26.00	101,611			..
9,981	3.22	Non-unionists ..	3.14	12,258			..
		Guaranteed minima—					..
49,744	10.69	Daily : Unionists ..	10.41	40,709			..
26,017	5.05	Weekly : Unionists ..	4.92	19,235			..
		Statutory holidays—					..
47,109	19.93	Unionists ..	19.42	75,924			..
3,119	1.65	Non-unionists ..	1.61	6,277			..
611	0.07	Sundries ..	0.07	283			..

BALANCE-SHEET AS AT 31ST MARCH, 1950

1948-49. £	Liabilities	£	Assets	£	1948-49. £
43,918	Unclaimed moneys .. ..	..	Cash—	..	208,131
57,534	Creditors .. ..	..	At Bank of New Zealand—	..	23,667
46	Branches .. ..	..	Head Office accounts ..	188,064	110
66	Tellers' allowances .. ..	..	Imprest accounts ..	31,155	231,908
	Reserves—	£	In hand: Petty cash ..	115	
15,000	Cafeteria plant purchase—			219,334	
	As per Balance-sheet, 31st				
15,000	March, 1949	30,000			
	Appropriated for year ..	5,000			
30,000		—			
	Depreciation—	35,000			
..	As per Balance-sheet, 31st		Debtors—		
7,579	March, 1949	14,671	Wages advances	180	133
	Depreciation to 31st March,		Contracts, &c.	20,562	20,468
..	1948 .. ..	..	Branches .. ..	..	7
	Adjustments: Sales, &c.,	422			
	during year	—			
7,579		14,240	Investments—		
	Add depreciation for year—		Third Liberty Loan, as per Balance-		
	Cafeteria—		sheet, 31st March, 1949—		
563	Equipment	643	Commission (2½ per cent.,	1,000	1,000
1,817	Establishment expenses ..	2,193	15/6/49), at cost ..	1,000	
209	Motor-vans	213	Less matured during year ..	..	..
1,256	Plant	1,528	Victory Loan No. 1, as per		
..	Industrial clothing	61	Balance-sheet, 31st March,		
518	Motor-cars	597	1949—		
2,729	Office furniture and fittings	3,019	Commission (2½ per cent.,	1,000	1,000
			15/2/50), at cost ..	43	43
			Staff scheme: Balance ..	..
14,671		22,503	Less matured during year ..	1,043	
	Guaranteed wage—			1,043	..
75,000	As per Balance-sheet, 31st		Victory Loan No. 2, as per		
	March, 1949	100,000	Balance-sheet, 31st March,		
25,000	Appropriated for year ..	..	1949: Commission (2½ per		
			cent., 15/4/51), at cost ..	1,000	1,000
100,000		100,000			3,043

..	Office equipment purchase, appropriated for year	25,000	
144,671	Accumulated funds—	182,503	
49,530	As per Balance-sheet, 31st March, 1949 ..	62,117	
12,587	Balance brought in for year	59,952	
..	Transferred back to Appropriation Account		
62,117		2,165	

Fixed—			
Industrial clothing—			
Purchases during year	679		..
Transferred from—			
Co-operative Contracts Fund :			
Stevedoring gear	129		..
National Administration Fund—			
Office furniture and fittings	99		..
Oilskin coats	47		..
	954		..
Sales during year	£ 282		..
Less net surpluses, 1943-50, transferred to Revenue Account	36		..
On hand at cost	246		708

Motor-cars—

As per Balance-sheet, 31st March, 1949	3,382	2,607
Add depreciation to 31st March, 1948 .. ..	..	775
Purchases during year	691	..
	4,073	3,382
Sales during year	425	..
On hand at cost	3,648	3,382

Office furniture and fittings—

As per Balance-sheet, 31st March, 1949	24,541	13,961
Add depreciation to 31st March, 1948 .. ..	..	5,744
Purchases during year	2,048	4,885
Transferred from Buildings Fund :		..
Buildings	83	..
Carried forward	26,672	24,590

Carried forward £301,279

BALANCE-SHEET AS AT 31st MARCH, 1950—continued

1948-49. £	Liabilities	Brought forward	£	Assets	Brought forward	£	1948-49. £
..	£301,279	Sales during year ..	..	26,672	24,590
				Transferred to—	£ 41		49
				National Administration			
				Fund: Industrial clothing	99		..
				Store Fund: Office furniture and fittings ..	1		..
				Adjustments during year			..
				(writings-off, &c.) ..	128		..
				On hand at cost	269		24,541
					26,403		26,403
				Oil-skin coats—			
				As per Balance-sheet, 31st March, 1949	58		80
				Purchases during year ..	7		..
					65		80
				Sales during year ..	£ 18		22
				Transferred to National			
				Administration Fund:			..
				Industrial clothing ..	47		..
					65		..
				On hand at cost			58
				
				Cafeteria equipment—			
				As per Balance-sheet, 31st			
				March, 1949 ..	3,089		2,508
				Purchases during year ..	479		673
					3,568		3,181
				Sales during year ..	5		92
				On hand at cost			3,089
					3,563		3,089
				Cafeteria establishment expenses—			
				As per Balance-sheet, 31st			
				March, 1949 ..	6,558		996
				Add depreciation to 31st			638
				March, 1948 ..	..		..

Expenditure during year ..	1,297	4,924
Less expenses, 1948-49, transferred to Revenue Account	7,855 18	6,558 ..
Cost to date	7,837	6,558
Cafeteria motor-vans—		
As per Balance-sheet, 31st March, 1949	1,044	408
Add depreciation .. to 31st March, 1948 .. ..	.. 257	51 585
Purchases during year .. ..	..	1,044
On hand at cost	1,301	
Cafeteria plant—		
As per Balance-sheet, 31st March, 1949	14,121	8,545
Add depreciation .. to 31st March, 1948 .. ..	.. 2,710	370 5,259
Purchases during year .. ..	..	14,174
Sales during year	16,831 88	53
On hand at cost	16,743	14,121
	29,444	24,812
	£301,279	£308,352

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.

APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1950

1948-49, £	Percentage of Total Income.	£	Percentage of Total Income.	£	1948-49, £
1,500	12·24	Plant Purchase Reserve	..	..	2,000
2,130	20·17	Balance, carried down to Accumulated Funds Account ..	..	..	3,297
£3,630	32·41			£5,297	
				32·41	
					£3,630

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1950

1948-49, £	£
2,852	Balance carried forward, 31st March, 1950 ..
	6,149
	£6,149
	1948-49, £
	2,852
	Balance brought forward, 1st April, 1949 ..
	3,297
	Balance brought down from Appropriation Account, 31st March, 1950 ..
	£6,149
	£2,852

STORE FUND—continued
BALANCE-SHEET AS AT 31st MARCH, 1950

1948-49. £	Liabilities	£	£	£	Assets	1948-49. £
7,483	Creditors .. .. .	..	..	115	Cash at Bank of New Zealand: Head Office accounts ..	7,271
	Reserves—				Debtors	10,132
	Depreciation—				Fixed—	1,873
	As per Balance-sheet, 31st March, 1949	1,724			Office furniture and fittings—	
1,457	Depreciation to 31st March, 1948 .. .. .	..			As per Balance-sheet, 31st March, 1949 ..	239
..	Adjustments: Sales, &c., during year	34			Add depreciation to 31st March, 1948 ..	86
					Purchases during year	2
					Transferred from National Administration Fund: Office furniture and fittings ..	1
	Add depreciation for year—	1,690				..
42	Office furniture and fittings	36				268
225	Store plant	482			Sales during year	29
			2,208		On hand at cost	239
1,724	Store plant purchase—				Store plant—	
3,500	As per Balance-sheet, 31st March, 1949	5,000			As per Balance-sheet, 31st March, 1949 ..	4,815
	Appropriated for year	2,000			Add depreciation to 31st March, 1948 ..	1,370
			7,000		Purchases during year	48
5,000				9,208	Adjustments during year (writings-off, &c.)	4,815
6,724	Accumulated Fund—				On hand at cost .. .. .	..
722	As per Balance-sheet, 31st March, 1949	2,852				4,788
2,130	Balance brought in for year	3,297				4,815
			6,149			
2,852						
£17,059			£15,472			£15,472

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 Store 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—*continued*
 APPROPRIATION ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1950

1948-49. £	Percentage of Total Income.	£	Percentage of Total Income.	1948-49. £
389	8.42	Profit distribution	15.10	720
147	..	Surplus distribution : Auckland .. ..	..	1,305
916	6.68	Balance, carried down to Accumulated Funds Account .. ..	..	137
£1,452	15.10	£720	15.10	£1,452

ACCUMULATED FUNDS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1950

1948-49. £	£	1948-49. £
147	Transfer back to Appropriation Account	754
1,523	Balance, carried forward, 31st March, 1950	319
£1,670	£1,842	£1,670
£1,670	£1,842	£1,523

BALANCE-SHEET AS AT 31ST MARCH, 1950

1948-49. £	Liabilities	£	£	Assets	£	1948-49. £
157	Profit distributions—			Cash at Bank of New Zealand: Head Office accounts	..	1,459
389	As per Balance-sheet, 31st March, 1949	151		Debtors: Contracts, &c.	..	551
	Appropriated for year	..	401			600
546						
395	Payments during year	..	552			
			412			
151						
10	Creditors	..	140			
	Accumulated funds—		8			
754	As per Balance-sheet, 31st March, 1949	..	1,523			
147	Less transfer back to Appropriation Account	..				
916	Balance brought in for year	..	319			
1,523			1,842			
£1,684			£1,990			£1,990
						£1,684

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 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 1940-50 AND ESTIMATED 1950-51

1st April, 1949, to 31st March, 1950.	1940-49.	1948-49.	1949-50.	1940-50.	Estimated, 1950-51.
Salaries—	£	£	£	£	£
Commissioners' and members' fees	32,709	5,148	5,250	37,959	4,263
General Manager and Assistant	3,976	1,169	1,025	5,001	671
Controllers and Branch Managers	32,842	4,817	3,600	36,442	3,974
Assistant Controllers and Assistant Branch Managers	13,031	1,543	2,550	15,581	1,953
Wharf Superintendents	28,415	..	..	28,415	..
Clerical Division (including cost-of-living allowances)	25,191	2,789	2,726	27,917	3,266
Totals	136,164	15,466	15,151	151,315	14,127
Miscellaneous expenditure	10,827	1,400	1,400	12,227	1,400
Office furniture and fittings	3,633	300	300	3,933	300
Printing and stationery	1,579	200	200	1,779	200
Rent of offices, &c.	10,707	1,300	1,300	12,007	1,300
Travelling-expenses	7,796	1,256	1,500	9,296	1,450
Gross expenditure	170,706	19,922	19,851	190,557	18,777
Credits-in-aid (expenditure refunded by Commission)	56,753	2,692	2,691	59,444	2,952
Net expenditure	113,953	17,230	17,160	131,113	15,825

SUMMARY ALL FUNDS—*continued*

REVENUE, APPROPRIATION, AND ACCUMULATED FUNDS ACCOUNT FOR THE PERIOD 9TH APRIL, 1940, TO 31ST MARCH, 1950, SHOWING
PERCENTAGES OF INCOME, EXPENDITURE, ETC., FOR EACH FUND—*continued*

	Percentage of Total Income.	Percentage of Total Expenses.	Percentage of Total Income.	Percentage of Total Expenses.	Percentage of Total Income.	Percentage of Total Expenses.	Percentage of Total Income.	Percentage of Total Expenses.
	1940-49.	1940-49.	1948-49.	1948-49.	1949-50.	1949-50.	1940-50.	1940-50.
	£	£	£	£	£	£	£	£
2. Appropriation Account								
Balance brought down ..	8.78	2,000,290	..	10.66	394,294	..	7.73	306,550
Net transfer back from Accumulated Fund	0.02*	4,634	..	..	..	..	0.13	35,106
	8.80	2,004,924	..	10.66	394,294	..	8.76	2,341,946
Profit distributions	6.99	1,591,251	..	8.07	298,447	..	6.99	1,870,040
Surplus distributions	0.04	9,757	..	0.00	147	..	0.04	9,757
Grants ..	0.10	22,387	..	0.14	5,112	..	0.11	28,620
Reserve accounts	1.07	245,000	..	1.39	51,500	..	1.11	297,000
Balance carried down ..	0.60*	136,529	..	1.06	39,088	..	0.51	136,529
	8.80	2,004,924	..	10.66	394,294	..	8.76	2,341,946
3. Accumulated Funds								
Balance brought forward ..	..	..	..	..	92,807	..	..	..
Balance brought down ..	0.60	136,529	..	..	39,088	..	0.51	136,529
Transfers back to Appn. Account	0.02	4,634	..	..	..	..	0.13	35,106
Balance carried forward ..	0.58	131,895	..	..	131,895	..	0.38	101,423

* Includes £4,634 previously deducted, see H-45 of 20th September, 1948, page 95.
† Includes annual and statutory holidays and guaranteed minimum payments, £256,014, equivalent to 7 per cent. total expenses and 6.46 per cent. total income; balance £134,869 represents administration expenses, equivalent to 3.68 per cent. total expenses and 3.40 per cent. total income.

STORE, AUCKLAND

STATEMENT OF STORES HANDLED FOR THE PERIOD 1ST APRIL, 1949, to 31ST MARCH, 1950

Class of Stores.	In Store, 1st April, 1949.		Received into Store, 1st April, 1949, to 31st March, 1950.		Delivered ex Store, 1st April, 1949, to 31st March, 1950.		Balance in Store, 31st March, 1950.	
	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.
Wheat, &c.	907	4	6,819	24	6,383	9	1,343	19
Tea	340	5	13,121	30	12,228	..	1,233	35
Other foodstuffs ..	257	16	431	30	481	39	207	7
Newsprint, &c. ..	1,143	15	349	15	1,160	1	332	29
Tallow	72	16	814	32	887	8	..	..
General merchandise ..	1,206	31	1,075	38	1,325	..	957	29
	3,927	7	22,613	9	22,465	17	4,074	39

Received .. .. .	..	..	..	..	Total Tonnage Handled.			
Delivered .. .. .	..	..	..	..	..	22,613	tons.	
Tea-sorting .. .. .	..	..	..	..	..	22,465	..	
Bagging wheat .. ..	..	..	..	..	..	8,665	..	
					..	4,367	..	
						58,110 tons.		
Total man-hours worked ..	..	..	..	..	..	16,446	hours.	
Rate of handling per man-hour ..	..	..	..	..	..	3.53	tons.	
Total handling charges ..	..	..	..	..	..	£5,951.		
Cost per ton handled ..	..	..	..	..	..	2s. 0.58d.		
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, 1950

Port.	Total Expenditure to 31st March, 1949.	Expenditure for Period 1st April, 1949, to 31st March, 1950.				Total Expenditure to 31st March 1950.
		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 ..	£ 4,146	£ 477	£ 2,762	£ ..	£ 112	£ 7,497
Wellington ..	1,176	488	428	..	..	2,092
Christchurch ..	591	8	..	..	..	599
New Plymouth	23	..	66	..	..	89
	5,936	973	3,256	..	112	10,277

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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