1907.

NEW ZEALAND.

INSPECTION OF MACHINERY:

ANNUAL REPORT OF THE DEPARTMENT FOR 1906-7.

Presented to both Houses of the General Assembly by Command of His Excellency

The Hon. the MINISTER IN CHARGE OF THE INSPECTION OF MACHINERY DEPARTMENT to His Excellency the GOVERNOR.

MY LORD,— Inspection of Machinery Department, Wellington, 1st June, 1907.

I do myself the honour to transmit herewith, for Your Excellency's information, the report of the Inspection of Machinery Department of the colony for the financial year ended the 31st March, last.

I have, &c.,
J. A. MILLAR,
Minister in Charge of the Inspection of Machinery Department.

His Excellency the
Right Hon. Lord Plunket, K.C.V.O.,
Governor of New Zealand.

The CHIEF INSPECTOR OF MACHINERY to the Hon. the MINISTER IN CHARGE OF THE INSPECTION OF MACHINERY DEPARTMENT.

SIR,— Inspection of Machinery Department, Customhouse Buildings, Wellington, 1st May, 1907.

I have the honour to submit herewith the annual report on the operations of the Inspection of Machinery Department during the twelve months which ended on the 31st March, 1907.

During the past year satisfactory progress has been made by the Department in all the branches of its work, and although at the end of the year there were still a number of boilers, machinery, and steamers overdue for inspection, yet I am glad to state that during the past year there has been more work accomplished by the Department than during any previous year. The work to be done in some of the country districts is often accomplished under very trying experiences, for the boilers and machinery now being erected in bush settlements are most difficult of access.

The Inspectors have as far as possible tried to make their inspections at times suitable to the owners; it has, however, been found impossible to do so in all cases without going twice over the same district. A convenient time to suit every industry and owner could not be arranged, as it would require a very large increase in the Department's staff to do so. New sawmilling industries are springing up along the extensions of the North Island Main Trunk Railway, and dairying and flax industries are being developed over all parts of New Zealand, more especially in the Auckland Provincial District. The gold-dredging industry is still being prosecuted with vigour in Otago and Southland, and in some parts of Westland, and a large amount of machinery is employed on these dredges.

During the year I have been able to visit the principal inspection districts and the district offices of this Department.

The engineering trade generally has been depressed during the past year, and very little new work has been carried out. A noticeable feature of the past year has been the great strides made by gas and oil engines as a motive power.

The suction gas-producer has been installed at several factories in the colony during the year, with marked success. As there are several designs on the market, this proves that these engines have now passed their experimental stages. By the use of these engines a great economy in power-production has been obtained. Their great advantages are that there are few mechanical parts to get out of order, and they require but little attention. The cost of repairs and renewals is small, being principally in connection with the part exposed to continuous heat, such as the firebars and brick linings.

Boilers inspected.

During the year 5,379 inspections have been made and certificates issued for them. Nearly every district has been visited, and, with the exception of the Marlborough and some parts of the Auckland Districts, our boiler-inspection work is practically complete to date. The machinery in motion at all works visited has all been duly inspected at such annual visits. There are some splendid installations of machinery now in New Zealand.

Government Boilers and Machinery.

The boilers at most of the Government institutions have been examined, as well as the other machinery appliances installed, and include seventy-seven boilers, four lifts, nine Pelton and other water-wheels, one gas-engine, two oil-engines.

A considerable amount of time was occupied in performing these inspections, for which no fees were charged. Certificates were issued for all of these inspections.

Return No. 1 gives full particulars of boilers and classes of machinery, together with the fees for these inspections.

Defects in Boilers and Fittings.

A long list of defects in boilers and fittings are set out in Return No. 2. A great many of these were considered very dangerous, and show clearly the need of rigid inspections by skilled and experienced men. Even in the short space of a year, between the annual inspection-visits, dangerous defects develop in most unexpected places in steam-boilers.

The total number of defects discovered in boilers and fittings is 1,883. Seventy-four of these were dangerous.

Return No. 2 sets out these defects in detail.

New Boilers.

The number of new boilers added to our books during the year total 388. The horse-power of these amounts to 4,971: 223 of these, totalling 3,094-horse power, were made in the colony, and 165, totalling 1,877-horse power, were imported.

The following table shows the number and horse-power of these boilers, and the districts to which they have gone:—

District.	Colonial.		Imported.		Total.	
	Number.	Horse-power.	Number.	Horse-power.	Number.	Horse-power.
Auckland	98	949	48	497	146	1,446
Hawke's Bay	17	188	10	108	27	296
Taranaki	6	63	6	25	12	88
Wellington	50	716	49	415	99	1,131
Marlborough	1	15	1	3	2	18
Nelson North	1	40	1	10	2	50
Nelson South	8	433	...	...	8	433
Westland	9	196	2	10	11	206
Canterbury	23	296	20	427	43	723
Timaru	...	...	5	77	5	77
Otago	3	74	11	57	14	131
Southland	7	124	12	248	19	372
	223	3,094	165	1,877	388	4,971

Gas- and Water-driven Machinery, Lifts, and Machinery Inspections.

The total inspections made of this class of machinery amount to 3,397, and are made up as follows: Gas-engines, 861; oil-engines, 573; motors and hoists, 1,200; machinery inspections, 763.

Fencing of Machinery.

Return No. 4 gives full particulars of what has been done in the direction of guarding dangerous parts of machinery

Examination of Engine-drivers.

This branch of the work of the Department is an ever-increasing one. These examinations are now held all over the country, to suit candidates, at suitable places outside the centres named in the regulations. These places are chosen as being central for that particular part of the district in which the examination is held.

This year 1,065 candidates came up for examination, and of this number 777 candidates sucessfully passed these examinations, and 288 failed to pass.

The examinations held were for extra first-class engineer, first-class engine-drivers, second-class engine-drivers, winding-engine drivers, traction and locomotive engine drivers.

A detailed list of the candidates who passed these examinations, together with the grades and classes of examination, is shown in Returns Nos. 7 to 13, inclusive.

The various examinations were held at the following places: namely, Alexandra South,* Auckland,* Blenheim, Bluff, Christchurch,* Cromwell, Dannevirke,* Dunedin,* Fairburn's, Feilding,* Foxton.* Gisborne,* Greymouth,* Havelock,* Hokitika, Invercargill,* Levin, Mangonui, Masterton,* Napier,* Nelson,* Nevis, New Plymouth, Opononi, Palmerston North, Picton, Reefton, Rotorua, Roxburgh, Seddon, Shannon, Timaru,* Waitapu, Wanganui,* Wellington,* Westport.*

During the year there were thirteen meetings held by the Board of Examiners in Wellington, under the Inspection of Machinery Act, to issue certificates to engine-drivers, and to deal with the issue of reciprocal certificates from other colonies, as well as other matters.

Accidents.

It is with regret that I have to report a serious accident that occurred on the 5th April, 1906, to a boiler of the locomotive type belonging to Messrs. Wilson and Co., sawmillers, Kumara Junction, which caused the death of James Bull, John Charles Le Compte, and George Wilson, and injury to Joseph Batey. The boiler was of the ordinary portable locomotive type, and was made throughout of iron. It was about 12 ft. long over all. The barrel was 7 ft. 9 in. long, approximately, and 3 ft. 5 in. in diameter, and was made up of two rings lapped and single-riveted, the thickness of plating being $\frac{3}{8}$ in. The firebox was 34 in. wide, 46 in. long, and 42 in. high. Its sides and ends were stayed with screwed and riveted stays $\frac{3}{4}$ in. diameter of thread, pitched at front plate 5 in. by $4\frac{1}{2}$ in., two sides $5\frac{1}{2}$ in. by $5\frac{1}{2}$ in. Its crown was supported by four girders $5\frac{1}{2}$ in. apart, and having seven bolts in each girder. There were forty-one iron tubes, each $2\frac{1}{2}$ in. in diameter, expanded into tube-plates at either end, and three longitudinal stays, $1\frac{3}{16}$ in. in diameter at bottom of thread, in the steam-space above the tubes. The outer shell of firebox was $\frac{3}{8}$ in. thick. The inner firebox-plating was $\frac{3}{8}$ in., and the crown-plate was $\frac{1}{2}$ in. thick, and the tube-plates $\frac{1}{2}$ in. All the seams of the boiler were single-riveted, the rivets being spaced about 2 in. apart. There were eight mud-hole openings, $3\frac{1}{2}$ in. by 3 in., at bottom of the firebox, and manhole-opening in the cylindrical portion of the boiler, $10\frac{1}{2}$ in. diameter. The mountings consisted of one safety-valve, $2\frac{3}{4}$ in. diameter, loaded by lever and spring balance; one safety-valve, $2\frac{3}{4}$ in. diameter, loaded by direct spring; one steam-pressure gauge; one glass water-gauge and cocks complete; two test-cocks; one regulator-valve; one blow-off cock; one pump and check-valve; one injector and check-valve (injector of Pemberthy pattern). The boiler was made by Messrs. Marshall and Sons, of Gainsborough, in England, and was twenty-six years old. It had during that time been inspected on eighteen different occasions.

Nature of explosion: The outer shell of firebox ruptured at foundation ring, which was of the Z-iron construction, tearing the plate away at the line of rivets the whole width of plate, forcing the plate backwards the whole height of the right-hand side of box, and also the whole of the crown portion as far as the top row of stays on the left-hand side of the box. The shell plating of barrel-end and firebox-plating was rent asunder, and the barrel was hurled about 40 ft., at about an angle of 15°. The firebox took a direction at right angles, and landed about 60 ft. away. A portion of the roofing over the boiler was demolished and the engine was wrecked, the fly-wheel broken in pieces, the crank-shaft broken in two pieces, and the various parts of the engine scattered in all directions. The engine was bolted to the top of boiler-shell plating, and was of the high-pressure type, with two cylinders. The crank-shaft, with its brackets, was placed immediately over outer crown of firebox.

The cause of the explosion was due to the failure of about twelve stays in the right-hand side of firebox. These firebox-stays were screwed into inside and outside plating and had their ends riveted over. The twelve stays that were broken were situated near the top edge of plating. These twelve stays carrying away caused the plate to bulge, which threw a greater strain on the remaining stays on the same side. This bulging would tend also to set up a shearing strain on the remaining stays, as it would shorten the plate. The remaining stays were unable to withstand it, and the foundation ring, after all the stays had been broken, carried away in line of rivets.

The scantlings of the boiler generally showed very little wear-and-tear. The plating was remarkably well preserved and the boiler appeared to have been exceedingly well cared for, and all the inner surfaces were clean and free from incrustation. This boiler was inspected first on the 4th August, 1883, and was at that time owned by by the Anchor Foundry Company at Port Nelson, and was in their possession and used until 1886. In 1888 it was owned by Mr. Otto Petersen, of Greymouth, and used in a sawmill there until 1892. Messrs. Wilson and Co. became owners of it in 1896. The boiler since it was first used in 1883 has, with the exception of six years, worked continuously and has never been reported in bad order. It was last inspected by our Inspector on the 24th October, 1905, and reported by him to be in fair order. In a conversation I had with Mr. Wilson, one of the present owners, and who was present when the Inspector made his inspection, he assured me that the Inspector made a thorough examination of the boiler, and was most careful in every particular. I had a chat with the engine-driver on the 12th April. He was unable to throw any light on the explosion, but he said that there was neither overpressure nor shortness of water.

The owners were most courteous and helpful to me in my investigations, and answered any questions I put to them at once. I had the steam-pressure gauge tested for correctness at the railway workshops at Greymouth, and found that it registered 82 lb. when 70 lb. was on the boiler.

The loss of life is to be deplored, but had the mill not been stopped at the time of the explosion a greater loss of life would have probably taken place. Several of the employees had left the mill just

* Places at which examinations have been held more than once during the year.

a few minutes before the accident occurred. The stoppage took place in order to sharpen up the saws in the mill. The inquest before the Coroner, who is also the Magistrate in the district, took place at Kumara on the 13th April, and I gave evidence at the inquest. The hearing of the evidence took the whole of the day, and the verdict was not given until late in the evening. The verdict was that no blame was attachable to any one, and there was also a recommendation that an Inspector of Machinery should be placed at Hokitika or Greymouth.

There were several other accidents with machinery, some of which proved fatal. Full particulars of these are given in Returns Nos. 5 and 6.

Postal and Police Departments.

The officers of both these Departments very materially assisted this Department. The former collected all the fees for boiler-inspection, and the latter not only looked up defaulters, but assisted in the various prosecutions for breaches of the Act, of which there were several during the year.

Marine Engineers' Examinations.

These examinations for certificates of competency have been held at the following places: viz., Auckland,* Napier,* Wanganui,* Wellington,* Nelson,* Christchurch,* Timaru,* Dunedin,* Invercargill,* Gisborne, Foxton, Greymouth, Reefton, Westport, and Russell.

The total number of applicants who applied to be examined amounted to 224. Of this number, 183 passed these examinations successfully, and forty-one failed. Of those who failed, there were three first-class marine engineers, three second-class marine engineers, fourteen third-class marine engineers, fourteen river engineers, three marine-engine drivers, and four engineers of auxiliary-powered vessels.

A new book of regulations for the examination of marine engineers is in course of preparation, and will be issued shortly. This edition will contain all the new matter contained in the last new Book of Regulations for Engineers, issued by the Board of Trade in Great Britain in 1906.

Return No. 14 gives the names of the successful candidates and the various grades for which they passed, the total number of applicants, total fees payable, and the number of candidates who failed to pass such examinations.

Explosives.

During the year 239 written permits were issued by this Department in Wellington for the carriage of explosives on steamers.

Annual Surveys of Steamships and Auxiliary-powered Vessels.

The annual survey of steamers and other vessels has been well kept up during the year, and all this branch of our work is fairly well up to date. The repairs carried out and followed up to completion at these surveys has entailed a great deal of supervision by the Surveyors of Ships of this Department. The details of inspection are added to every year by the Board of Trade, in new circulars issued for the guidance of Surveyors. This year definite instructions were issued to all Surveyors on the testing of auxiliary piping in steamers. In past years attention has been especially given to main steam-pipes in engine-room of steam vessels, but these instructions now apply to all auxiliary steam-pipes. The examination of stern shafts is strictly attended to, and in my recent visits to Surveyors all over New Zealand I have particularly impressed upon them to exercise due care in their surveys of ships in all parts. The ships are getting of bigger tonnage every successive year, and in consequence surveys take a much longer time for each vessel than in former years.

From time to time surprise visits have been made to have a look at equipments and vessels generally, but very little out of order has been discovered to complain of. Special requests were made by shipowners for increased passenger-accommodation to cope with the demand for berths by visitors desirous of visiting the Exhibition at Christchurch. A number of steamers had extra accomodation fitted, and several daylight trips were made. The whole of the fittings, ventilation, lighting, &c., of the new passenger-quarters, and the equipments, were supervised by the officers of this Department at all hours to assist shipowners. All these steamers carried their extra passengers without mishap.

The total number of surveys of steamers and auxiliary-powered vessels was 331.

Return No. 15 gives the total number of steamers and oil-engined vessels surveyed by the Surveyors of this Department during the year, and also gives their names, registered tonnage, nominal horse-power, indicated horse-power, and the brake horse-power of oil-engined vessels; also the nature of their machinery and propeller.

The fees received for these surveys amount to £1,849 10s.

Surveys of Vessels for Seaworthiness.

A large increase to the number of these surveys was made this year, there being no fewer than fifty-seven. Some of the vessels affected received extensive damage, which necessitated considerable repairs. Some of the defects were attributable to fire in holds; defects to machinery, including main steam-pipes; fracture of propeller shafts; damage from heavy weather; loss of rudder through stranding; collapse of furnaces; and collision, &c.

Return No. 17 gives full particulars of each case in detail.

* Places at which examinations were held more than once during the year.

Government Steamers.

The following Government steamers have been surveyed during the year: namely, "Amokura," "Antrim," "Ben Lomond,"* "Ellen Ballance," "Hinemoa," "Janie Seddon," "Lady Roberts," "Manurere,"† "Mountaineer,"* "Tutanekai," "Tawera "‡; total, 11.

The Defence steamers "Janie Seddon" and "Lady Roberts" both received considerable overhauls at their surveys during the year. The s.s. "Tutanekai" had repairs made to both main and donkey boilers at this survey. The s.s. "Amokura," which vessel has now been converted into a training-ship for the colony, had a most complete overhaul. All parts of her machinery, boilers, hull, and fittings received a thorough inspection. All the main and auxiliary steam-pipes were tested by hydraulic pressure, and were repaired where required. This vessel's principal dimensions are: Length, 165 ft.; breadth, 31 ft; depth, 20 ft. 4 in. She was built in 1889 by Messrs. Scott and Co., shipbuilders and engineers, Greenock, and is of 800·5 tons displacement. Her machinery is of the triple-expansion type, with cylinders of 20 in., 30 in., 45 in. diameter, and a stroke of 2 ft. There are two main boilers, carrying a pressure of 145 lb. The indicated horse-power with natural draught is 720, and with forced draught 1,200. The vessel is of the composite construction.

Additional Steamers and Vessels surveyed for the First Time.

The following additions to steam-vessels and to vessels fitted with auxiliary power have been made during the year. These vessels have all been surveyed for the first time this year, and are thirty-six in number. The names of these steamers and vessels are: "Amokura," "Antelope,"§ "Arahura," "Ariel,"§ "Atoni," "Atua," "Baroona," "Bonnie Jean,"§ "Bravo,"§ "Britannia,"§ "Cobar," "Colleen,"§ "Dredge No. 350," "Endeavour,"§ "Ferro,"§ "Gannet,"§ "Heather Bell,"§ "Kaituna,"§ "Karitane," "Kereru,"§ "Koi," "Loyalty," "Maheno," "Ngatiawa," "Rakiura,"§ "Rosetta,"§ "Rothesay," "Ruahine,"§ "Ruruhau,"§ "Swan," "Tahawai,"§ "Tere,"§ "Tuhara,"§ "Te Waipounamu,"§ "Wootton," "Never Despair."

The sailing-vessels surveyed for the first time were the "Hazel Craig" (ship), "Wai-iti" (barque), "Ysabel" (ship).

Amongst the finest of the steamers are the s.s. "Maheno," the s.s. "Arahura," and the s.s. "Ngatiawa." The former two belong to the Union Steamship Company, and the latter to the Northern Steamship Company.

Sailing-ships.

There were fifteen intercolonial sailing-vessels surveyed during the year. Considerable repairs were effected to some of them, including hull-repairs and renewals to spars, &c.

Return No. 16 gives full particulars of these. The total fees received for these surveys amount to £84.

Return No. 19 is a supplement to Return No. 19 of the last annual report, as it shows this year's additional boilers, and the class of certificated drivers required to be in charge of them; also, the changes of ownership that have occurred in the boilers during the year, and the amended sizes of cylinders as now measured, together with the horse-power of these boilers.

Returns.

The details of the several returns accompanying this report, and numbered 1 to 19 inclusive, are as follows:—

1. Number and class of boilers inspected, and fees payable on these; the machinery inspected, and the fees payable thereon; and the classes and numbers of engine-drivers' certificates issued, and the fees payable therefor.
2. Return of defects found on inspection of boilers.
3. Return of notices given to repair boilers.
4. Return of notices given to fence dangerous parts of machinery.
5. Return of accidents which were not fatal.
6. Return of accidents which proved fatal.

7, 8, 9, 10, 11, 12, and 13. Names of all persons to whom land stationary, winding, locomotive, and traction certificates of competency and service have been granted during the year.

14. List of persons who were examined and passed for marine engineers' certificates of service and competency.
15. Return of steamers and oil-engined vessels surveyed during the year.
16. Return of sailing-vessels surveyed during the year.
17. Return of vessels surveyed for seaworthiness, &c., during the year.
18. Return showing sums earned or received and amount spent during the financial year for inspection of machinery, examination of engineers and engine-drivers, and survey of steamers and sailing-vessels.
19. Return showing the names of additional boilers and transfers which require to be in charge of certificated drivers.

I have, &c.,

Robert Duncan,

Chief Inspector of Machinery, Chief Surveyor of Ships, and Chief Examiner of Marine Engineers and Land Engine-drivers.

The Hon. the Minister in Charge of the Inspection of Machinery Department.

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* Plying on Lake Wakatipu. † Plying on Lake Manapouri. ‡ Plying on Lake Anau. § Oil-engined vessels.

RETURNS.

No. 1.

(*a.*) RETURN showing the NUMBER of LAND BOILERS and MACHINERY for which CERTIFICATES were issued during the Financial Year ended 31st March, 1907.

Boilers—

Stationary—Five-horse power and under, 1,390; 10-horse power and over 5-horse power, 822; over 10-horse power, 1,507: total, 3,719.

Portable—Five-horse power and under, 148; 10-horse power and over 5-horse power, 1,145; over 10-horse power, 367: total, 1,660.

Total boilers, 5,379.

Machinery—

Hydraulic lifts, 178; gas-lifts, 17; electric lifts, 76; steam-lifts, 25; water-lifts, 1; gas and hydraulic hoists and electric motors, 320; water engines, motors, and water-wheels, 407; Peltons, 89; turbines, 87; gas-engines, 861; oil-engines, 573; steam machinery, 763: total machinery, 3,397.

Grand total, 8,776.

(*b.*) RETURN showing the FEES PAYABLE for the INSPECTION of BOILERS and MACHINERY, and for the ISSUE of ENGINE-DRIVERS' CERTIFICATES during the Financial Year ended the 31st March, 1907.

Fees payable—On boilers, £6,338; on machinery, £369 2s. 6d.; for engine-drivers' certificates issued, £494 10s.: total, £7,201 12s. 6d. Government boilers and lifts inspected, but not charged, represent the further sum of £123 7s. 6d.

The cash actually received for boilers and machinery and paid into the Public Account amounted to £6,802 14s. 10d. The difference is caused by boiler-owners paying late fees. The cash actually received and paid into the Public Account for engine-drivers' application fees amounted to £651 2s. 6d. for the financial year ended the 31st March, 1907. This amount includes fees for certificates not yet issued.

(*c.*) RETURN showing the NUMBER of SERVICE and COMPETENCY CERTIFICATES issued to WINDING and TRACTION and LOCOMOTIVE ENGINE DRIVERS and to STEAM STATIONARY-ENGINE DRIVERS, during the Financial Year ended the 31st March, 1907.

Steam winding: Service 2, fees 10s.; competency 20, fees £10: total fees £10 10s.

Traction and locomotive: Competency 178, fees £89; total fees, £89.

Steam stationary: Service—First-class 6, fees £1 10s. Competency—Extra first-class 8, fees £8; first-class 200, fees £200; second-class 371, fees £185 10s.: total fees, £395.

Summary of certificates issued: Service—Winding, 2; stationary, 6: total 8, fees (service), £2. Competency—Winding, 20; traction and locomotive, 178; stationary, 579; fees, £492 10s.

Total: Winding certificates, 22; fees, £10 10s. Traction and locomotive certificates, 178; fees, £89. Stationary certificates, 579; fees, £395. Total certificates, 785; total fees, £494 10s.

No. 2.—RETURN of DEFECTS found on Inspection of Boilers during the Financial Year ended the 31st March, 1907.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
A number of rivets in shell bad	...	27	27
A number of screwed stays in firebox wasted	4	60	64
A number of screwed stays in firebox broken	1	...	1
All screwed stays in firebox bad	6	...	6
Back end of furnace wasted	...	1	1
Back tube-plates bulged	...	1	1
Back tube-plate cracked	...	1	1
Badly pitted inside shell	...	9	9
Boilers dirty inside	3	97	100
Bottom of firebox thin	...	1	1
Bottom of shell grooved inside at circumferential seams	...	1	1
Bottom of shell thin	2	5	7
Brickwork setting defective	...	35	35
Bulged under bottom of shell	2	15	17
Circumferential seams wasted	...	4	4
Compensating-rings round manhole-doors wasted	...	3	3
Corroded internally	...	17	17

No. 2.—RETURN of DEFECTS—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Coupling-pins in longitudinal stays bad	...	3	3
Cracked at bottom of shell	...	1	1
Cracked round furnace-door	...	1	1
Cracked slightly at a number of rivet-holes	...	8	8
Cracked slightly in firebox	...	5	5
Cracked in the back-end plate	...	1	1
Cross-tubes grooved	...	1	1
Cross-tubes thin	...	4	4
Crown of boiler wasted	1	13	14
Crown of firebox laminated	...	1	1
Crown of firebox slightly bulged	...	16	16
Crown of firebox badly bulged	2	2	4
Crown of firebox corroded	3	8	11
Crown of steam-dome wasted	...	2	2
Crown-stays defective and firebox corroded	1	...	1
Defective dogs on mudhole-doors	...	2	2
Defective dogs on manhole-doors	...	1	1
Defective furnaces	1	4	5
Eighteen screwed stays bad	...	1	1
Eighteen stay-nuts in firebox bad	...	1	1
Eighty-three screwed stays bad	1	...	1
Eleven screwed stays bad	...	1	1
End plate badly grooved	...	1	1
End of steam-dome wasted	...	1	1
Fifteen tubes bad	...	1	1
Firebox-crown wasted at landings	...	1	1
Fireboxes general waste	5	12	17
Firebox-sides bulged	...	8	8
Five stay-nuts in firebox bad	...	1	1
Five tubes bad	...	2	2
Foundations defective	...	1	1
Foundation-rings round bottom of firebox defective	...	13	13
Four screwed stays bad	...	2	2
Four tubes bad	...	2	2
Fourteen tubes bad	...	1	1
Furnaces bad	2	...	2
Furnaces bulged	...	10	10
Furnace-bottoms wasted	...	6	6
Furnace-crowns wasted	...	12	12
Furnace grooved under bottom at seams	...	1	1
Furnace grooved on top	...	1	1
Furnaces thin	...	3	3
Galloway tubes defective	...	2	2
General deterioration (pressure reduced)	...	214	214
Girder-stays defective	...	3	3
Girders on firebox-crown wasted	...	4	4
Grooved at bottom of firebox	...	1	1
Grooved at bottom of shell	...	4	4
Grooved on crown of boiler	...	2	2
Grooved on crown of furnace	...	1	1
Grooved at end of furnace	...	2	2
Grooved at front end	...	2	2
Grooved at landings	...	2	2
Grooved at longitudinal seams	...	1	1
Grooved round steam-drum	...	1	1
Grooved round uptake and vertical seams	...	1	1
Gusset-stays defective	...	1	1
Handhole door-openings wasted	...	2	2
Laminated on front end plate	...	1	1
Laminated plate in bottom of shell	...	3	3
Laminated plate in furnace	...	5	5
Leaky stay-nuts at back end of boiler	...	1	1
Longitudinal seams wasted	...	1	1
Longitudinal stays wasted	...	19	19
Longitudinal stays broken	1	...	1
Manhole-doors bad	...	10	10
Manhole-openings wasted	...	10	10
Manhole-door spigots defective	...	2	2

No. 2.—RETURN of DEFECTS—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Manhole-door studs bad	...	2	2
Mud-drums corroded	...	5	5
Mudhole-doors bad	...	30	30
Mudhole-door studs bad	...	34	34
Mudhole screwed plugs bad	...	13	13
Nine tubes bad	...	1	1
One stay-tube bad	...	3	3
One tube bad	...	6	6
Palm-stays defective	...	1	1
Patches defective	...	16	16
Pins in longitudinal stays bad	...	1	1
Pitting slightly	...	9	9
Plate wasted at front end	...	1	1
Rivets in manhole-doors bad	...	6	6
Seams wasted	...	4	4
Seven tubes bad	...	1	1
Seventeen tubes bad	...	1	1
Seventy screwed stays bad	1	...	1
Several tubes bad	...	2	2
Shell wasted around skirting	...	10	10
Shell wasted at bottom inside	...	6	6
Shell wasted at bottom circumferential seams	...	3	3
Shell wasted at crown of boiler	...	3	3
Shell wasted at the ends	...	3	3
Shell wasted at the landings	...	1	1
Shell wasted at mudhole-openings	...	69	69
Shell wasted at water-line	...	4	4
Shell wasted in line with brickwork	...	4	4
Shell wasted round mountings	...	5	5
Shell wasted where blow-off cocks jointed on boiler	...	8	8
Shell wasted where feed-pumps jointed on boiler	...	3	3
Shell wasted where safety-valves jointed on boiler	...	5	5
Shell wasted under check-valve chests	...	3	3
Shell wasted under main stop-valve chest	...	1	1
Sides of firebox bulged	1	4	5
Sides of firebox thin	2	3	5
Six tubes bad	...	1	1
Slight cracks in flues	...	2	2
Sling-stays wasted on crown of firebox	...	2	2
Steam-dome wasted	...	1	1
Steam-drum wasted	...	1	1
Stays in steam-dome wasted	...	1	1
Thirteen tubes bad	...	1	1
Thirty-one tubes bad	...	1	1
Three tubes bad	...	7	7
Throat-plate stays wasted	...	1	1
Throat-plates thin	...	3	3
Top tube-plates cracked	2	2	4
Tubes bad	10	104	114
Tube-ends leaking	...	14	14
Tube-plates bad	10	14	24
Tube-plates bulged	...	5	5
Tube-plates wasted	...	39	39
Two hundred and twenty screwed stays wasted at fire-box ends	...	1	1
Two stay-tubes bad	...	1	1
Two tubes bad	...	9	9
Twelve tubes bad	...	2	2
Uptakes wasted	6	20	26
Vertical stays wasted	...	6	6
Wasted at furnace-door	...	6	6
Wasted at line of firebars	...	5	5
Wasted on crown of firebox where fusible plug fitted	...	8	8
Totals	67	1,255	1,322

DIGESTERS found to be defective on Inspection during Financial Year ended the 31st March, 1907.

Description of Defects.	Dangerous.	Defective n Lesser Degree.	Total.
A number of rivets bad	...	8	8
All rivets in circumferential and longitudinal seams, top end bad	4	...	4
Bolts in doors defective	...	5	5
Bolts in mouthpiece wasted	...	2	2
Circumferential seams wasted	...	3	3
Door defective	1	...	1
Eighty-seven bad rivets	...	1	1
Fifty defective rivets	...	1	1
Forty defective rivets	...	1	1
Frame of bottom door, joint defective	...	1	1
General deterioration (pressure reduced)	...	5	5
Landings wasted	...	4	4
Ninety rivets defective	...	1	1
One hundred rivets defective	...	1	1
One hundred and fifty rivets bad	2	...	2
Pins in longitudinal stays wasted	...	1	1
Several rivets bad	...	3	3
Top door defective	...	1	1
Twenty defective rivets	...	1	1
Vertical stays wasted	...	2	2
Totals	7	41	48

DEFECTIVE FITTINGS found on Inspection of Boilers for which Notice was given to renew or repair during Financial Year ended the 31st March, 1907.

1 Bend of main steam-pipe bad: has been renewed.
16 Blow-off cocks bad: have been renewed.
10 Blow-off cocks defective: have been repaired.
1 Blow-off cock fitted with new bolts.
5 Blow-off cocks rejointed, and new studs fitted in boiler.
5 Blow-off pipes bad: have been renewed.
1 Bracket-bolts, brake-nut, and steering-gear worm of traction-engine renewed.
1 Cog-wheel of brick-machine loose: was made secure.
1 Crank-pin of engine defective: was renewed.
1 Crank-shaft saddle on boiler rejointed.
2 Crank-shafts fractured: have been renewed.
1 Cylinder cracked: was repaired.
1 Cylinder drain-cocks broken: new ones fitted.
1 Digester door bad: new one fitted.
2 Feed check-valve chests and valves bad: were renewed.
1 Feed check-valve chest rejointed and new studs fitted.
1 Feed-pump defective: has been repaired.
1 Feed check-valve chest bad: was renewed.
8 Feed-pipes defective: have been renewed.
60 Ferrules fitted under spring-balance levers.
1 Flange of blow-off cock defective: was renewed.
1 Fly-wheel defective: was repaired.
1 Fly-wheel of engine cracked: new one fitted.
1 Fly-wheel bracket on boiler loose: was made secure.
1 Friction-wheel defective: has been renewed.
20 Fusible plugs defective: have been renewed.
1 Girder for hanging boiler fitted.
1 Governor out of order: made workable.
1 Injector out of order: made workable.
2 Internal feed-pipes defective: have been repaired.
2 Main steam-pipes bad: have been renewed.
1 Main steam-pipe defective: was repaired.
4 Main steam-pipes requiring supports: hangers fitted.
10 Manhole-doors bad: have been renewed.
1 Manhole-door dog bad: has been renewed.
2 Manhole-door studs bad: were renewed.
30 Mudhole-doors bad: have been renewed.
34 Mudhole-door studs bad: have been renewed.
1 New bolts fitted to blow-off cocks.
1 New bolts fitted to steam-pipe joint.
1 New feather fitted in stearing-gear worm for traction-engine.
3 New handles fitted to water-gauge cocks.
1 New jaw for safety-valve lever fitted.
1 New nipple fitted to check-valve chest.
1 New nut and screw fitted to brake for traction-engine.
1 New seat fitted in stop-valve chest.
1 New stud fitted to end of blow-off cock.
3 Pipes for blow-off cocks bad: have been renewed.
8 Safety-valves bad: have been renewed.
2 Safety-valves defective: were repaired.
9 Safety-valves rejointed and adjusted.
1 Safety-valve seat defective: was renewed.
5 Safety-valve chests, joints leaking: were rejointed.
10 Spring-balances bad: have been renewed.
1 Spring-balance defective: was repaired.
61 Steam-pressure gauges bad: have been renewed.
2 Steam-pressure gauge-pipes bad: were renewed.
3 Steam and water gauge fittings defective: were repaired.
3 Steering-gear for traction-engines defective: was put in working-order.
1 Spoke of fly-wheel cracked, clamp fitted to it.
5 Springs for safety-valve wasted: have been renewed.
1 Stop-valve defective: has been repaired.
1 Stop-valve refaced.
1 Stop-valve joint defective: has been remade.
1 Stop-valve bad: has been renewed.
1 Stop-valve gland fitted with new bolts.
1 Stud in blow-off cock joint bad: was renewed.
2 Syphons for pressure-gauges, renewed.
13 Tapered mud-plugs defective: have been renewed.
24 Test-cocks defective: have been repaired.
19 Test-cocks bad: have been renewed.
1 Throttle-valve defective: was repaired.
1 Washer and stud bottom of blow-off cock renewed.
53 Water-gauge mountings defective: have been repaired.
35 Water-gauge mountings bad: were renewed.

Total 513

No. 3.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended the 31st March, 1907.

Number.	Type.	Description of Repairs.
5	Cornish ...	Brickwork repaired.
4	" ...	Defective plates on furnace-crowns cut out, and new crowns fitted.
2	" ...	Furnaces patched where wasted.
1	" ...	Luminated plate on front of boiler patched.
1	" ...	Patch fitted on crown of boiler round steam-dome.
2	" ...	Patch fitted on shell of boiler under blow-off cock.
3	" ...	Patch fitted on shell under mountings.
1	" ...	Strengthening plates riveted over grooves in the ends of furnaces.
1	" ...	Two rivets renewed in flange of furnace.
1	Cornish tubular ...	Brickwork repaired.
1	" ...	Leaky stay-nuts rejointed.
1	" ...	Six new tubes fitted.
1	" ...	Strengthening-rings fitted to furnace.
1	" ...	Threads renewed on three mudhole-door studs, and new nuts fitted.
1	" ...	Three stay-rods put in tube-plate where cracked.
1	Dryback marine ...	Brickwork repaired.
1	" ...	Dog fitted over bulge in back tube-plate.
1	" ...	Furnace crown repaired.
1	" ...	Furnace strengthened by twelve screwed stays.
1	" ...	New crown fitted in steam dome.
1	" ...	Strengthening rings fitted round furnaces.
1	Lancashire ...	Cracks in furnace-chain pinned.
1	" ...	Defective portion of shell at bottom and front end cut out and renewed.
1	" ...	Furnaces repaired.
1	" ...	Strengthening rings fitted round furnaces.
1	Locomotive ...	Compensating-ring fitted round manhole-opening.
1	" ...	Compensating-ring fitted round mudhole-openings.
2	" ...	Doubling-plates fitted over tapered plugholes in back end.
1	" ...	Eighteen new nuts fitted on firebox-stays.
1	" ...	Eighty-three new screwed stays fitted in firebox, new girder-stays, and patches fitted at the corners of foundation-ring.
1	" ...	Five new nuts fitted on firebox-stays.
1	" ...	Fourteen new screwed stays, and patch fitted at the bottom of front tube-plate.
1	" ...	Front tube-plate patched, and seventeen new tubes fitted.
5	" ...	Mudholes retapped, and new tapered plugs fitted.
1	" ...	New crown fitted to firebox.
1	" ...	New front tube-plate fitted.
2	" ...	New firebox and all new screwed stays.
1	" ...	New stud in mudhole-door.
1	" ...	One new stay-tube fitted.
1	" ...	Patch fitted in firebox.
1	" ...	Patch fitted on each side of firebox.
1	" ...	Patch fitted on bottom of shell.
1	" ...	Patch fitted on right-hand side of firebox.
1	" ...	Patch fitted on tube-plate, and three new screwed stays.
1	" ...	Patch fitted on throat-plate.
1	" ...	Patch fitted under fire-door.
4	" ...	Retubed.
1	" ...	Retubed, and defective patch renewed.
1	" ...	Retubed, and new tube-plate fitted.
1	" ...	Side sheets and tube-plate patched.
1	" ...	Six new screw-stays fitted in firebox.
1	" ...	Sling-stays fitted between girder-stays.
1	" ...	Three new screwed stays fitted in firebox.
1	" ...	Twelve new screwed stays fitted in firebox.
1	" ...	Two bad places cut out of firebox, and patches fitted.
1	" ...	Two new screwed stays fitted in firebox.
1	" ...	Two new sight-holes cut, and tapered plugs fitted.
1	" ...	220 new screwed stays fitted in firebox.
1	Manure-dryer ...	Three rows of screwed stays fitted in bottom of shell where thin.
1	Marine	New stay-tube fitted.
27	Multitubular ...	Brickwork repaired.
2	" ...	Bulge cut out of bottom and patch riveted on.
1	" ...	Bulge in tube-plate heated and drawn back.
10	" ..	Compensating-rings fitted round mudhole-openings.
1	...	Cracked plate cut out of bottom of shell, and patch fitted.

No. 3.—Return of Notices given to repair Boilers—*continued.*

Number.	Type.	Description of Repairs.
2	Multitubular ...	Crown-plate of steam-dome renewed.
1	" ...	Defective plate cut out of bottom at front end, new plate fitted also retubed.
1	" ...	Defective patch taken off and a larger one fitted.
1	" ...	Defective rivets in circumferential seams renewed.
2	" ...	Five new rivets put in manhole-door.
1	" ...	Five new tubes fitted.
1	" ...	Gusset-stay reriveted.
1	" ...	Laminated plate in bottom of shell cut out and patch riveted on.
2	" ...	Manhole-doors repaired.
1	" ...	Manhole-door spigot reriveted.
1	" ...	Manhole-door dog repaired.
1	" ...	Manhole-opening and mudhole-opening fitted with compensating-rings.
3	" ...	Mudhole-doors repaired.
2	" ...	New bottom plate fitted in shell.
1	" ...	New dog fitted to manhole-door.
6	" ...	New manhole-doors.
14	" ...	New mudhole-doors.
2	" ...	New spigots fitted to manhole-doors.
2	" ...	New studs fitted in mudhole-doors.
1	" ...	One new rivet in manhole compensating-ring, and two new bolts in supporting-bracket.
1	" ...	One new stay-tube.
3	" ...	One new tube.
1	" ...	Patch fitted on bottom of front tube-plate and shell.
4	" ..	Patch fitted on shell under mountings.
1	" ...	Patch fitted on shell under check-valve.
2	" ...	Plate cut out of bottom and new plate fitted.
15	" ...	Retubed.
1	" ...	Retubed, and new tube-plate fitted.
2	" ...	Retubed, and one new longitudinal stay fitted.
1	" ...	Retubed, and patch fitted on front end of shell.
1	" ...	Retubed, and six new rivets put in shell.
1	" ...	Several new tubes fitted, and new mud-door.
1	" ...	Six new rivets in manhole-door.
1	" ...	Three patches fitted on bottom of shell.
1	" ...	Twelve new tubes, and two new longitudinal stays fitted.
2	" ...	Two new tubes.
1	" ...	Two patches fitted on end of shell.
1	" ...	Two patches fitted on bottom of shell.
5	Portable ...	A number of new screwed stays fitted in firebox.
1	" ...	About 160 new screwed stays fitted in firebox, and two compensating-rings fitted to mudhole-openings.
1	" ...	All screwed stays in firebox renewed.
1	" ...	Bulge cut out of firebox and patch fitted.
1	" ...	Compensating-rings fitted round fire-door, and round three mudhole-openings.
30	" ...	Compensating-rings fitted to mudhole-openings.
1	" ...	Compensating-ring fitted to mudhole-openings, and two new stud in mud-doors.
1	" ...	Corner of firebox patched, and patch fitted under blow-off cock.
1	" ...	Eighteen new screwed stays in firebox.
1	" ...	Eleven new screwed stays in firebox.
1	" ...	Fifteen new tubes fitted.
2	" ...	Five new screwed stays in firebox.
1	" ...	Five new stay-tubes fitted.
1	" ...	Five new tubes fitted.
1	" ...	Forty-three new screwed stays in firebox.
1	" ...	Four new longitudinal stays fitted.
1	" ...	Four new mud-doors fitted.
2	" ...	Four new tubes.
1	" ...	Four new tubes, and patch fitted at foundation-ring.
1	" ...	Front tube-plate patched.
2	" ...	Manhole-openings fitted with compensating-rings.
1	" ...	Mudhole compensated, new mud-door, patch fitted to front tube-plate, and two new screwed stays in firebox.
2	" ...	New crowns fitted to firebox.
1	" ...	New crown fitted to firebox, and mudhole-openings compensated.

No. 3.—Return of Notices given to repair Boilers—*continued.*

Number.	Type.	Description of Repairs.
1	Portable ...	New dog fitted to mudhole-door.
1	" ...	New girder-stays fitted.
1	" ...	New girders fitted to firebox-crown, retubed, front tube-plate patched, and a number of new screwed stays in firebox.
1	" ...	New manhole-door.
2	" ...	New mudhole-doors.
3	" ...	New studs and nuts fitted to front mudhole-doors.
3	" ...	New studs mudhole-doors.
1	" ...	One mudhole compensated, and three new mudhole-doors fitted.
1	" ...	One new longitudinal stay.
2	" ...	One new screwed stay in firebox.
1	" ...	One new screwed stay, and new stud in front mud-door.
1	" ...	One new screwed stay, and one new mudhole-door.
1	" ...	One new sling-stay fitted to crown of firebox.
1	" ...	One new stay-tube.
1	" ...	Patch fitted on crown of firebox.
1	" ...	Patch fitted on shell, and six new screwed stays in firebox.
1	" ...	Patch fitted on shell under blow-off cock.
2	" ...	Patch fitted in firebox.
1	" ...	Patch fitted in firebox, and mudhole-openings compensated.
1	" ...	Patch fitted round skirting of firebox.
3	" ...	Patch fitted to foundation-ring.
1	" ...	Patch fitted to foundation-ring, and ring reriveted; also three new longitudinal stays.
1	" ...	Patch on firebox tube-plate renewed, and six new screwed stays.
4	" ...	Patches renewed in firebox.
14	" ...	Retubed.
1	" ...	Retubed, new crown in firebox, and new girder-stays fitted.
1	" ...	Retubed, new front tube-plate, two new longitudinal stays, and three new screwed stays.
1	" ...	Retubed, new front tube-plate, and several new screwed stays.
1	" ...	Retubed, new girders and bolts fitted to crown of firebox.
1	" ...	Seven new screwed stays, and three new longitudinal stays fitted.
1	" ...	Seventeen new screwed stays in firebox.
1	" ...	Seventy new screwed stays in firebox, and mudhole-openings compensated.
1	" ...	Several new screwed stays, patches fitted to corners of firebox and throat-plate.
1	" ...	Six compensating-rings fitted to mudhole-openings.
2	" ...	Six new screwed stays in firebox.
1	" ...	Six new tubes.
1	" ...	Six new tubes, and two new stay-tubes.
1	" ...	Six new screwed stays, three mudhole-openings compensated, and patch renewed under fire-door.
1	" ...	Sixteen new screwed stays in firebox.
2	" ...	Tapered mudholes in front tube-plate retapped, and new plugs fitted.
1	" ...	Thirty new screwed stays in firebox.
1	" ...	Three new longitudinal stays.
1	" ...	Three new longitudinal stays, two new screwed stays, and two mudhole-openings compensated.
1	" ...	Thirty-six new screwed stays in firebox.
1	" ...	Three new sling-stays fitted to crown of firebox.
1	" ...	Three new tubes.
1	" ...	Three patches fitted in firebox.
1	" ...	Twelve new screwed stays in firebox.
1	" ...	Twelve new tubes.
1	" ...	Twelve new tubes, one new mud-door, and four new screwed stays.
2	" ...	Twenty new screwed stays in firebox.
1	" ...	Twenty-three new screwed stays in firebox.
1	" ...	Twenty-three new screwed stays in firebox, and new stud in mud-door.
2	" ...	Two new longitudinal stays, and two new tubes.
4	" ...	Two new longitudinal stays.
5	" ...	Two new screwed stays in firebox.
1	" ...	Two new screwed stays in firebox, and one new longitudinal stay.
1	" ...	Two new stays in firebox-crown, and mudhole-openings compensated.
1	" ...	Two patches fitted on sides of firebox.

No. 3.—Return of Notices given to repair Boilers—*continued.*

Number.	Type.	Description of Repairs.
2	Portable ...	Two sight-holes retapped, and new tapered plugs fitted.
1	" ..	Upper row of screwed stays in throat-plate renewed.
1	Semi-portable ...	Ferrules fitted to tube-ends.
1	" ...	New dog fitted to mud-door.
2	" ...	New stud in front mud-door.
1	" ...	Patch fitted in firebox, and one new screwed stay.
1	" ...	Several new screwed stays in firebox, two sight-holes cut and tapered plugs fitted.
1	Semi-tubular ...	Circumferential seams caulked, galloway-tube repaired, and five new longitudinal stays fitted.
1	" ...	Furnace-crown repaired.
1	" ...	New foundation fitted under boiler.
5	" ...	Retubed.
5	" ...	Retubed, and new tube-plate fitted.
1	" ...	Six rivets renewed in back tube-plate.
1	" ...	Three new tubes.
1	" ...	Tubes drawn, and tube-plate cleaned.
2	" ...	Two new corrugated furnaces fitted.
1	Traction ...	A number of new screwed stays in firebox.
1	" ...	All new screwed stays fitted in firebox.
1	" ...	Bottom of front tube-plate reriveted.
7	" ...	Compensating-rings riveted to mudhole-openings
1	" ...	Crown seams in firebox reriveted.
2	" ...	Firebox crowns repaired.
1	" ...	Forty new screwed stays in firebox.
1	" ...	Four new screwed stays in firebox.
1	" ...	Four new screwed stays in throat-plate.
1	" ...	Four new tubes.
1	" ...	Fourteen new tubes.
1	" ...	Laminated plate cut out of firebox-side and patch fitted.
1	" ...	New coupling-pins fitted in longitudinal stays.
2	" ...	New crown in firebox, and new stay-tubes.
1	" ...	New stud in mud-door.
1	" ...	One new screwed stay, and crack in firebox-chain pinned.
1	" ...	Patch fitted on crown of firebox.
1	" ...	Patch fitted on shell under blow-off cock.
1	" ...	Patch fitted on side of firebox.
18	" ...	Retubed.
1	" ...	Retubed, and compensating-ring fitted to manhole-opening.
1	" ...	Retubed, and fourteen new screwed stays in firebox.
1	" ...	Retubed, and new crown in firebox.
2	" ...	Retubed, and new firebox fitted.
1	" ...	Retubed, new firebox, and new front plate fitted.
1	" ...	Retubed, new firebox, two new stay-tubes, one new longitudinal stay, and front tube-plate reriveted.
1	" ...	Seven new tubes, and patch fitted on shell under blow-off cock.
2	" ...	Sight-holes in front plate retapped, and new tapered plugs fitted.
1	" ...	Ten new screwed stays in firebox, and small crack chain-pinned.
1	" ...	Three new tubes.
1	" ...	Twelve new screwed stays in firebox.
1	" ...	Two patches fitted over cracks, two new longitudinal stays, new handhole and door.
2	Vertical cross-tube	Compensating-rings fitted round manhole-openings.
8	"	Compensating-rings fitted round mudhole-openings.
1	"	Crown of firebox and cross-tube patched.
1	"	Foundation-ring round bottom of firebox repaired.
4	"	Four new vertical stays fitted between crown of boiler and crown of firebox.
1	"	New bottom fitted to firebox, new cross-tube, and new uptake.
1	"	New cross-tube.
1	"	New stud fitted to mud-door.
3	"	New uptake fitted.
1	"	New uptake fitted, and centre of boiler-crown renewed.
2	"	Patch fitted on shell under check-valve.
1	"	Patch fitted round bottom of firebox, and mudhole-openings compensated.
1	"	Patch fitted under safety-valve chest, and a number of new screwed stays.
1	"	Patch fitted under steam-pipe flange.

No. 3.—Return of Notices given to repair Boilers—*continued.*

Number.	Type.	Description of Repairs.
1	Vertical cross-tube	Patch fitted round uptake.
1	"	Seams caulked.
1	"	Two mudhole-openings compensated, and manhole-opening compensated.
1	"	Two new mud-doors fitted.
1	"	Two patches fitted on crown under mountings.
1	Vertical flue ...	Compensating-ring fitted to manhole-opening.
2	" ...	Compensating-ring fitted to mudhole-opening.
1	" ...	Flange of uptake patched.
1	" ...	Four new vertical stays fitted, and two new rivets in manhole-door.
1	" ...	Manhole and mudhole openings fitted with compensating-rings.
1	" ...	New studs in manhole and mudhole doors.
1	" ..	New uptake fitted.
1	" ...	New uptake, and four new vertical stays fitted.
1	" ...	Patch fitted on crown of boiler under stop-valve chest.
1	" ...	Patches fitted round skirting and under safety-valve chest; also a new manhole-door fitted.
1	" ...	Strengthening-ring fitted round firebox-door, and patch on bottom of firebox.
1	Vertical field tube	Bottom of shell round skirting patched.
1	"	Crown of boiler, where thin, patched.
1	"	Patch fitted in firebox.
1	"	Patch fitted on shell under blow-off cock.
1	"	Patch fitted on shell under mountings.
1	Vertical tubular ...	Centre stay rejointed.
6	" ...	Compensating-rings fitted round mudhole-openings.
1	" ...	Compensating-rings, mudholes, and patch fitted on shell under feed-pump.
1	" ...	Compensating-rings fitted round mudhole-openings, and several new tubes.
1	" ...	Crown of boiler patched.
1	" ...	Foundation-ring repaired.
1	" ...	Four new stay-tubes fitted.
1	" ...	New crown fitted in boiler.
1	" ...	New stud in mud-door.
1	" ...	One new tube.
1	" ...	Patches fitted round fire-door and on crown of boiler.
21	" ...	Retubed.
11	" ...	Retubed, and new top tube-plate.
1	" ...	Retubed, new top tube-plate, and two patches fitted on shell.
1	" ...	Retubed, and patch fitted on crown of boiler.
1	" ...	Retubed, and three new vertical stays fitted.
1	" ...	Thirty-one new tubes fitted, and crown of boiler patched.
1	" ...	Three new studs fitted in mud-doors.
1	" ...	Top tube-plate patched.
1	" ...	Washer fitted on crown of boiler where thin, and one vertical stay between crown of boiler and crown of firebox.
1	Water-tube ...	Nine new tubes fitted.
1	" ...	Three new tubes fitted.
1	" ...	Two new tubes fitted.
557	Total.	

No. 4.—Return of Notices given to fence or repair Dangerous Parts of Machinery, &c., during the Financial Year ended the 31st March, 1907.

Number.	Machinery.	Particulars.
1	Bacon-factory	Fly-wheel of engine and belting.
1	Basket-factory	Fly-wheel of engine.
1	Blacksmith's shop	Fly-wheel and end of crank-shaft.
1	Boiler-shop	Fly-wheel of punching-machine.
2	Bone-crushing	Machinery.
1	Boot-factory	Belting.
1	"	Fly-wheel of engine.
1	"	Fly-wheel and belt-pulley.

No. 4.—Return of Notices given to fence or repair Dangerous Parts of Machinery, &c.—*continued.*

Number.	Machinery.	Particulars.
1	Boring-mill	Walking-beam and set-screws on shaft.
1	Breast water-wheel	Shafting.
1	Brickworks	End of engine-shaft and passage at the end of cylinder.
1	Butchery	Railing round engine.
1	Butter-factory	Driving-pulley.
1	"	Fly-wheel of engine.
2	Cabinetmaking	Driving-belt and machinery.
1	"	End of counter-shaft on ground-floor.
2	"	Fly-wheel of engine.
1	Cement-works	Machinery, belting, set-screws, shafting, and couplings.
1	Cement and lime works	Pulley and fly-wheel of engine.
2	Chaff-cutting	Belting.
1	"	Clutch of engine repaired.
1	"	End of fly-wheel and pulley-shafts.
1	"	Fly-wheel of engine.
1	Cheese-factory	Fly-wheel and belting.
1	Clothing-factory	Couplings on shafting.
1	"	Fly-wheel and belting.
1	Coach-factory	Band saw.
1	"	Engine to fence round.
2	"	Fly-wheel of engine.
2	"	Main driving-belt.
1	Coal-mining	Broken clutch to renew on winding-engine, and new wheel at poppet-head.
1	"	Railing round poppet-head.
1	"	Spur-wheels and belting.
1	Coal-screening	Shafting.
1	Coffee and spice works	Belting.
1	Cordial-factory	Belt-pulley and fly-wheel of engine.
1	"	Belt-pulley and spindle of Pelton wheel.
1	"	Fly-wheel of engine.
1	"	Fly-wheel and end of crank-shaft.
1	Creamery	Belting and pulley.
9	"	Fly-wheel of engine.
3	"	Sleeve to fit over the end of crank-shaft.
1	Cycle-works	End of engine-shaft.
3	"	Fly-wheel of engine.
1	Dairy factory	Churns.
2	"	Engine and refrigerator fly-wheels.
3	"	Fly-wheels of engine.
1	"	Fly-wheel of engine and churn.
1	"	Pump and churn.
1	"	Turbine-wheel repaired.
1	Electric hoist	Floor-opening to fence and winch-handle to alter.
1	"	Main driving-belt.
1	Electric lift	Belting and pulley, also rail round opening in cellar.
2	"	Doors to fit to cages.
1	"	Guide-posts and safety-gear overhauled.
3	"	New wire ropes.
1	"	New wire rope and new floor to cage.
3	"	Safety-grips overhauled and adjusted.
2	Electric lighting	Belting.
1	"	Engine and dynamo.
1	"	Railing to fit round engine.
1	Electric motor	Belting.
2	"	Belting and pulleys.
6	"	Main driving-belt.
1	"	Main driving-belt and wheel of machine.
2	Engineers' shops	Fly-wheel of engine.
1	"	Machinery.
1	Firewood-cutting	Belting.
1	"	Fly-wheel of engine.
1	"	Saw, to guard.
1	Flax-mill	All belting, shafting, and pulleys.

No. 4.—RETURN of NOTICES given to FENCE or REPAIR DANGEROUS PARTS of MACHINERY, &c.—*continued.*

Number.	Machinery.	Particulars.
2	Flax-mill	Belting.
1	"	Belting and end of engine-shaft.
1	"	Belting and machinery.
1	"	Fly-wheel of engine and counter-shaft.
3	"	Fly-wheel of engine.
4	"	Machinery.
1	"	Opening in stripper and scutcher to reduce in width.
2	"	Scutcher-belting.
4	"	Scutcher-mouth to reduce in width.
1	"	Scutcher-shafting.
2	"	Shafting and pulley.
1	"	Water-wheel and machinery.
1	"	Water-wheel to fence and race to cover.
1	Flour-mill	Belting and pulley.
1	"	Engine and upper part of main driving-belt.
1	"	Machinery.
1	"	Two shafts and pulleys
3	"	Water-races to cover.
1	Fly-wheel	Bracket for wheel repaired.
1	"	New key fitted.
2	Gas-engines	End of crank-shaft.
6	"	Fly-wheel of engine.
7	"	Fly-wheel of engine and belting.
1	"	Main driving-belt.
1	"	Shafting.
5	"	Sleeve to fit over end of crank-shaft.
1	Gas-hoist	New wire rope, belting and wheel to guard.
1	Gas-lift	Brake overhauled.
1	"	End of engine-shaft.
1	"	New wire rope for counterbalance.
1	"	New upright for bearing, new cap for bearing, and ground-floor fenced.
1	"	Safety-grips overhauled and adjusted.
1	"	Strengthening plate fitted over fracture in overhead cross-beam.
1	Glove-factory	Engine to fence.
2	Gold-dredging	Belting.
5	"	Circulating-pump belting.
1	"	Crown-wheel fractured, new one fitted.
1	"	Crown-wheel slightly cracked.
1	"	Elevator-shafting.
1	"	Elevator-shafting, screen-rollers, pump-belting, &c.
1	"	Machinery.
2	"	Main and pump belting, screen-rollers, elevating-gear at top tumblers, friction-gear of winch, &c.
1	"	Pump-belting and fly-wheel of engine.
1	"	Railing round screen-gearing and sleeve over the end of shaft.
1	"	Screen and elevator-shafting.
1	"	Screen-rollers, elevator and screen shafting.
1	"	Screen-rollers and handrail to ladder.
1	"	Screen-rollers and gearing, pump-belting, set-screws, and sleeve over the end of the crank-shaft.
1	"	Screen-rollers, elevator-shafting, set-screws to fence, and cross-piece carrying pivot-shaft to renew.
1	"	Screen-rollers, belting, pump, intermediate-shafting, and dynamo-belt,
3	"	Screen-rollers, bevel-gearing, set-serews on top elevator and tumbler to fence, and handrail of elevator to put in order.
1	Grain-cleaning	Machinery.
2	Grain-crushing	Fly-wheel of engine and pulley.
1	Grinding	Fly-wheel, main driving-belt, slack pulley, crusher and mill belts.

No. 4.—Return of Notices given to fence or repair Dangerous Parts of Machinery, &c.—*continued.*

Number.	Machinery.	Particulars.
1	Hauling	Engine to fence.
16	Hydraulic crane	Chains annealed.
2	"	Chains repaired.
12	"	Handrails round platforms.
1	"	Jib strengthened and new pins fitted.
2	"	New elevating chains.
1	"	New wire rope.
1	"	Platform and house repaired.
1	Hydraulic lift	Chains annealed.
1	"	Cage fenced.
2	"	New eye-bolt on guard-rail.
1	"	New leathers in bucket and valves.
2	"	New wire rope for safety-gear.
2	"	New springs for safety-catches.
4	"	New wire ropes.
2	"	Railings round floor-openings.
13	"	Safety-catches overhauled and adjusted.
1	"	Two new handrails round floor-openings.
1	Iron-foundry	Pinions of shearing-machine.
1	"	Wheels and pulleys of rolls.
1	Jewellery	Cog-wheels of rolls.
2	Joinery	Countershafts.
1	"	Crank-shaft of engine.
1	"	End of engine-shaft.
1	"	Fly-wheel of engine.
1	"	Fly-wheel and crank-shaft.
1	"	Lower driving-wheel of band saw.
1	Lime-works	Fly-wheel of engine and driving-belt.
1	Log-hauling	Loose fly-wheel made secure.
1	Machine-shop	Belting.
1	"	Fly-wheel of engine.
3	Milking-machines	Belting.
4	"	Engines to fence.
1	"	Engine and pulley.
2	"	Fly-wheel of engine.
3	"	Fly-wheel of engine and pump.
1	Mincing-machine	Belt-pulley.
1	Pelton wheel	Belting.
1	"	Fly-wheel of engine.
1	Mortar-mill	Fly-wheel of engine.
6	Oil-engines	Belting and pulley.
4	"	End of crank-shaft.
8	"	Fly-wheel of engine.
2	"	Main driving-belt.
1	"	Railing round engine.
1	Overshot water-wheel	End of shaft.
1	"	New axle fitted, woodwork repaired, and tail-race fenced.
1	"	Shafting of machinery.
2	"	Railing round wheel.
1	Pelton wheel	Belting.
1	"	Driving-pulley.
1	"	Pinion and spur-wheel driving dynamo.
2	"	Shafting and set-screws.
1	Pill-making	Main driving-belt and bevel-wheels of pill-coating machine.
1	Planing-mill	Emery wheel.
1	"	Machinery.
1	"	Sleeve put over the end of crank-shaft.
1	Plumbing	Engine and pinions of spouting and ridging machine.
1	"	Machinery.
1	Power lift	Balance-weights, main driving-belt, and railing round floor-openings.
1	"	New wire rope.
1	"	New sheaves and pins for overhead gear.
1	"	Railing round floor-openings.
1	"	Safety-gear overhauled and adjusted.

No. 4.—RETURN of NOTICES given to FENCE or REPAIR DANGEROUS PARTS of MACHINERY, &c.—*continued*.

Number.	Machinery.	Particulars.
1	Printing	Belting and shafting, also sleeve over the end of crank-shaft.
1	"	Belting and wheel of machine.
2	"	Counter-shaft, belt, and spokes of machine.
1	"	End of engine-shaft.
3	"	Fly-wheel of engine.
1	"	Fly-wheel, end of crank-shaft, pulleys, and belting.
1	"	Fly-wheel, shafting, and belting.
1	"	Key in end of shaft.
2	"	Machinery.
2	"	Main driving-belts.
1	"	Set-screws of linotype-machine.
1	"	Shafting and belting.
2	"	Sleeve over the end of engine-shaft.
1	Pumping	Clutch.
1	"	Engine and pump gearing.
1	"	Main driving-belt, and sleeve to put over the end of crank-shaft.
1	"	Sleeve over the end of engine-shaft.
1	Quartz-battery	Machinery.
1	"	Main driving-belt.
1	"	Main belting and counter-shaft.
1	"	Pulley, belting, and shafting.
1	"	Water-race, end of crank-shaft, spur-wheels, and intermediate shafting.
1	Range-making	End of engine-shaft.
1	Refrigerating	Fly-wheel of engine.
1	Sash and door factory	Belting and machinery.
1	"	Emery wheels and machinery.
1	"	Engine to rail round
1	"	Fly-wheel of engine and two belts.
1	"	Fly-wheel, shafting, and belting.
1	"	Grindstone-belting.
1	"	Main driving and machine belts.
1	"	Moulding-machine belting and pulleys, shaping-machine belting and gearing, and emery wheels.
1	"	Sleeve over the end of engine-shaft.
1	"	Tenoning-machine belting.
1	Sawing wood	Belting.
2	"	Fly-wheel and circular saw.
1	Sawmill	Belting.
8	"	Belting and machinery.
1	"	Belting and pulleys.
1	"	Counter-shaft, main belting, circular and vertical saws.
1	"	End of crank-shaft and counter-shafts to be fitted with sleeves.
1	"	Engine and main belting.
1	"	Firewood saw and breaking-down saw.
1	"	Fly-wheel of engine.
1	"	Fly-wheel and belting.
1	"	Fly-wheel, main pulley, and gearing for twin saws.
1	"	Key-head in breaking-down-saw spindle.
3	"	Loose pulley to fit to breaking-down-saw spindle.
1	"	Loose pulley to fit to twin saw.
8	"	Machinery.
1	"	Machinery and belting.
1	"	Main driving-belt.
1	"	Main driving-belt, pulleys, and end of circular and breaking-down saw spindles.
3	"	Main pulleys and belting, also loose pulley to fit for breaking-down saw.
2	"	Planer-belting.
1	"	Planer-belting and pulleys.
1	"	Planer-belting and pulleys, also loose pulley to fit to breaking-down saw.

No. 4.—Return of Notices given to fence or repair Dangerous Parts of Machinery, &c.—*continued.*

Number.	Machinery.	Particulars.
1	Sawmill	Planer-belting and shafting to vertical saw.
1	"	Planer and counter-shaft belting, water-wheel, water-race to cover, grating to fit; also loose pulley to breaking-down saw.
1	"	Planer-belting and key-head, also appliances for changing belting from fast to loose pulleys to fit.
3	"	Shafting and belting.
1	"	Shafting, belting, and breaking-down saw.
1	"	Shafting, twin saws, and firewood-saw.
1	"	Shaping-machine belt, and caps to fit over set-screws in planing-machine collars.
2	"	Vertical saw belting.
2	Seed-cleaning	Engine shaft.
1	"	Seed-cleaner.
3	Shearing	Belting and pulleys.
1	"	Both ends of engine-shaft.
1	"	Fly-wheel of engine.
3	"	Fly-wheel and end of shaft.
1	"	Key in wheel and pulley.
1	Smith's shop	Drilling-machine belt.
1	"	Fly-wheel of engine.
1	"	Railing round engine.
1	Steam-crane	New derrick.
1	"	New sheave for derrick.
1	Steam-lift	Safety-gear overhauled and adjusted.
1	Stone-crushing	Fly-wheel of engine.
1	Stone-cutting	Fly-wheel of engine.
1	Tannery	Belting for driving rolls.
2	Threshing	New crank-shaft.
1	Underclothing-factory	End of counter-shaft.
1	"	Fly-wheel and end of shafting.
1	Ventilating	Screw on end of shaft.
1	Wood-working	All machinery.
1	"	Belting.
1	"	Belting and gearing to circular and band saws.
1	"	Belting and gearing to shaper, also band saw.
2	"	Belting of circular saw and planing-machine.
1	"	Belting and pulley.
2	"	Belting, pulleys, and circular saw.
2	"	End of engine-shaft.
1	"	Fly-wheel of engine and band saw.
1	"	Fly-wheel of engine and belting.
1	"	Fly-wheel, band saw, and key-heads in machines.
1	"	Fly-wheel and intermediate shaft.
1	"	Intermediate shaft and end of crank-shaft.
1	"	Main driving-belt and shafting.
2	"	Main driving-belt, end of shafting and planer-belting.
1	"	Main driving-belt, fly-wheel, band saw, belting to buzzer, and sleeve to fit over end of engine-shaft.
1	"	Main shaft, circular saw, and planer belting.
2	"	Planing-machine and circular-saw belting.
1	"	Shafting.
1	"	Shafting and machinery.
1	"	Sleeve to fit over the end of crank-shaft.
1	Water-chute	Fly-wheel of engine and belting.
1	Wheelwright	Fly-wheel and shafting.
1	Winding	Clutches of winding-gear overhauled, frame of drum repaired.
1	"	New cage.
1	Wool-press	Fly-wheel of engine and pulleys.
2	Wool-works	Railing round engine.
488	Total.	

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery during the Financial Year ending the 31st March, 1907.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
W. Cable and Co., Waterloo Quay, Wellington	Steam-engine ..	H. Anderson; 29 years	3rd April, 1906: toe jambed	Anderson was employed as engine-driver to attend to the engine and boiler. While he was engaged oiling the engine he inadvertently placed his foot on the engine-bed close to the crank. When the crank came round it caught his toe.
G. D. Wilson and Co., Kumara Railway-station	Portable engine and boiler	Jos. Wm. Baty; 25 years	5th April, 1906: two serious wounds on the scalp, and was severely burned about the body and chest	Batty was employed as engine-driver at this mill. His injuries were caused through the bursting of the boiler, which was of the locomotive type. Several of the small water-space stays broke which supported the inner and outer shells of fire-box. This threw a greater strain on the remaining stays, causing the plate to bulge. This bulging shortened the length of plate, and caused the plate to fracture at bottom of firebox through the extra strain placed on the rivets through the shortening of the plate.
C. M. Banks and Co., Thorndon Quay, Wellington	Sewing-machine	Harry Atkinson; 14 years	11th April, 1906: broken arm	Atkinson started the machine while he was engaged cleaning it. He had a cloth in his hand which got entangled in the machinery, and drew his arm round the shaft, causing the injury to his arm.
Edward Collie, 41 Riddiford Street, Wellington South	Surface-planer ..	Henry Welshford; 35 years	12th April, 1906: lost three fingers off left hand	Welshford was planing a small piece of oak, when by some means it lifted up at the back end. Through this his fingers came into contact with the knives of the machine, causing the injury to his left hand.
Henry Berry, 332 St. Asaph Street, Christchurch	Hand planer and jointer	Frank Inns; 17 years	19th April, 1906: loss of a portion of each finger of right hand	Inns allowed his hand to slip on to the cutters whilst engaged feeding the machine.
W. Strange and Co., Moorhouse Avenue, Christchurch	Circular saw ..	Alex. Eickhoff; 40 years	24th April, 1906: hand badly cut	Eickhoff was employed at the circular saw, and while passing the timber through allowed his hand to be drawn on to the saw, and got it badly cut.
Smart Bros., Maxwell Road, Blenheim	Traction road-engine	P. E. Smart; 33 years	24th April, 1906: fracture of ligaments of knee-joint	The stud which holds the driving-pin in the wheel broke, thus allowing the pin to come out of the wheel. The traction-engine at the time was going down an incline. The engine took charge after the pin came out, and, running up the side of a bank, capsized, and caused the injury to Smart.
Morrison Bros., Blairlogie, Masterton	Chaff-cutter ..	Jno. Killgariff; 27 years	8th May, 1906: cut his hand off at the wrist	The box which covers the knives of the chaff-cutter by some means got loose, and flew off. Killgariff put his hands up to protect himself, and in doing so one of his hands came into contact with the revolving knife, severing his hand at the wrist.
Philip Wills, Hanson Street, Wellington	Shirt and collar ironer	Elizabeth Haining; 22 years	8th May, 1906: finger jambed	The girl working the machine next to Haining had a shirt lying loosely on her table. Haining, noticing this, attempted to push it under the rollers of the machine with her fingers, when her fingers were taken into the rolls.

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
John Murdoch and Co., Cumberland Street, Dunedin	Mill-saw ..	Wm. Mowbray; 20 years	17th May, 1906: arm cut	Mowbray, while engaged at a saw, allowed his arm to come into contact with saw, which caused the injury to it.
Otago Brush Company, St. Andrew Street, Dunedin	Wood - shaping machine	Fredk. Swanson; 32 years	24th May, 1906: injury to right hand	Swanson was engaged at a wood-shaping machine, when he allowed his right hand to get in amongst the cutters of the machine.
John Murdoch and Co., Cumberland Street, Dunedin	Mill-saw ..	Arthur Tuffin; 29 years	28th May, 1906: struck in abdomen	Tuffin, while sawing a piece of timber, did not put it straight into the saw, and, the timber rebounding, struck him in the abdomen.
Zajonskowski Bros., Marton	Planing-machine	Jos. Zajonskowski; 37 years	2nd June, 1906: little finger of left hand broken	While Zajonskowski was engaged planing a short piece of wood at the planing-machine the wood flew back, causing the injury to his finger.
Brown Bros., Mill Road, Invercargill	Portable engine..	Thos. Bennett; 42 years	11th June, 1906: foot crushed, and amputated later on	When Bennett went up on a platform to oil the engine, he placed his foot on the crank - shaft bracket, and when the crank came round it crushed his foot, causing the injury to it.
David Murray and Co., Wanganui	Shop-fan ..	S. Hodge; 21 years	14th June, 1906: three fingers crushed	Hodge was lowering the cover of the fan, and allowed his fingers to get between the flanges of the casing of the fan, crushing three of them.
W. Naismith, Hopper Street, Wellington	Collar - starching machine	Nellie Telfour; 18 years	20th July, 1906: hand jambed	Telfour attempted to move the lever which controls the starching - machine by putting her hand through the spokes of a worm-wheel, which was revolving very slowly. She got her hand jambed between the spokes and guard of pinion-wheel.
Aulsebrook and Co., St. Asaph Street, Christchurch	Dough-mixer ..	Abner Slack; 16 years	30th July, 1906: cut between second and third finger of left hand	Slack attempted to take some dough out of the mixer with his hand while the machine was in motion. He had been expressly forbidden to interfere with the machine in any way.
Smith and Smith, South Belt, Christchurch	Circular saw ..	Robert Boys; 45 years	31st July, 1906: top of finger cut off	Boys permitted his hand to come into contact with the saw while it was in motion.
S. S. Williams, 41 Taranaki Street, Wellington	Wood-planer ..	W. C. Clark; 32 years	7th August, 1906: little finger of left hand severed from second joint	While Clark was feeding the planing-machine he inadvertently allowed his hand to get on the knives of the machine.
Aulsebrook and Co., St. Asaph Street, Christchurch	Lozenge - dough machine	Alfred Beken; 16 years	14th August, 1906: left arm squeezed	Beken attempted to get hold of the tray-conveyor while the machine was in motion, when his arm was caught by machine and bruised.
W. Strange and Co., Moorhouse Avenue, Christchurch	Planing-machine	W. Maxwell; 22 years	15th August, 1906: fingers of right hand severely cut	The piece of wood Maxwell was planing slipped, when his fingers came into contact with the knives of the machine.
Kauri Timber Company, Customs Street West, Auckland	Shaft of circular saw	Wm. Thompson; 18 years	30th August, 1906: injuries to lower part of abdomen	While engaged putting a belt on a small pulley he attempted to crawl under the shaft. While he was thus engaged his clothing was caught at the back and torn into shreds, causing injury to his abdomen.
Stratford, Blair, and Co., Greymouth	Wood - working machine	Walter Murtagh; 31 years	1st September, 1906: left hand badly cut; three fingers amputated	Murtagh, while attending to machine, allowed his fingers to come into contact with the knives.
Cousins and Cousins, Limited, Lorne Street, Auckland	Sanding-machine	John Irwin; 17 years	3rd September, 1906: fingers and thumb of right hand burst	While sanding a splash-board Irwin evidently kept all weight and pressure on one corner of the wood. This caused the springing of the disc from the guard, and made a space large enough for his fingers to enter machine, which caused the injury to his hand.

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—*continued*.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
Scott Bros. (Limited), Manchester Street, Christchurch	Circular saw ..	L. Evans; 19 years	14th September, 1906: lost one finger of left hand, and three others lacerated	Evans's hand slipped while pushing the wood on to the saw, and, his fingers coming into contact with the revolving saw, caused the injury to his hand.
Egmont Boot and Shoe Company, New Plymouth	Heeling-machine	Geo. MacFarland; 13 years	14th September, 1906: left hand badly crushed; three fingers amputated	The machine was thrown into motion while McFarland's hand was under the drivers; his hand was drawn into the machine, and badly crushed.
W. Cable and Co., Waterloo Quay, Wellington	Lathe ..	W. Signal; 18 years	19th September, 1906: arm cut above wrist	Whilst Signal was filing up a flax-roller in a turning-lathe his sleeve was caught by the flutes of roller. His arm coming into contact with the sharp edges of the flutes caused the injury to the arm.
W. Ross and Son, Foxton	Hemp-drawing frame	N. Andreason; 17 years	21st September, 1906: back of hand torn	Andreason was cleaning the machine with a duster, which got entangled in one of the pins of the machine. Another employee started the machine, not noticing that it was being cleaned, and Andreason's hand was badly torn through coming into contact with truckle-pins of the machine.
A. and T. Burt, Limited, Cumberland Street, Dunedin	Drilling-machine	Thos. L. McLean; 33 years	21st September, 1906: hand crushed	McLean was working the drilling-machine; a projecting stud of the vertical spindle caught his hand, drew it round, and crushed it.
Moffatt Bros., Waikawa	Portable engine..	C. Johnston; 31 years	27th September, 1906: hand crushed	Johnston was feeling the crank-pin of the engine while in motion, and evidently put his hand in the wrong place.
Southland Sand Brick Company, Grassmere	Brick-press ..	John Webb; 24 years	2nd October, 1906: finger crushed	Webb carelessly put his hand under the plunger of the brick-pressing machine whilst it was in motion, causing the injury to his finger.
C. E. Otley, 287 Madras Street, Christchurch	Planing-machine	J. Meyer; 22 years	16th October, 1906: two fingers crushed	Whilst Meyer was tightening the bottom set-irons of the planing-machine a log of wood fell on his hand, crushing his fingers.
John Murdoch and Co., Cumberland Street, Dunedin	Wood-planer ..	Richard Mackley; 17 years	20th October, 1906: fingers cut	While working the planing-machine Mackley allowed his fingers to come into contact with the knives.
A. J. White (trustees), High Street, Christchurch	Circular saw ..	Wm. Bridge; 41 years	7th November, 1906: lost two fingers of right hand, part of third, and injured the fourth	Bridge was removing waste wood from the side of saw when his hand came into contact with the saw, causing the injury to his fingers.
J. W. Easson and Co., Kilbirnie	Circular saw ..	Wm. Pope; 45 years	7th November, 1906: top of finger cut off	While Pope was pushing the timber to the saw his hand slipped, and, coming into contact with the saw, caused the injury to his finger.
C. and W. Hayward, George Street, Dunedin	Shaper-machine	David Timlin; 18 years	7th November, 1906: thumb and two fingers cut	Timlin was engaged at the shaper-machine, when he allowed his fingers to come into contact with the knives of the machine.
R. Campbell and Son (Limited), Otekaike Station	Saw-bench ..	Patk. Kennedy; 50 years	15th November, 1906: right hand cut clean across	While sawing firewood in small blocks Kennedy stumbled. He threw out his arms to try to save himself, when his right hand came into contact with the saw.
C. and W. Hayward, George Street, Dunedin	Planing-machine	Frank Olsen; 19 years	16th November, 1906: flesh wound on ankle	Whilst working the planing-machine Olsen put his foot through between the guards. His foot came into contact with collar on the countershaft, causing injury to his ankle.

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
A. and T. Burt (Limited), Cumberland Street, Dunedin	Belt on lathe ..	B. Bosworth; 17 years	19th November, 1906: hurt his head	While fixing counter-shaft of lathe overhead, Bosworth got too close to the belt of a neighbouring lathe. The belt being in motion, and his head coming into contact with it just at the fastenings, caused the injury to his head.
W. Bates and Son, High Street, Christchurch	Planing-machine	Leonard Wise; 18 years	19th November, 1906: three fingers of left hand injured	Wise, while planing a piece of timber, inadvertently allowed his hand to come into contact with the knives of the machine, which caused the injury to his fingers.
Golden Bay Coal Company (Limited), Motupipi	Steam-engine for driving grinding-mill	E. J. Winter; 32 years	26th November, 1906: injury to foot	Winter was trying to start the engine with only very little steam on. He was pulling the fly-wheel round when he raised his foot and placed it on frame of the engine close to the crank-pit. The crank of the engine came round and caught him on the foot, causing the injury.
A. and T. Burt (Limited), Port Chalmers	Lathe	Alfred Smythe; 16 years	1st December, 1906: injured forefinger of left hand	While working at the lathe Smythe allowed his finger to be caught in the belt that drives the lathe.
Wellington Biscuit Company, Victoria Street, Wellington	Steam-jacketed pan	John Kindrick; 33 years	18th December, 1906: left arm burnt	The injury was caused through the explosion of the steam-jacketed pan. The exhaust-valve was not sufficiently open, which allowed pressure to accumulate in jacketed part of vessel.
J. Wilkie and Co., Cumberland Street, Dunedin	Printing-machine	John Wilde; 16 years	15th January, 1907: third and fourth fingers of right hand crushed	Wilde inadvertently put his hand into the printing-machine while it was in motion.
W. Crabtree and Sons, Eva and Leeds Streets, Wellington	Drilling-machine	Arthur Harper; 21 years	28th January, 1907: arm bruised	While working at the drilling-machine, the sleeve of Harper's coat caught in the twist-drill while the machine was in motion.
John Murdoch, Waimate	Circular saw ..	Jos. Horgan; 44 years	28th January, 1907: two fingers cut off	Horgan was employed at the saw-bench, when he allowed his hand to come into contact with the saw, which resulted in the loss of his fingers.
Alfred Vincent, Timaru	Portable engine..	Richd. Vincent; 26 years	29th January, 1907: foot, arm, and shoulder badly bruised	Vincent had just fitted a new bearing-brass to the portable-engine shaft. After the engine had been running some time, he put up his arm to feel if the new bearing was heating. A projecting portion of the shaft caught the sleeve of the guernsey he was wearing, and drew him on to the shaft.
Jewell and Logan, Hereford Street, Christchurch	Wood-shaping machine	Cyril Kingsford; 29 years	30th January, 1907: thumb badly cut	Kingsford's hand slipped while he was manipulating a piece of wood at the machine, and, his hand coming into contact with the knives of the machine, he got it badly cut.
Nelson Brick and Pottery Company, Nelson	Hauling-gear, band-brake, and drum	John Pender; 62 years	31st January, 1907: strained right wrist and bruised chest	The hauling-gear by which this accident was caused was used for lowering clay down an incline in trucks. The brake-lever controlling the gear was attached to an upright post 6 in. by 6 in. This post went through the floor of the building, and was secured to joist. Pender, when lowering a loaded truck, presumably allowed the rope to get slack, and the truck thus gairing an extra impetus, and suddenly jerking the rope, caused the post to which the brake-lever was attached to lift. The lever struck Pender, and caused the injuries to his chest and hand.

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
A. and T. Burt (Limited), Cumberland Street, Dunedin	Lathe	Thos. Payton; 28 years	5th February, 1907: hurt left hand	Payton inadvertently allowed his hand to be caught in the lathe.
J. W. Easson and Co., Kilbirnie	Planing-machine	Otto Gunderson; 30 years	21st February, 1907: thumb badly cut	Gunderson's thumb came in contact with the knives of the planing-machine through the piece of wood he was guiding into the machine slipping.
Aulsebrook and Co., St. Asaph Street, Christchurch	Power-lift ..	Eliza Pardoe; 15 years	6th March, 1907: one of the metacarpal bones of her right hand bruised and displaced	Pardoe was travelling on the goods-lift contrary to orders. She put her hand out as the lift was descending, getting it caught between the floor of the building and the top batten of the cage.
R. Hannah and Co., 63A Lambton Quay, Wellington	Sole-cutting press	J. E. Watts; 26 years	18th March, 1907: top of first finger of left hand cut off	When putting the block and knife under the sole-cutting press Watts inadvertently placed his finger between the knife and the leather.
Joseph Hatch and Co., City Steam Laundry, Invercargill	Ironing-machine heated by gas and air	Ellen Mary Cummings; 28 years	21st March, 1907: crushed hand	Cummings, who was just commencing work in the morning, reached over her machine to start it instead of going round to the side, her hand being on the table of the machine at the time. When the machine started, her hand travelled with the table, and was drawn under the rollers, thus causing the injury to her hand.

No. 6.—RETURN of ACCIDENTS which proved Fatal in connection with Machinery during the Financial Year ended the 31st March, 1907.

Name and Address of Owner.	Description of Machinery.	Name and Age of Persons injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
G. D. Wilson and Co., Kumara Railway-station	Portable engine and boiler in sawmill	George Wilson; 28 years	5th April, 1906: right leg broken in two or three places, and internal injuries	Wilson was injured through the explosion of a locomotive boiler which supplied the steam to the sawmill. Several of the small water-space stays had fractured. These stays supported the inner and outer plating of the firebox of the boiler. Through these stays breaking a greater strain was thrown on the remaining stays, which caused them to carry away. The plate, being now unsupported, bulged some 4 in. This bulging shortened the plate, and threw a severe strain on the rivets at the bottom of firebox. This strain caused the plate to fracture there and the boiler to explode. Parts of it were hurled in different directions, which caused the fatal injuries to Mr. G. Wilson, Mr. James Bull, and Mr. John Le Compte, who were all working in the mill close to boiler at the time of explosion.
G. D. Wilson and Co., Kumara Railway-station	Portable engine and boiler in sawmill	James Bull; 40 years	5th April, 1906: killed instantaneously, body being described as bruised almost beyond recognition	Ditto.
G. D. Wilson and Co., Kumara Railway-station	Portable engine and boiler in sawmill	John Le Compte; 26 years	5th April, 1906: gash on the head extending from the front almost to be back, and right arm broken	,,

No. 6.—RETURN of ACCIDENTS which proved Fatal in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
Waiotahi Gold-mining Company, Thames	Amalgamating-pans driven by water-power	Tasman G. Schofield; 38 years	9th May, 1906: large wound at the junction of right arm and shoulder; arm broken in several places. Hæmorrhage and shock, cause of death	The belt that drives the amalgamating-pans slipped on the stationary pulley, and wound round the shaft. Schofield attempted to release the belt, and while standing on a ladder he got his arm entangled in it. His whole body was drawn round the shaft, causing severe injury to his arms and shoulder. He should not have attempted to do what he did until the machinery was stopped.
Trafalgar Gold-dredging Company, Nelson Creek	Gold-dredge ..	John Cowan Cummings; 33 years	30th October, 1906: right arm torn out of shoulder-socket, left arm broken, and other injuries	The accident occurred on the elevator-ladder of the gold-dredge. Cummings and one of the other dredge hands were engaged in repairing the hand-rail on elevator while the machinery was in motion. A ⅝ in. set-screw that secures a collar on the shaft at about the fifth bearing caught the coat Cummings was wearing. He was immediately drawn into the machinery, and his right arm was torn out at the shoulder, and causing other severe injuries to him which resulted in his death.
Nelson Brick and Pottery Company, Nelson	Band-brake hauling-gear	Alex. Lonsdale Baldero; 36 years	31st January, 1907: right forearm broken in several places, deep wound under the jaw, dislocation of the neck, and fracture of the skull	The hauling-gear was used for lowering clay down an incline in trucks. The brake-lever controlling the gear was attached to an upright post. This post had been started from its position earlier in the day, and repairs had been effected to it. Baldwin, who was working the gear, presumably allowed the rope to get slack, and the truck running down the incline gained a great impetus. When the rope tightened an enormous undue strain was put upon it, jerking it violently. This extra strain caused the post to which the brake-lever was attached to be torn from its position. The brake-lever caught Baldero, and threw him over the brake-wheel and caused his death.
Taupiri Coal-mines, Huntly	Endless-rope haulage	Clarence Skellern; 34 years	12th February, 1907: scalded terribly all over the body and face	The stop-valve leading from the 6 in. steam-pipe to the 4 in. steam-pipe was opened too abruptly. These pipes would contain a considerable quantity of condensed water during the night. The sudden opening of this stop-valve set up a water-hammer action in the pipes. The concussion that followed fractured the stop-valve chest. The fracture showed a clean break, and Skellern was badly scalded by the escaping steam, causing his death.
John Duthie, Nai Nai ..	Oil-engine and pump	Wm. Hy. Cremer; 36 years	15th February, 1907: wounds about the head and face, left arm dislocated, and fracture of the base of the skull	The belt slipped off the driving-pulley on to the engine-crank shaft into a space about 3 in. wide, between the pulley and the engine fly-wheel. It then came off the pump-pulley at the other end, and began to wind up on the engine-shaft. Cremer, who was near, tried to pull the belt off the shaft with a piece of wood, when he was caught by the belt and whirled round. His head came into contact with the floor of the engine-house as he was carried round. He received severe injuries, which caused his death.

No. 6.—RETURN of ACCIDENTS which proved Fatal in connection with Machinery—*continued*.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
Waihi Gold-mining Company, Waihi	Shafting, driving agitators	Alex. McLean, jun.; 20 years	22nd February, 1907: his head was dashed against a large steam-pipe, death being instantaneous	McLean was engaged oiling the bearings of the shafting. The loose coat he was wearing got caught in a coupling on the shaft, and wound him round the shaft. His head was dashed against a large steam-pipe as he was carried round, causing his death.
W. Sneddon, Vogel Street, Dunedin	Emery-grinder ..	Samuel Wood; 32 years	27th March, 1907: his head was split open by a portion of the emery wheel, which broke	Wood was employed at the emery wheel grinding cast-steel balls in the rough state about 2⅛ in. in diameter. He was thus employed when the ball he was grinding slipped out of his hands. It rolled between the base of the machine and the right-hand side of the emery wheel, the space between the base of the machine and the wheel being 1⅞ in., the ball being larger in diameter than the space in width jammed the wheel, causing its fracture. A portion of it struck Wood on the head, causing fatal injuries.

No. 7.—RETURN of STEAM-WINDING-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from the 1st April, 1906, to the 31st March, 1907.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1907.	
John Henry Robinson	Winding, service ...	January 7	60
William Pengelly Martin	" " ...	" 7	61

No. 8.—RETURN of STEAM-WINDING-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1906, to the 31st March, 1907.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Herbert Henry Hill	Winding, competency ...	April 2	335
Henry M. James	" " ...	" 2	336
William Henry Saunders	" " ...	June 14	337
Griffith Jenkins	" " ...	August 1	338
John Albert Ernest Agnew	" " ...	" 1	339
Thomas Henry Dawson Boles	" " ...	" 20	340
Alexander Walter Bird	" " ...	" 20	341
John Griffin	" " ...	" 20	342
Harry King Osborne	" " ...	" 20	343
Frederick George Guyatt	" " ...	September 28	344
Robert Aitken Henderson	" " ...	November 13	345
Walter S. Hilton...	" " ...	" 13	346
Hugh Morell	" " ...	" 13	347
		1907.	
William Henry Dickinson...	" " ...	January 7	348
Harry Thorley	" " ...	" 7	349
James Kilkelly	" " ...	" 7	350
William Thomas Steven Wilson	" " ...	February 28	351
Samuel Charles Pung	" " ...	March 22	352
William James Lane	" " ...	" 22	353
Ernest William George Hunter	" " ...	" 22	354

No. 9.—RETURN of TRACTION and LOCOMOTIVE ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1906, to the 31st March, 1907.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Henry Bowen	Locomotive and traction, competency	April 2	1529
Edgar Clarke	Ditto	" 2	1530
Edward George Dale	"	" 2	1531
Horace Woodley	"	" 2	1532
John Anketell	"	" 2	1533
Charles Anketell	"	" 2	1534
William Leslie Rutherford	"	May 15	1535
Edgar Colin Brewster	"	" 15	1536
Charles McCabe	"	" 15	1537
Albert Thomas Gifford	"	" 15	1538
Albert Edwin Martin	"	" 15	1539
Harry Rutland	"	" 15	1540
Hugh Bishell	"	" 15	1541
David Anderson	"	" 15	1542
Henry Ernest Chapman	"	" 15	1543
William Spencer	"	" 15	1544
William Fenton	"	" 15	1545
Leonard James Parker Ruston	"	" 15	1546
George Henry James Wilson	"	" 15	1547
George Edward Bowmar	"	" 15	1548
Christopher Coombes	"	" 15	1549
George Knipe	"	" 15	1550
Duncan Campbell McArthur Crossman	"	" 15	1551
Ernest Tresidder	"	" 15	1552
Fred Peacock	"	" 15	1553
Frederick John Edwards	"	" 15	1554
Arthur John Hewetson	"	June 14	1555
Thomas George Lawler	"	" 14	1556
John Stewart	"	" 14	1557
Amos Taylor	"	" 14	1558
William Mather Ovens	"	August 1	1559
David Crawford	"	" 1	1560
Henry Benson	"	" 1	1561
Ebenezer Hill	"	" 1	1562
Charles Abraham Barrell	"	" 20	1563
Bernard O'Hagan	"	" 20	1564
John Muir	"	" 20	1565
George Edward Northey Anson	"	" 20	1566
George Clark	"	" 20	1567
Alexander Crossan	"	" 20	1568
Thomas Dixon	"	" 20	1569
Peter Alexander Mackenzie Macdonald	"	" 20	1570
James McNeill	"	" 20	1571
Charles Neilson	"	" 20	1572
James Morrison Taylor	"	" 20	1573
Martin Frederick Voigt	"	" 20	1574
Alfred John Coe	"	" 20	1575
Charles Parnell Scannell	"	" 20	1576
George Dement Grant	"	" 20	1577
William Stuart Forbes	"	" 20	1578
Charles Reid Crawford	"	" 20	1579
Edmond Hassett	"	" 20	1580
John Mattinson	"	" 20	1581
Thomas Edward Martin	"	" 20	1582
James O'Connor	"	" 20	1583
Samuel Trusler	"	" 20	1584
Thomas Young	"	" 20	1585
John Gabriel Lawson	"	" 20	1586
John Livett	"	" 20	1587
Spencer Frederick Reynolds	"	" 20	1588
Patrick Cody	"	" 20	1589
William George Wood	"	" 20	1590
Robert Campbell	"	" 20	1591
John Joseph Dooley	"	" 20	1592
Richard Gollan	"	" 20	1593
Alexander Robert Grofsky	"	" 20	1594

No. 9.—RETURN of TRACTION and LOCOMOTIVE ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Joseph Francis Hanley	Locomotive and traction, competency	August 20	1595
John Harkness	Ditto	" 20	1596
Benjamin Humm	"	" 20	1597
James Alexander Kingdon	"	" 20	1598
Robert Bignell Langworthy	"	" 20	1599
Patrick Joseph Luddy	"	" 20	1600
John James Mills	"	" 20	1601
Ernest Fitzwilliam Morgan	"	" 20	1602
Thomas Lester Anderson Osborne	"	" 20	1603
Ernest William Roesler	"	" 20	1604
William Stewart	"	" 20	1605
William Stewart	"	" 20	1606
Adam Werner	"	" 20	1607
John Wilson	"	" 20	1608
Samuel Greer	"	" 20	1609
William Innes	"	" 20	1610
David Rogers	"	" 20	1611
Edward Stack	"	" 20	1612
Robert Wade	"	" 20	1613
George Edward Washer	"	" 20	1614
Walter Ebenezer Watkins	"	" 20	1615
Thomas James Armitage	"	" 20	1616
Charles Cowan	"	" 20	1617
Ernest Oakey	"	September 12	1618
David John Max	"	" 12	1619
Albert Edward Olsen	"	November 13	1620
Adam Blair, jun....	"	" 13	1621
Richard John Albert Gordon	"	" 13	1622
Richard Culmer Alsop	"	" 13	1623
Robert Crump	"	" 13	1624
Francis George Gibbs	"	" 13	1625
Joseph Gibson	"	" 13	1626
Albert Greaves	"	" 13	1627
Joseph Hill	"	" 13	1628
Henry James Major	"	" 13	1629
Herbert James Petrie	"	" 13	1630
James Ross	"	" 13	1631
John Robert Smith	"	" 13	1632
Sidney Richard Tomline	"	" 13	1633
James Walker	"	" 13	1634
Charles Ovens	"	" 13	1635
Alexander Aitken	"	" 13	1636
Andrew Brown	"	" 13	1637
William Geddes, jun.	"	" 13	1638
Frank Irving Rawson	"	" 13	1639
Henry Selwyn March	"	" 13	1640
Robert Thomas Paton	"	" 13	1641
Robert Russell	"	" 13	1642
John Blake	"	" 13	1643
William Hall	"	" 13	1644
Francis John Donnithorne	"	" 13	1645
John Holmes	"	" 13	1646
Samuel Alexander Managh	"	" 13	1647
James Kennedy Wood	"	" 13	1648
John Williams	"	" 13	1649
James McPherson	"	" 13	1650
Andrew James Bartlett	"	" 13	1651
William John Patterson	"	" 13	1652
George Duncan Jenkins	"	" 13	1653
Forrest Dickson	"	" 13	1654
Wallace Furphy	"	" 13	1655
William Graham	"	" 13	1656
John Kay	"	" 13	1657
William McFarlane	"	" 13	1658
Camille Michael Malfroy	"	" 13	1659

No. 9.—Return of Traction and Locomotive Engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1907.	
William Herbert Hawkes	Locomotive and traction, competency	January 7	1660
John Edward Snowden	Ditto	" 7	1661
Thomas Allen	"	February 28	1662
William Bird	"	" 28	1663
David Duncan	"	" 28	1664
David Matheson France	"	" 28	1665
William Oswald Price	"	" 28	1666
Robert William Beattie	"	" 28	1667
William Edyvean	"	" 28	1668
Maurice Sylvester Ewan	"	" 28	1669
Arthur Hayman	"	" 28	1670
Frederick Harvey Killworth	"	" 28	1671
George Loper	"	" 28	1672
Archibald Moore...	"	" 28	1673
James O'Connor	"	" 28	1674
John O'Neill	"	" 28	1675
James Tiffen	"	" 28	1676
John Robert Kirby	"	" 28	1678
James Charles Anderson	"	" 28	1679
Herbert James Chapman	"	" 28	1680
Henry Bennison Ewen	"	" 28	1681
William George Foster	"	" 28	1682
William Jesse Mitchell	"	" 28	1683
Charles James Burr	"	" 28	1684
James Draper	"	" 28	1685
Arthur Richard Gillespie	"	" 28	1686
George Harvey	"	" 28	1687
Edward Read, jun.	"	" 28	1688
John Campbell	"	" 28	1689
Rene Francois Beautrais	"	" 28	1690
Robert Axel Forsman	"	" 28	1691
Edward Wallace Butler	"	" 28	1692
Ernest John Bridgman	"	" 28	1693
Charles Joseph Butler	"	" 28	1694
Donald Alexander Falconer	"	" 28	1695
John Holmes	"	" 28	1696
Herbert Wilson Mears	"	" 28	1697
Thomas Stewart Spencer	"	" 28	1698
Richard Alfred Tippett	"	" 28	1699
Frank Campbell	"	" 28	1700
William Henry Butler	"	" 28	1701
Archibald McLean	"	" 28	1702
Adam Nelson	"	" 28	1703
William Leonard Scorrar	"	" 28	1704
James Stephen Donaldson	"	March 22	1705
Thomas Daniel Street	"	" 22	1706
Arthur Gibb	"	" 22	1707

No. 10.—Return of First-class Stationary-engine Drivers to whom Certificates of Service have been granted from the 1st April, 1906, to the 31st March, 1907.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Raymond Fitzmaurice	First-class stationary, service	April 2	1648
		1907.	
Frederick Francis Eastgate	Ditto	January 7	1649
David Burns	"	February 28	1650
William Thomas Bloy	"	" 28	1651
Thomas Long	"	" 28	1652
John Henry Robinson	"	March 22	1653

No. 11.—RETURN of EXTRA FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1906, to the 31st March, 1907.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
George Richard Hale	Extra first-class stationary	April 2	36
Albert Errington Exley	"	" 2	37
Edward Crow	"	June 14	38
Frederick Charles Davie	"	August 1	39
Archibald Maltby Broadbent	"	" 20	40
John Greengrass...	"	November 13	41
		1907.	
Frank Septimus Marchant	"	February 28	42
William Henry Stewart	"	" 28	43

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1906, to the 31st March, 1907.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Adam Denniston...	First-class stationary, competency	April 2	853
Alfred Latimer	Ditto	" 2	854
Dominick John Lee	"	" 2	855
Edgar Clarke	"	" 2	856
Wilson Cook	"	" 2	857
Robert Mackay	"	" 2	858
Charles Thomas Brown	"	" 2	859
Sidney Leonard Weller	"	" 2	860
Joseph Henry Sparrow	"	" 2	861
Benjamin Peter Hansen	"	" 2	862
John Heinrich Schmidt	"	" 2	863
Samuel Watt Burns	"	" 2	864
Frank Neville Heath	"	May 15	865
Francis James Ramsden	"	" 15	866
Laurence Godfrey Tuke	"	" 15	867
Nils Peter Nelson	"	" 15	868
Stanley William Max Collis	"	" 15	869
Thomas Huckstep	"	" 15	870
Harold Richardson	"	" 15	871
Arthur Marychurch	"	" 15	872
James Joseph Enright	"	" 15	873
William Lestlie Adams	"	" 15	874
James Cable	"	" 15	875
George William Loughton...	"	" 15	876
William Gillanders	"	" 15	877
John Athol Nicol	"	" 15	878
James Watson Pollok	"	" 15	879
Charles Edward Tomlinson	"	" 15	880
Cecil Lancelot Wilson	"	" 15	881
William Robert Aicken	"	" 15	882
David Craig	"	" 15	883
James Nicol McColl	"	" 15	884
Henry Cook McKay	"	" 15	885
John Henry Birkbeck	"	" 15	886
William McVie	"	" 15	887
Allan Leslie Gatland	"	" 15	888
Henry Andrew Bower	"	" 15	889
Henry James Mills	"	" 15	890
Egerton Burns	"	" 15	891
Alfred Crawford	"	" 15	892
Percy Clifton Firth	"	" 15	893
James Fleming	"	" 15	894
Henry Duncan Goldsworthy	"	" 15	895
Joseph William Jeffcote	"	" 15	896
Sidney Melville Letts	"	" 15	897
Thomas Stout Macgregor	"	" 15	898
Charles Alexander Brown Stewart	"	" 15	899

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Albert Linton Stone	First-class stationary, competency	May 15	900
James Treloar	Ditto	" 15	901
John Richard Arthur Worm	"	" 15	902
Ernest Richardson Emerson	"	" 15	903
John Duncan	"	June 14	904
Wilson Thomas Strachan	"	" 14	905
Walter Smith	"	" 14	906
Frederick Charles Davie	"	" 14	907
Frank Henry William Bradshaw	"	" 14	908
Archibald Smellie	"	" 14	909
Cecil Willie Croll	"	" 14	910
Hugh Morell	"	August 1	912
John Joseph Springay	"	" 1	913
Albert Frederick Long	"	" 1	914
Samuel Charles Pung	"	" 1	915
John Albert Ernest Agnew	"	" 1	916
Thomas Corr	"	" 20	917
John Henry Liggins	"	" 20	918
Sidney Frank Waite	"	" 20	919
Harold Boyd	"	" 20	920
Patrick Joseph Nolan	"	" 20	921
Frederick Charles Webb	"	" 20	922
John Raymond Wilson	"	" 20	923
James Jones Crawford	"	" 20	924
Henry Herbert Moss	"	" 20	925
Francis Wyron Vickerman	"	" 20	926
William Robert Young	"	" 20	927
Charles Sydney Woodward	"	" 20	928
George Frederick Perkins	"	" 20	929
Albert Walker	"	" 20	930
William Darbyshire Hesford	"	" 20	931
Henry John Anthony	"	" 20	932
Charles William Thomson...	"	" 20	933
John Marshall	"	" 20	934
James McBeath Calder	"	" 20	935
Lewis Rose Gillanders	"	" 20	936
Thomas Cuddie Brash	"	" 20	937
William Dempster	"	" 20	938
George Gilbert Body	"	" 20	939
Walter James Chaplin	"	" 20	940
William Francis Hallins	"	" 20	941
James Kirker	"	" 20	942
Charles James McKelvey	"	" 20	943
Leonard Spencer Taylor	"	" 20	944
Frederick Leven Birch Walker	"	" 20	945
Duncan McPhail...	"	" 20	946
Harry King Osborne	"	" 20	947
James O'Brien	"	September 12	948
Swend August Nelson	"	" 12	949
Arthur Reginald Howe Francis	"	" 28	950
Ernest Edwin Pellew	"	" 28	951
William Stewart Lockhead	"	" 28	952
Angus William Cameron Macdonald ...	"	" 28	953
William George McGee	"	" 28	954
Frederick George Guyatt	"	" 28	955
James Thomas	"	" 28	956
Hector McKenzie	"	November 13	957
William Alexander Wooller Nicol	"	" 13	958
William Fenton	"	" 13	959
Frank Charles Buchanan	"	" 13	960
Arthur Adsett	"	" 13	961
Robert Russell	"	" 13	962
Henry Cecil Heays	"	" 13	963
Charles White	"	" 13	964
John Simpson	"	" 13	965
Arthur Weber	"	" 13	966
George Stewart Templeton	"	" 13	967

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS—*continued*.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
George Stralis Rees	First-class stationary, competency	November 13	968
James McVie	Ditto	" 13	969
John Blair	"	" 13	970
John Joseph Enright	"	" 13	971
Richard John Leslie Bromley	"	" 13	972
George Thomas Barker	"	" 13	973
David John McKay	"	" 13	974
Frank Dunlop Malcolmson	"	" 13	975
Edward Mudie	"	" 13	976
John Talbot	"	" 13	977
George Wilkin	"	" 13	978
William Trott	"	" 13	979
Charles Edward Cain	"	" 13	980
Cecil Edwin Bryant	"	" 13	981
Andrew Dickson Crawford	"	" 13	982
George William Crawford	"	" 13	983
Vincent Rees Earnshaw	"	" 13	984
Alexander Govan	"	" 13	985
William John McGonigal	"	" 13	986
Peter Scott	"	" 13	987
Matthew Robert Skirving	"	" 13	988
John James Walker	"	" 13	989
John James Whalan	"	" 13	990
Feodor Werner	"	" 13	991
Manasseh Horsfall	"	" 13	992
George Gillanders	"	" 13	993
John Baillie	"	" 13	994
Horace Alexander Bower	"	" 13	995
Arthur Cecil Bowman	"	" 13	996
William Arthur Chellew	"	" 13	997
August Crowder	"	" 13	998
Jared Henry Graham	"	" 13	999
Robert Aitken Henderson	"	" 13	1000
James Shatlock McIntyre...	"	" 13	1001
William Thomas Webb	"	" 13	1002
Arthur Guyon Purchas Brookfield	"	" 13	1003
Frederick Walter Robinson	"	" 13	1004
Joseph Bickford Warwick Wilkes	"	" 13	1005
		1907.	
Alfred Rouch	"	January 7	1006
William Alexander Quick	"	" 7	1007
James Henry Winton	"	" 7	1008
Edward John Newton	"	" 7	1009
Henry Sutton Scrivener	"	" 7	1010
Peter McKivett	"	" 7	1011
William Henry Dickinson...	"	" 7	1012
John Coates	"	" 7	1013
Laurence Keelan McMurrich	"	February 28	1014
James Edward Pascel Cannell	"	" 28	1015
Lionel Stanhope Dawson	"	" 28	1016
Alfred Alexander Geddes	"	" 28	1017
John Alexander Sparrow	"	" 28	1018
Henry Norrish Maunder	"	" 28	1019
George William Barnard Barltrop	"	" 28	1020
John Dudley Holmes	"	" 28	1021
Albert Edwin Martin	"	" 28	1022
John Murray	"	" 28	1023
George Watt McRae	"	" 28	1024
Arthur James Denmead	"	" 28	1025
Robert May Watson	"	" 28	1026
Harold Bulmer Priestly Wicks	"	" 28	1027
Arthur de Somrie Pownall	"	" 28	1028
William Thomas Dinneen	"	" 28	1029
John Paterson	"	" 28	1030
Alexander Caithness	"	" 28	1031
Donald Henry	"	" 28	1032
Vernon Tennyson Tongs	"	" 28	1033
George Epthorpe Turner	"	" 28	1034

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1907.	
William Sasse	First-class stationary, competency	February 28	1035
Thomas James Evans	Ditto	" 28	1036
Harold Tracy Willis	"	" 28	1037
James William Atkinson	"	" 28	1038
Jeremiah Callaghan	"	" 28	1039
James Carruthers, jun.	"	" 28	1040
John Currie	"	" 28	1041
John Mearns Davidson	"	" 28	1042
William Reginald Hudson...	"	" 28	1043
Charles Alexander Kirkwood	"	" 28	1044
James Miller	"	" 28	1045
William Alexander More	"	" 28	1046
Henry James White	"	" 28	1047
Robert Allan Kell	"	March 22	1048
William James Lane	"	" 22	1049
Edward Joseph Williams	"	" 22	1050
Thomas Beverley Rutter	"	" 22	1051
Edward Robert Simpson	"	" 22	1052
Henry Turner	"	" 22	1053

No. 13.—RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1906, to the 31st March, 1907.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Charles Huckstep	Second-class stationary, competency	April 2	2177
Alexander Robinson	Ditto	" 2	2178
William Knox Henderson...	"	" 2	2181
Eli Alfred Jones	"	" 2	2182
Archibald Douglas McAllister	"	" 2	2183
John Hamilton Ferguson Reid	"	" 2	2184
Nicholas Curnow	"	" 2	2185
Ralph Mordaunt...	"	" 2	2186
James Hilton	"	" 2	2187
Robert Gardner	"	" 2	2188
John Larmer	"	" 2	2189
John Henry Keddell	"	" 2	2190
William Wong Gye	"	" 2	2191
Robert Rockliff Bretherton	"	" 2	2192
William Campbell	"	" 2	2193
Mostyn Aldborough Fleming	"	" 2	2194
Hugh McGlinchie	"	" 2	2195
Charles Frederick William Tizard	"	" 2	2196
Charles Williams	"	" 2	2197
James Raitt	"	" 2	2198
Henry Kitto	"	" 2	2199
John Robinson	"	" 2	2200
David James Robertson	"	" 2	2201
Alfred William Milburn	"	" 2	2202
Arnold Nordmeyer	"	" 2	2203
Alexander Thomson	"	" 2	2204
James Holt	"	" 2	2205
Thomas George Hosking	"	" 2	2206
Allan Crombie	"	" 2	2207
Harold Edward Orkney	"	" 2	2208
Andrew Aitken	"	" 2	2209
James McPherson	"	" 2	2210
Matthew Todd	"	" 2	2211
Edward Searle	"	" 2	2212
Harry Adams	"	" 2	2213
Charles Stuart Mackintosh	"	" 2	2214
Alexander Peddie	"	" 2	2215

No. 13.—RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Andrew Rennie	Second-class stationary, competency	April 2	2216
John Brown	Ditto	" 2	2217
Arthur Beechy Rooney	"	" 2	2218
Henry James Baillie	"	" 2	2219
William White	"	" 2	2220
Arthur Ernest Tyer	"	" 2	2221
James Webb	"	" 2	2222
Cyril Alexander Gibson	"	" 2	2223
Francis Robert Wilson	"	" 2	2224
Samuel MacDonald Bower	"	" 2	2225
Howell St. Clair Williams	"	May 15	2226
Robert Cameron	"	" 15	2227
Henry James Cave	"	" 15	2228
Reuben Hutchinson	"	" 15	2229
Edward Basil Jones	"	" 15	2230
John Black	"	" 15	2231
Ernest Edward Harrison	"	" 15	2232
Edward Parker Little	"	" 15	2233
John Toms	"	" 15	2234
Alfred Charles Baigent	"	" 15	2235
Ernest Henry Kenyon	"	" 15	2236
Robin Henry Thomson	"	" 15	2237
Thomas Atkins	"	" 15	2238
George Archdale Beer	"	" 15	2239
Maurice Bridger	"	" 15	2240
John Hamilton	"	" 15	2241
George Henry McDonald	"	" 15	2242
John Prestney	"	" 15	2243
William Richard Read	"	" 15	2244
John Milne	"	" 15	2245
Gilbert Johnstone	"	" 15	2246
George Frederick Monk	"	" 15	2247
William Henry Williams	"	" 15	2248
Frank Stace	"	" 15	2249
Edward Gingell	"	" 15	2250
Albert James Stansell	"	" 15	2251
George Hunt	"	" 15	2252
Arthur William Everiss	"	" 15	2253
George Crossley Firth	"	" 15	2254
Kenneth McDonald	"	" 15	2255
Leonard Sydney Barrell	"	" 15	2256
Norman Henry McLachlan	"	" 15	2257
Harold George Cave	"	" 15	2258
Aubrey Noel Thomas	"	" 15	2259
Frederick Augustus Bramble	"	" 15	2260
Henry Southon	"	" 15	2261
Stephen Foley	"	" 15	2262
Philip Henry Best	"	" 15	2263
William Arthur Tomlinson	"	" 15	2264
Ralph Leslie Price	"	" 15	2265
Harry Glover	"	" 15	2266
William John Brown	"	" 15	2267
Charles Peterson	"	" 15	2268
George Maxwell Valentine	"	" 15	2269
Charles Leonard Amyes	"	" 15	2270
Charles Buckett	"	" 15	2271
Charles Thomas North	"	" 15	2272
Walter Geoffrey Thomas	"	" 15	2273
Robert May Watson	"	" 15	2274
Albert Charles Bairstow	"	" 15	2275
James Carr	"	" 15	2276
William Row Frost	"	" 15	2277
James Sharp	"	" 15	2278
William Orr Smellie	"	" 15	2279
Charles David Taylor	"	" 15	2280
Robert Bird	"	" 15	2281
Edward Boraman	"	" 15	2282

No. 13.—Return of Second-class Stationary-engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
James Dalziel Brownlie, jun.	Second-class stationary, competency	May 15	2283
Alfred James Challis	Ditto	" 15	2284
Oliver Fraser	"	" 15	2285
Daniel McCarthy	"	" 15	2286
William Peace, jun.	"	" 15	2287
Walter William Tasman Dawson	"	" 15	2288
Gray Russell Hunter	"	" 15	2289
John August Westman	"	" 15	2290
Kenneth Deuo Decimus Dansey	"	" 15	2291
Gordon Everard Dickey	"	" 15	2292
Arthur Raymond Frost	"	" 15	2293
James Hepburn	"	" 15	2294
Henry Goodwin Smith	"	" 15	2295
Douglas Stewart...	"	" 15	2296
James Gilbert Ward	"	" 15	2297
Edward James Weir	"	" 15	2298
Thomas Richards Mills	"	June 14	2299
John Metcalf	"	" 14	2300
Max Rostenbeck...	"	" 14	2301
Norman Levi Woods	"	" 14	2302
Thomas Edward Chandler	"	" 14	2303
Frederick Ben	"	" 14	2304
Frederick William Smith	"	August 1	2305
John McGregor	"	" 1	2306
George Turner	"	" 1	2307
Albert Anderson...	"	" 1	2308
Arthur Whitaker...	"	" 1	2309
George Baird	"	" 1	2310
Alfred Ernest Fletcher	"	" 1	2311
Charles Macaffer Simson	"	" 1	2312
Albert John Haycock	"	" 1	2313
Wilfred Samuel Marshall	"	" 1	2314
Abraham King	"	" 1	2315
Thomas East	"	" 1	2316
Francis Albin Sandham Symes	"	" 1	2317
Jesse Norman	"	" 1	2318
James Andrews	"	" 20	2319
William Reavey	"	" 20	2320
John Stevenson	"	" 20	2321
George Thomas Vile	"	" 20	3322
James Percy Stubbs	"	" 20	2323
Lewis William Harris	"	" 20	2324
Charles Alexius Dickinson	"	" 20	2325
John Harry Pedersen	"	" 20	2326
Victor Emanuel Johnson	"	" 20	2327
James Morrison Bowman	"	" 20	2328
Thomas Eland	"	" 20	2329
William Hargreaves	"	" 20	2330
William John Hargreaves...	"	" 20	2331
Charles Albert Kunst	"	" 20	2332
Samuel McBride...	"	" 20	2333
Harry Phillips	"	" 20	2334
Bertram Gordon Ratcliffe	"	" 20	2335
Arthur Ernest Cheal	"	" 20	2336
Samuel Stringer...	"	" 20	2337
Archibald Langwill Suttie...	"	" 20	2338
Eli Broomhall	"	" 20	2339
Joseph Excell	"	" 20	2340
Edward Gowdy	"	" 20	2341
Robert Hislop	"	" 20	3342
John Arthur Hurley	"	" 20	2343
George Samuel Mason	"	" 20	2344
Alexander McQueen	"	" 20	2345
James Nicholson...	"	" 20	2346
Walter Charles Perry	"	" 20	2347
Thomas Dorsey Suddaby	"	" 20	2348
James Menzies Marshall	"	" 20	2349

No. 13.—Return of Second-class Stationary-engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
Ernest Francis Smith	Second-class stationary, competency	August 20	2350
William Walker	Ditto	" 20	2351
James William Cornwall	"	" 20	2352
Ernest Dean	"	" 20	2353
Patrick Joseph Walsh	"	" 20	2354
George Christiansen	"	" 20	2355
Thomas Ross	"	" 20	2356
John Thomas Wylie	"	" 20	2357
John Ryan	"	" 20	2358
William Robert Hopcroft	"	" 20	2359
Herbert William Ingram	"	" 20	2360
Harry Arthur Foote	"	" 20	2361
Joseph Johnston Young Graham	"	" 20	2362
Edward James Hardman	"	" 20	2363
Archibald Henderson	"	" 20	2364
James Henderson	"	" 20	2365
William Murray	"	" 20	2366
John McIntyre	"	" 20	2367
John William McLeod	"	" 20	2368
John McNulty	"	" 20	2369
John McWilliam	"	" 20	2370
George Nasham	"	" 20	2371
Peter Nixon	"	" 20	2372
Henry George Williams	"	" 20	2373
Franz Edwin James Zimmerman	"	" 20	2374
Herbert John Watson	"	" 20	2375
Samuel Carter	"	" 20	2376
Robert White Glentworth	"	" 20	2377
Joseph Hamill	"	" 20	2378
Michael Hersey King	"	" 20	2379
Hans Jensen Kjoller	"	" 20	2380
Ernest Frederick Huse	"	" 20	2381
Charle McQueen	"	" 20	2382
Francis Robert Nichols	"	" 20	2383
John Fowler	"	" 20	2384
John Hamlyn	"	" 20	2385
Evan Richards	"	" 20	2386
William Hughson	"	" 20	2387
Hoko Karatau	"	" 20	2388
Thomas Mitchell	"	" 20	2389
William John McCammon	"	" 20	2390
William Perry	"	" 20	2391
William Henry Simmons	"	" 20	2392
Andrew Smith	"	" 20	2393
Charles Timms	"	" 28	2394
Michael Wall	"	" 20	2395
John Thomas Barnett Wardell	"	" 20	2396
Alfred Arrowsmith	"	" 20	2397
Walter John Lawry Barnett	"	" 20	2398
Thomas Garmonsway Bucroft	"	" 20	2399
William Robert Bisman	"	" 20	2400
Leonard Hume Browne	"	" 20	2401
William Brydon	"	" 20	2402
Benjamin Arthur Craig	"	" 20	2403
Frederick Herbert Dahlberg	"	" 20	2404
John Dunn	"	" 20	2405
William Thomas Guild	"	" 20	2406
Alfred Edward Harris	"	" 20	2407
Claude Eagles	"	" 20	2408
William Payne	"	" 20	2409
Arthur Lee Louis	"	September 12	2410
James Hallam	"	" 12	2411
Charles Frederick West	"	" 28	2412
Clifton Richard Holyoake	"	" 28	2413
Alfred Peter Fulford	"	" 28	2414
Henry Reginald Hewetson	"	" 28	2415
Robin Isaac	"	" 28	2416

No. 13.—Return of Second-class Stationary-engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1906.	
John Hartley	Second-class competency stationary,	September 28	2417
David Narcross	Ditto	" 28	2418
Frank Buchan	"	" 28	2419
Emanuel Olsen	"	November 13	2420
Michael Henry Moriarty	"	" 13	2421
Joseph Redshaw	"	" 13	2422
James Archibald Smeaton... ...	"	" 13	2423
Charles Roberts	"	" 13	2424
Alexander McLaws	"	" 13	2425
John Barnett	"	" 13	2426
Henry Vincent Griffiths	"	" 13	2427
Percy George Hawkins	"	" 13	2428
James Percival Prouse	"	" 13	2429
James Kilkelly	"	" 13	2430
Henry Lawrence Neilson	"	" 13	2431
Thomas William Sherwood	"	" 13	2432
Harold George Edward Claydon ...	"	" 13	2433
Thomas Dunn	"	" 13	2434
Harold Constantine Ferrand ...	"	" 13	2435
Frederick Norton Hall	"	" 13	2436
William Lintott	"	" 13	2437
Robert John Painton	"	" 13	2438
Joseph Frederick Ernest Taylor ...	"	" 13	2439
Robert Wilson	"	" 13	2440
William Trott	"	" 13	2441
John Richard Asquith	"	" 13	2442
John White	"	" 13	2443
William Allison	"	" 13	2444
Arthur Butson	"	" 13	2445
Stanley Mica Gibbs Chambers ...	"	" 13	2446
William Clearwater	"	" 13	2447
Adam Welsh Hall	"	" 13	2448
Thomas Ward	"	" 13	2449
Robert Couperthwaite	"	" 13	2450
Robert Milne	"	" 13	2451
Robert Brooks	"	" 13	2452
William Herbert Clugston... ...	"	" 13	2453
James Begg Donnelly	"	" 13	2454
James Ewart	"	" 13	2455
Walter Hales, jun.	"	" 13	2456
William Hanson	"	" 13	2457
George Heron Lawson	"	" 13	2458
Francis Charles Fulton Reid ...	"	" 13	2459
Thomas Turner	"	" 13	2460
Douglas Benjamin Bruce	"	" 13	2461
John Russell Burr	"	" 13	2462
William Henry Coates	"	" 13	2463
Richard Henry Coulston	"	" 13	2464
Charles Albert Cook	"	" 13	2465
Reginald George Hall	"	" 13	2466
Thomas Jack	"	" 13	2467
Napoleon Lavery	"	" 13	2468
James Gordon Marshall	"	" 13	2469
Frank Syring	"	" 13	2470
John Murray	"	" 13	2471
Thomas Charles Fisher	"	" 13	2472
George Ogle, jun.	"	" 13	2473
Joseph Hamley Sloggett	"	" 13	2474
William Taylor	"	" 13	2475
Robert Dover Wright	"	" 13	2476
Francis Lewis Avey	"	" 13	2477
Peter Stuart McLaren	"	" 13	2478
		1907.	
David Adamson Murray	"	January 7	2479
James Harland	"	" 7	2480
Colin Forbes	"	" 7	2481
William Horsburgh	"	" 7	2482

No. 13.—RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1907.	
Walter Ronaldson	Second-class stationary, competency	January 7	2483
Richard Stanford	Ditto	February 28	2484
Thomas Owen Roberts	"	" 28	2485
Thomas Shaw	"	" 28	2486
John Cormack Melrose	"	" 28	2487
Matthew Dyer	"	" 28	2488
Frederick Lewis Eustige	"	" 28	2489
Arthur Harry Hancock	"	" 28	2490
James Horsfall	"	" 28	2491
James Mockridge	"	" 28	2492
Henry Charles Guthrie	"	" 28	2493
Leslie William Letton	"	" 28	2494
Frederick Bignell	"	" 28	2495
William Edment Kennedy	"	" 28	2496
Frederick Green Shirley	"	" 28	2497
Arthur Whelham	"	" 28	2498
Luke Revely Hayward	"	" 28	2499
William Henry Barker	"	" 28	2500
Charles Hunt	"	" 28	2501
Stanley Bailey Watson	"	" 28	2502
George Stacey	"	" 28	2503
John Cullum	"	" 28	2504
Donald Anderson Lawrie	"	" 28	2505
William Stephens	"	" 28	2506
Percival Barker	"	" 28	2507
George Henry Woskett	"	" 28	2508
William John Young	"	" 28	2509
Peter Wyatt	"	" 28	2510
Thomas William Doyle Munro	"	" 28	2511
John Reid	"	" 28	2512
Archibald Johnstone	"	" 28	2513
Harold Charles Binns	"	" 28	2514
Egerton Green	"	" 28	2515
Francis Berriman Kelty	"	" 28	2516
Robert Mackie	"	" 28	2517
Jesse Mead	"	" 28	2518
John Stanley Thompson	"	" 28	2519
Peter Nicholson	"	" 28	2520
Arthur Henry Bradford	"	" 28	2521
Ronald Cameron	"	" 28	2522
Hugh Donnelly	"	" 28	2523
Archibald Kennedy	"	" 28	2524
John Cartsburn Ritchie	"	" 28	2525
James Skyrme	"	" 28	2526
Horace Percival Crouch Rothwell	"	" 28	2527
Walter James Fluck	"	" 28	2528
John Treneman	"	March 22	2529
Edward Ernest Colclough	"	" 22	2530
Thomas Blackie	"	" 22	2531
Joseph Kitto	"	" 22	2532
Robert Smith	"	" 22	2533
George Ferguson	"	" 22	2534
William Smith	"	" 22	2535
Alexander Ross	"	" 22	2536
John Duncan	"	" 22	2537
George Henry Hannay	"	" 22	2538
Alexander Miller	"	" 22	2539
Thomas Wheeler	"	" 22	2540
John Balton	"	" 22	2541
James Courtney Falconer	"	" 22	2542
Samuel George Churchill	"	" 22	2543
Thomas William Sanders	"	" 22	2544
Philip David Smith	"	" 22	2545
William Shore	"	" 22	2546
Samuel Hoy	"	" 22	2547
William James Richardson	"	" 22	2548
Hew Francis Caddell Smith	"	" 22	2549

No. 14.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY during the Year ended the 31st March, 1907.

Name of Person.	Rank.	Class for which examined.	Date of Examination.
Robert Drysdale Jack	First-class engineer	Foreign trade	3, 4, 5 April, 1906
Harry Francis Blackie	"	"	23, 25, 26 April, "
Arthur Charles Carman	"	"	1, 2, 3, 4, 5, 6, 7 May, "
Thomas Douglas Milne	"	"	5, 6, 7 June, "
John Hamilton McLean	"	"	7, 8, 9 June, "
William Wood Wilson	"	"	26, 27, 28 June, "
Andrew Sterling Forrester ...	"	"	2, 3, 4 July, "
Allan Hugh Hunter	"	"	23, 24, 27 July, "
Andrew Robert Swann Cruickshank	"	"	3, 4, 5 Sept., "
John Heath Johnston	"	"	1, 2, 3 October, "
Frederick William Howell Davidson	Second-class engineer	"	23 April, "
Sidney Black Crawford	"	"	25, 26 June, "
Percy Edmund Brewer	"	"	3, 4 Sept., "
James John Jack	"	"	3, 4 Sept., "
Ernest Edward Low	"	"	31 October, "
Angus Charles McInness	"	"	31 October, "
James Anderson	"	"	19, 21 Dec., "
Wilson George Blackwell	"	"	3, 4, 5 January, 1907
Andrew Craig	Third-class engineer	"	2 April, 1906
Isaac Harold Plimmer	"	"	20 April, "
Angus William Cameron Macdonald	"	"	6 April, "
Alexander Inverarity	"	"	26 April, "
Lawrence Godfrey Tuke	"	"	1 May, "
Albert Walker	"	"	1 May, "
William Walter Spargo	"	"	1, 3 May, "
Andrew Smart Young	"	"	1, 3 May, "
Lewis Emanuel Cassrels	"	"	1, 3 May, "
Henry Andrew Bower	"	"	1, 3 May, "
Allan Leslie Gatland	"	"	1, 3 May, "
Arthur Russell Scott	"	"	1, 3 May, "
Richard George Mackay	"	"	1, 3 May, "
David Theophilus Gilmour ...	"	"	4, 5 May, "
John Stewart	"	"	1, 8 May, "
John Hesp Burn...	"	"	5 June, "
Edgar William Andrews	"	"	5 June, "
Samuel Joseph Hodge	"	"	5 June, "
Herbert Gillespie Macneil	"	"	5 June, "
Thomas John Rothe	"	"	5 June, "
Cyril Hordern Macgeorge	"	"	25 April, "
Cecil Willie Croll	"	"	13 June, "
Richard John Leslie Bromley ...	"	"	2 July, "
George Timms	"	"	2 July, "
Eric David Warren	"	"	2 July, "
George Sidney Connor	"	"	3 July, "
Charles Adam Michael Cuningham ...	"	"	10 July, "
John Sidney Whittaker	"	"	24 July, "
David William Shields Ross ...	"	"	27 July, "
Charles William Thomson... ...	"	"	1 August, "
James McBeath Calder	"	"	1 August, "
Leonard Spencer Taylor	"	"	3 August, "
Stanley William Max Collis ...	"	"	6 August, "
Edmund Wimperis Joachin ...	"	"	6 August, "
Cecil Edwin Bryant	"	"	6 August, "
James Arthur Brown	"	"	6 August, "
James Reginald Armstrong Black ...	"	"	6 August, "
William Frederick Cameron ...	"	"	6 August, "
Walter George Fraser	"	"	6 August, "
Gordon Maxton Rennie	"	"	6 August, "
Stephen Collier	"	"	6 August, "
John Athol Nicol	"	"	6 August, "
Henry Louis Reeves	"	"	6 August, "
David William Bennie	"	"	11 August, "
Lawrence Keelan McMurrich ...	"	"	3 Sept., "
David Wilkinson...	"	"	11 Sept., "
Edward Harold Pengelley... ...	"	"	3, 4, 5 Sept., "

No. 14.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY—*continued.*

Name of Person.	Rank.	Class for which examined.	Date of Examination.
Henry Dustin	Third-class engineer	Foreign trade	3, 4, 5 Sept., 1906
Paul Cuthbert Graham	"	"	3, 4, 5 Sept., "
Frederick Walter Robinson ...	"	"	3, 4, 5 Sept., "
Arthur Reginald Howe Francis ...	"	"	3, 4, 5 Sept., "
William George Thomson... ...	"	"	14 Sept., "
Arthur Lister	"	"	20 Sept., "
Willam Mowatt	"	"	25 Sept., "
Stephen Herbert Head	"	"	27 Sept., "
John William Nielsen	"	"	1 October, "
Charles Allan Watson	"	"	1 October, "
Thomas Corr	"	"	1 October, "
Arthur Gretton Tomkies	"	"	26 October, "
Frederick Henry Hopkins... ...	"	"	26 October, "
John Hambly Froom Naylor ...	"	"	29 October, "
Harry Cecil Heays	"	"	1 November, "
Frank Dunlop Malcolmson ...	"	"	5 November, "
John Henry Prendeville	"	"	18 December, "
Frederick Alfred Whitaker ...	"	"	3, 4, 5 January, 1907
Henry Wooles Price	"	"	3, 4, 5 January, "
Thomas Carrigan	"	"	3, 4, 5 January, "
Sydney Sellers	"	"	3, 4, 5 January, "
Harry Mills Waygood	"	"	3, 4, 5 January, "
John Peter Burns	"	"	28 January, "
Herbert Lukins	"	"	2 February, "
Arthur Robert Parker	"	"	5 February, "
James William Atkinson	"	"	5 February, "
Lars Gustief Brundall	"	"	1, 2 February, "
John Herman Hall Holm	"	"	20 February, "
Thomas Beverley Rutter	"	"	2 March, "
Jack Echardt Whitten	"	"	11 March, "
Henry Alexander Luke	"	"	20 March, "
William Lowrie Gray	"	"	20 March, "
William Edward James Graham ...	"	"	27 March, "
Edward Kiernan	River engineer	River trade ...	4 April, 1906
Frederick Albert Oddie	" ...	" ...	11 April, "
William Denham	" ...	" ...	25 April, "
George Andrews	" ...	" ...	1, 3 May, "
Charles Ashley Elvy	" ...	" ...	1, 5 May, "
William McFarlane	" ...	" ...	1, 4 May, "
Henry French Ashcroft	" ...	" ...	5 June, "
Edward McSweeney	" ...	" ...	2 July, "
Charles Alexander Kirkwood ...	" ...	" ...	1 August, "
Peter George Kelly	" ...	" ...	3, 5 Sept., "
Harry Phillips	" ...	" ...	3, 5 Sept., "
Joseph Suffield Huston	" ...	" ...	1 October, "
William Rowley Entwistle ...	" ...	" ...	17 October, "
Samuel Stevens	" ...	" ...	30 October, "
Ernest Thornley Lancaster ...	" ...	" ...	5 November "
Vincent Rees Earnshaw	" ...	" ...	3 December, "
David Gilmour Stephens	" ...	" ...	4 December, "
Percy Robert Hunter	" ...	" ...	10 December, "
Gerard Edwin Sampson	" ...	" ...	3, 4, 5 January, 1907
Reginald Edward Jefferies Scott ...	" ...	" ...	3, 4, 5 January, "
John Martin	" ...	" ...	3, 4, 5 January, "
James Berry	" ...	" ...	1 February "
Adam Gibson	" ...	" ...	4 February, "
Robert Mann Williamson Leathart...	" ...	" ...	19 February, "
Charles Frederick Bell	" ...	" ...	4 March, "
Leonard McCarthy	Marine-engine driver	" ...	6 July, 1906
Albert James Broad	"	" ...	18 July, "
Richard Clemens...	"	" ...	5, 7 January, 1907
Leslie Claude Davies	First-class engineer (powered vessels other than steam)	Sea-going ...	2, 4 May, 1906
Thomas Stout Macgregor	Ditto	" ...	3, 4 Sept., "
William Stewart Lockhead ...	... ...	"	26 October, "

No. 14.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY—*continued.*

Name of Person.	Rank.	Class for which examined.	Date of Examination.
James Somerville	Second-class engineer (powered vessels other than steam)	Sea-going ...	4 April, 1906
William Henderson Murdoch ...	Ditto	„ ...	5 April, „
Phillip James Kunst	„	„ ...	2, 4 May, „
Robert Gilmour Slade	„	„ ...	2, 4 May, „
Henry Paxton Hewson	„	„ ...	12 June, „
Arthur Marychurch	„	„ ...	3 August, „
William Thwaites	„	„ ...	3, 4 Sept., „
William Richard Lockwood ...	„	„ ...	3, 24 Sept., „
William Edward Plank	„	„ ...	29 Sept., „
James William Hamilton	„	„ ...	1 October, „
Henry Hughes	„	„ ...	3 October, „
William Munro Watt	„	„ ...	5 November, „
Charles Alexander Kirkwood ...	„	„ ...	3 December, „
David Bruce Murdoch	„	„ ...	3, 4, 5 January, 1907
John Martin	„	„ ...	3, 4, 5 January, „
Cecil Gladstone Downey	„	„ ...	8 January, „
William Fowler Christie	Engineer (powered vessels other than steam)	River trade ...	2 April, 1906
John Thomas Fenwick	Ditto	„ ...	6 April, „
William Henry Edmund Fenwick ...	„	„ ...	6 April, „
Alfred Jones	„	„ ...	1, 4 May, „
Alexander Fraser McCallum ...	„	„ ...	2, 4 May, „
William McKenzie Thompson ...	„	„ ...	2, 4 May, „
Thomas Bishton Turley	„	„ ...	2, 4 May, „
Robert Taylor	„	„ ...	4, 7 May, „
George Bailey Craven	„	„ ...	5 May, „
John McKell Brown	„	„ ...	5 May, „
Anders Godfrey Nordlinger ...	„	„ ...	2, 4 May, „
James Hamilton	„	„ ...	2, 5 May, „
Francis Joseph Rambaud	„	„ ...	4 May, „
Arthur Stephen Hyde	„	„ ...	5 June, „
William Alfred Bradley	„	„ ...	2 July, „
Charles David Graham	„	„ ...	2, 4 July, „
Archibald John Thornicroft ...	„	„ ...	20 July, „
Francis James Norris	„	„ ...	31 July, „
Richard Lionell Kemp Teasdale ...	„	„ ...	2 August, „
George Leonard Gregg	„	„ ...	8 August, „
George Bennett	„	„ ...	3, 4 Sept., „
William Thomas Goldie	„	„ ...	3, 4 Sept., „
Peter Pearson	„	„ ...	3, 4 Sept., „
Standish Knyvet Alexander ...	„	„ ...	3, 4 Sept., „
James Henry Colquhoun	„	„ ...	3, 4 Sept., „
Edward Prior	„	„ ...	3, 4 Sept., „
Herbert Hunt	„	„ ...	3, 4 Sept., „
Louis Godfrey	„	„ ...	3, 5 Sept., „
Edward Coker	„	„ ...	3 November, „
Jessie Armour McKegg	„	„ ...	8 December, „
Eric Arthur Langley	„	„ ...	3, 4, 5 January, 1907
William Moffatt	„	„ ...	3, 4, 5 January, „
Alfred William Redman	„	„ ...	3, 4, 5 January, „
William David Ruthe	„	„ ...	3, 4, 5 January, „
Charles Staniland West	„	„ ...	3, 4, 5 January, „
Reginald Edward Jefferies Scott ...	„	„ ...	3, 4, 5 January, „
Robert Alexander Johnson ...	„	„ ...	3, 4, 5 January, „
Oliver William Walter	„	„ ...	31 January, „

Total number of applicants, 224. Amount of fees, £195.

Failures to pass examination: 3 first-class engineers, 3 second-class engineers, 14 third-class engineers, 14 river engineers, 3 marine-engine drivers, 4 engineers (powered vessels other than steam, restricted limits): total, 41.

No. 15.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED during the Financial Year ended 31st March, 1907, with PARTICULARS of TONNAGE, &c.

Name of Vessel.	Tons Measurement. Gross.	Register.	Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
Admiral	121	82	28	..	Compound S. condensing	Single	..
Advance (Auckland)	..	..	8	..	High pressure	"	..
Advance (Auckland)	47	36	30 B.H.P.	..	Oil-engine	"	..
Ahuriri	85	31	17	66	Compound S. condensing	"	..
Akaroa	76	43	28	98	"	"	..
Albany	..	..	8	..	High pressure	"	..
Albatross	217	111	37	..	Compound S. condensing	Single at each end	..
Alexander	377	184	72	307	"	Twin	..
Alice (2)	..	3	3½	..	High pressure	Single	..
Anna	28	21	10 B.H.P.	..	Oil-engine	"	..
Antelope	18·8	14·16	2½ B.H.P.	..	"	"	..
Antrim	60	35	..	..	Compound S. condensing	..	Paddle.
Aorere Nelson)	72	49	16½	64	"	Single	..
Aotea (Auckland)	111	89	15 B.H.P.	..	Oil-engine	"	..
Aotea (Kaipara)	263	157	33	..	Compound S. condensing	"	..
Apanui	243	134	27½	187	Triple-ex. S. condensing	"	..
Arahura	1,596	771·2	145	1,726	"	Twin	..
Ariel	17·28	12·9	2½ B.H.P.	..	Oil-engine	Single	..
Atom	..	..	1	..	High pressure	"	..
Atua	3443·9	1894·7	329	2,450	Triple-ex. S. condensing	Twin	..
Aupouri	463	220	55	409	"	"	..
Awaroa	344	210	62	450	"	Single	..
Baden Powell	194	92	30	162	Compound S. condensing	"	..
Baroona	136	78·7	24	..	"	"	..
Beatrice	20	8	10	..	"	"	..
Ben Lomond	46	33	15	..	"	"	..
Blanche	26	17	9	..	High pressure	"	..
Blenheim	150	85	28	210·6	Compound S. condensing	"	..
Bonnie Jean	7·6	5·7	2½ B.H.P.	..	Oil-engine	"	..
Bravo	15	11	5 B.H.P.	..	"	"	..
Britannia	23·4	17·5	2½ B H.P.	..	"	"	..
Canopus	1,063	834	250	1,167	Triple-ex. S. condensing	"	..
Canterbury	..	..	24	..	High pressure	Twin	..
Charles Edward	245	145	48	201	Compound S. condensing	"	..
Chelmsford	122	79	24	64	"	Single	..
Clansman	634	379	90	569	"	"	..
Claymore	210	91	54	..	Triple expansion	"	..
Cobar	158·8	57·8	35	..	Compound S. condensing	"	..
Colleen	19·6	14·7	2½ B.H.P.	..	Oil-engine	"	..
Condor	174	122	24	..	Compound S. condensing	Single at each end	..
Corinna	1,279	820	141	1,067	"	Single	..
Countess	189	84	28	..	"	"	..
Cygnet	124	66	43	170	"	"	..
Daphne (Hokitika)	..	..	¾	..	High pressure	"	..
Daphne (Thames)	..	..	2	..	"	"	..
Defender	189	117	36	144	Compound S. condensing	"	..
Despatch (Bluff)	35	24	20	..	"	"	..
Dolly Varden	31·4	19	30 B.H.P.	..	Oil-engine	"	..
Doto	28·5	19·4	13	..	Compound S. condensing	"	..
Dredge No. 350	941	488	92·8	549	Triple expansion	Twin	..
Dredge No. 222	1,225	500	120	528	Compound S. condensing	"	..
Duchess	308	95	81	350	Triple-ex. S. condensing	Single	..
Duco	130	26	60	450	"	"	..
Durham	99	53	24	..	Compound S. condensing	"	..
Eagle	219	138	70	265	"	..	Paddle.
Echo	125	98	60 B.H.P.	..	Oil-engine	Twin	..
Edina	..	4¼	6	..	High pressure	Single	..
Effort	20 9	13·1	2·5 B.H.P.	..	Oil-engine	Twin	..
Eliza	..	..	3	..	High pressure	Single	..
Elsie	42	22	11	..	Compound S. condensing	"	..
Elsie	20	15	8	..	High pressure	"	..
Elsie Evans	7·8	5·8	20 B.H.P.	..	Oil-engine	"	..
Emma Sims	73	61	32 B.H.P.	..	"	Twin	..
Endeavour	75·9	54·4	30 B.H.P.	..	"	Singl	..
Endon	..	..	5	..	Compound S. condensing	"	..
Energy	63·7	16·9	15	48	"	"	..
Enterprise	18·4	13·8	2½ B H.P.	..	Oil engine	"	..
Erin	..	..	3½	..	High pressure	"	..
Erskine	126	98	35	..	Compound S. condensing	"	..
Express	53	36	25	92	"	"	..
Fairy	45	32	10¾	..	"	"	..
Falcon	..	..	6	..	High pressure	"	..
Fanny	90	55	30	149	Compound S. condensing	"	..
Ferro	13·9	10·4	20 B.H.P.	..	Oil-engine	"	..
Fingal	33	22	9½	48	Compound S. condensing	"	..
Freetrader	132	94	50	..	High pressure	"	Stern wheel.
Gael	..	55	20	..	Compound S. condensing	"	..
Gannet	15	10	12	..	"	"	..
Gannet (2)	23·6	17·7	5 B.H.P.	..	Oil engine	"	..
Gertie	269	118	59	332	Triple-ex. S. condensing	Twin	..

NOTE.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 15.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED, &c.—*continued.*

Name of Vessel.	Tons Measurement. Gross.	Tons Measurement. Register.	Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
Glenelg	288	156	75	288	Compound S. condensing	Single	
Goldfinch			10		"	"	
Gordon			12		"	"	
Gosford	83	56	30		"	"	
Greyhound	107	83	50 B.H.P.		Oil-engine	"	
Hamurana			10		Compound S. condensing	Twin	
Haupiri	700	452	88	493	"	Single	
Hauroto	1,988	1,276	253	1,241	"	"	
Hawea	1,757	1,114	104	928	Triple-ex. S. condensing	"	
Heathcote	167	94	35	120	Compound S. condensing	"	
Heather Bell	26	19·6	12 B.H.P.		Oil-engine	"	
Hinemoa			6½		High pressure	"	
Himitangi	323	149	45	242	Triple-ex. S. condensing	"	
Hirere	48	32	16		Compound S. condensing	Twin	
Huia (Auckland)			8		High pressure	Single	
Huia (Wellington)	133	69	23	126	Compound S. condensing	"	
Huia (2) (Wellington)			2		High pressure	"	
Invercargill	223	123	41	235	Compound S. condensing	"	
Ithaca	17·7	13·2	9		"	"	
Jane Douglas	95	74	22	70	"	"	
J.D.O.	129	88	28	168	"	"	
John Anderson	52	36	20		"	"	
John Townley		85	39		"	Twin	
Kaeo	184	147	60 B.H.P.		Oil-engine	"	
Kahu	175	99	40	192	Compound S. condensing	Single	
Kaipara			5		Quadruple-ex. S. conden.	"	
Kaituna	8	6	10 B.H.P.		Oil-engine	"	
Kaituna	1,976	1,246	200	1,063	Triple-ex. S. condensing	"	
Kamona	1,425	903	117	723	"	"	
Kanieri	202	115	20	162	Compound S. condensing	"	
Kapiti	242	113	35	206	"	"	
Karitane	1,375	847·5	147	900	Triple-ex. S. condensing	"	
Karoro	76	51	17		Compound S. condensing	"	
Kate			5		High pressure	"	
Kawatiri			2½		"	"	
Kennedy	188	131	38·9	187	Compound S. condensing	Twin	
Kereru	127·7	96·2	55 B.H.P.		Oil-engine	"	
Kestrel	342	203	43		Compound S. condensing	Single at each end	
Kia Ora			24		High pressure		Stern wheel.
Kia Ora	299	156	65	386	Triple-ex. S. condensing	Twin	
Kini	1,122	702	130	633	"	Single	
Kiripaka	105	75	24	107	Compound S. condensing	"	
Kittawa	1,246	707	120	718	Triple-ex. S. condensing	"	
Koi	123	53	32		Compound S. condensing	Twin	
Koonya	1,090	662	115	749	Triple-ex. S. condensing	Single	
Kopu		18	13		High pressure		Paddle.
Koputai	153	5	120	490	Compound S. condensing		"
Koroi			9½		Quadruple-ex. S. conden.	Single	
Kotahi	12	9	18 B.H.P.		Oil-engine	"	
Kotare	141	79	20	130	Compound S. condensing	"	
Kotiti	58	42	14		"	"	
Kuaka	45	33	90 B.H.P.		Oil-engine	"	
Lady Barkly	55	39	20	71	Compound S. condensing	"	
Little Jack			1½		High pressure	"	
Loyalty	100·6	68·4	35	108	Compound S. condensing	"	
Lyttelton (tug)	190	39	80	191	"		Paddle.
Lyttelton			6		High pressure	Twin	
Maheno	35	24	60 B.H.P.		Oil-engine	"	
Maheno	5,282	3,276	600	6,000	Turbine	Triple	
Mahutu	29	13	10¾		Compound S. condensing	Single	
Makarora	45		13		High pressure	"	
Mana (Wellington)	99	77	25	125	Compound S. condensing	"	
Mana (Westport)	196	50	90		"		Paddle.
Manapouri	2,060	1,288	220	1,535	Quadruple-ex. S. conden.	Single	
Manaroa	122	77	24	156	Compound S. condensing	"	
Manchester	882	366	160		Triple-ex. S. condensing	Quad	
Mangaiti			6		High pressure	Single	
Mangapapa	146	87	28	198	Compound S. condensing	"	
Manuka	4,505	2,783	357	4,101	Triple-ex. S. condensing	Twin	
Manukau	65	45	20		Compound S. condensing	Single	
Manurere			3½		Quadruple-ex. S. conden.	"	
Manuwai	107	75	5½		High pressure		Stern wheel
Mapourika	1,202	718	130	1,077	Triple-ex. S. condensing	Single	
Mararoa	2,598	1,380	530	3,864	"	"	
Mascotte (Thames)			12		High pressure	"	
Matara	21	13	4		"	"	
Matarere			1·7		Compound S. condensing	"	
Matuku			4		High pressure	"	
May Howard	64	55	45 B.H.P.		Oil-engine	"	
Moana (Greymouth)	7·8	5·8	7		High pressure	"	
Moana (Dunedin)	3,914	2,414	372	4,491	Triple-ex. S. condensing	"	
Moeraki	4,392	2,714	357	3,984	Two sets triple-ex. S. con.	Twin	

NOTE.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 15.—Return of Steamers and Oil-engine Vessels surveyed, &c.—*continued.*

Name of Vessel.	Tons Measurement. Gross.	Register.	Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
Moerangi	24	15	27½ B.H.P.	..	Oil-engine	Single..	..
Mokoia	3,502	2,153	255	3,626	Triple-ex. S. condensing	" ..	..
Moturoa	..	..	10	..	Compound S. condensing	" ..	..
Mountaineer ..	109	66	50	200	"	..	Paddle.
Moura	2,026	1,247	275	1,809	Triple-ex. S. condensing	Twin ..	..
Murihiku	558	368	70	443	"	" ..	..
Muritai (Auckland) ..	224	133	45	265	Compound S. condensing	Single..	..
Naomi II	11	9	19 B.H.P.	..	Oil-engine	" ..	..
Napier	70	48	30	87	Compound S. condensing	" ..	..
Natone	72	49	24	..	"	" ..	..
Nautilus	41	29	18	..	"	" ..	..
Navua	2,929	1,812	221	2,206	Triple-ex. S. condensing	Twin ..	..
Never Despair ..	..	..	1½	..	High pressure	Single..	..
Ngapuhi	691	299	160	663	Triple-ex. S. condensing	Twin ..	..
Ngatiawa	451	220	55	354·7	"	" ..	..
Ngunguru	105	68	17	50	Surface condensing ..	Single..	..
Niobe	..	..	3½	..	High pressure	" ..	..
Nina	..	..	4	..	Compound S. condensing	" ..	..
Ohinemuri	114	73	26	120	"	" ..	..
Ohuru	..	20	14	..	Quadruple-ex. S. conden.	Twin ..	..
Onslow	23	16	14	..	Compound S. condensing	" ..	..
Opawa	110	64	18	60	"	Single..	..
Opoutia	..	..	5	..	High pressure	" ..	..
Oreti (Invercargill) ..	18	13	10 B.H.P.	..	Oil-engine	" ..	..
Oreti (Wellington) ..	219	117	50	209	Compound S. condensing	" ..	..
Orewa	59	37	17	..	"	" ..	..
Osprey	219	138	70	265	"	..	Paddle.
Paeroa	91	46	15	66	"	Single..	..
Pania	40	27	11	..	"	" ..	..
Pareora	650	355	71	413	Triple-ex. S. condensing	" ..	..
Pateena	1,212	550	250	1,893	Compound S. condensing	" ..	..
Pelican	161	1	57	283	Triple-ex. S. condensing	Twin ..	..
Pelorus	24	18	40 B.H.P.	..	Oil-engine	Single..	..
Penguin	836	517	180	932	Compound S. condensing	" ..	..
Petone	708	388	82	525	Triple-ex. S. condensing	" ..	..
Phantom	44	18	11	90	Compound S. condensing	" ..	..
Phœnix	8	6	6	..	High pressure	" ..	..
Pilot (Auckland) ..	30	10	13	..	Compound S. condensing	" ..	..
Pilot (Wellington) ..	39	26	15	..	Triple-ex. S. condensing	" ..	..
Piraki	10	..	7	..	High pressure	" ..	..
Pitoitoi	72	23	13½	..	Compound S. condensing	" ..	..
Planet	23	13	8	..	Compound jet condensing	" ..	..
Plucky (2)	81	29	40	256	Compound S. condensing	" ..	..
Poherua	1,174	749	128	704	Triple-ex. S. condensing	" ..	..
Presto	..	..	3	..	Compound S. condensing	" ..	..
Progress	244	112	45	148	"	" ..	..
Pukaki	1,444	917	110	623	Quadruple-ex. S. conden.	" ..	..
Purau	51	38	18	..	Compound S. condensing	Twin ..	..
Putiki	408	157	60	342	"	Single..	..
Queen of the South ..	197	121	40	195	"	" ..	..
Rakanoa	2,246	1,393	200	938	Triple-ex. S. condensing	" ..	..
Rakiura (Dunedin) ..	127	80	25	124·8	Compound S. condensing	" ..	..
Rakiura	17·8	13·4	10 B.H.P.	..	Oil-engine	" ..	..
Rarawa	1,071	460	140	1,055	Triple-ex. S. condensing	Twin ..	..
Result (Napier) ..	28	18	10	..	Compound S. condensing	Single..	..
Ripple	412	187	60	290	Triple-ex. S. condensing	" ..	..
Rita	40	17	11	..	Compound S. condensing	" ..	..
Rimu	358	144	95	459	Triple-ex. S. condensing	Twin ..	..
Rob Roy	95	34	19	124	Compound S. condensing	Single..	..
Rosamond	721	462	90	422	"	" ..	..
Rosetta	12·8	9·6	5 B.H.P.	..	Oil-engine	" ..	..
Rothesay	18·5	8	4½	..	Compound S. condensing	" ..	..
Rotoiti	..	..	2½	..	Triple-ex. S. condensing	" ..	..
Rotoiti	1,158	629	104	1,098	"	Twin ..	..
Rotokohu	14·6	11	8	..	Compound S. condensing	Single..	..
Rotorua (2)	7·6	5·7	25 B.H.P.	..	Oil-engine	" ..	..
Rotomahana(Auckland)	183	139	50	280	Compound S. condensing	" ..	..
Rotomahana (Dunedin)	1,763	915	450	2,620	"	" ..	..
Ruahine	16·4	12·3	2½ B.H.P.	..	Oil-engine	" ..	..
Rubi Seddon ..	528	348	150	..	Triple-ex. S. condensing	Twin ..	..
Ruru (Auckland) ..	31	11	10	..	Compound S. condensing	Single..	..
Ruru (Napier) ..	166	65	28	257	"	" ..	..
Ruruhau	21·4	16	2½ B.H.P.	..	Oil-engine	" ..	..
Savaii (2)	55	31	16	..	Compound S. condensing	" ..	..
Scout	44	10	10 B.H.P.	..	Oil-engine	" ..	..
Shamrock	109	60	120 B.H.P.	..	"	Twin ..	..
Sir William Wallace ..	44	30	20	..	Compound S. condensing	Single..	..
Speedwell	42	30	3½	..	High pressure	..	Stern wheel.
Squall	368	133	60	242	Compound S. condensing	Single..	..
Standard	12	9	10 B.H.P.	..	Oil-engine	" ..	..
Stella	268	157	90	227	Compound S. condensing	" ..	..
Stirling	967	26	39	197	"	" ..	..
Storm	405	185	70	292	"	" ..	..

Note.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 15.—Return of Steamers and Oil-engine Vessels surveyed, &c.—*continued.*

Name of Vessel.	Tons Measurement. Gross.	Register.	Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
Stormbird	217	129	40	206	Compound S. condensing	Single	
Sumner	167	94	35		"	"	
Sunbeam	9·4	7·5	5 B.H.P.		Oil-engine	"	
Swan (Auckland)	5	3·8	1½		High pressure	"	
Swan (Wellington)			1		"	"	
Tahawai	11·9	9	14 B.H.P.		Oil-engine	"	
Taieri	1,668	1,071	155	736	Triple-ex. S. condensing	"	
Tainui (Auckland)	80	46	22		High pressure		Paddle.
Tainui (Waitara)	128	59	24	122	Compound S. condensing	Single	
Takapuna (Auckland)	77	57	25		High pressure		Paddle.
Takapuna (Dunedin)	930	472	265	1,493	Compound S. condensing	Single	
Talune	2,000	1,370	255	1,922	Triple-ex. S. condensing	"	
Tangaroa	189	109	70		Compound S. condensing	Twin	
Taniwha (Auckland)	263	191	40		"	"	
Taniwha (Timaru)		16	16		High pressure	Single	
Tarakihi			4		"	"	
Tarawera	2,003	1,268	250	1,579	Compound S. condensing	"	
Taviuni	1,465	910	135	960	Quadruple-ex. S. conden.	"	
Tawera (Auckland)			8		High pressure	"	
Tawera (Gisborne)	52	44	40 B.H.P.		Oil-engine	"	
Tawera (Lake Te Anau)			14		Compound S. condensing	"	
Te Anau	1,652	1,028	250	1,245	"	"	
Te Aroha	69	49·9	14		High pressure		Paddle.
Tere	9·7	7·2	12 B.H.P.		Oil-engine	Single	
Terewai	22	11	11		Compound S. condensing	"	
Theresa Ward	194	9	95	448	Triple-ex. S. condensing	"	
Thistle	96	77	90 B.H.P.		Oil-engine	Twin	
Thomas King	98	70	16		High pressure	Single	
Timaru	479	211	78	295	Compound S. condensing	Twin	
Tongariro	20	4	8·2		"	Single	
Torgauten	266	197	20	107	"	"	
Togo			14		"	Twin	
Toroa	388	174	91	494	Triple-ex. S. condensing	Single	
Traveller			7·75		Compound S. condensing	"	
Tuakau			2		High pressure	"	
Tuatea	112	58	28	242	Compound S. condensing	"	
Tu Atu	40	30	48 B.H.P.		Oil-engine	Twin	
Tuhara	97	74	60 B.H.P.		"	"	
Tuna (Gisborne)			14		Compound S. condensing	"	
T. Waipounamu	26·6	19·9	2½ B.H.P.		Oil-engine	Single	
Uira			3½		High pressure	"	
Variance	25·1	18·8	2½ B.H.P.		Oil-engine	"	
Victoria	147	92	40		High pressure		Paddle.
Vivid	21	6	13		"	Single	
Waiapu	67	57	15 B.H.P.		Oil-engine	"	
Waihi	97	66	20	172	Compound S. condensing	"	
Waihi			3½		High pressure	"	
Waikato			4		"	"	
Waimarie (Auckland)	245	159	48		Compound S. condensing	Twin	
Waimarie (Wanganui)	76	57	25½		High pressure		Paddle.
Wainui	661	411	95	568	Compound S. condensing	Single	
Waione (2)	57	43	21		Triple-ex. S. condensing	Twin	
Waiora			5		Compound S. condensing	Single	
Waiotahi	278	167	53	298	"	Twin	
Wairere		27	5½		High pressure		Paddle.
Wairuna	3,947	2,529	396	1,965	Triple-ex. S. condensing	Single	
Wairua			5		Compound S. condensing	"	
Waitangi (Auckland)	171	34	62	394	"	Twin	
Waitangi (Matakohe)	45	30	15		"	Single	
Waitohi	24	18	10		"	"	
Waiwera			16 B.H.P.		Oil-engine	"	
Waiwiri			7¾		Compound S. condensing	"	
Wakapai			10		"	"	
Wakatere	441	157	140		"		Paddle.
Wakatu	157	95	23	160	"	Single	
Wanaka	2,421	1,572	280	1,180	Triple-ex. S. condensing	"	
Warkworth	24	23	10 B.H.P.		Oil-engine	"	
Warrimoo	3,529	2,076	490	3,713	Triple-ex. S. condensing	"	
Waverley	156	93	25	104	Compound S. condensing	Twin	
Weka (Auckland)	127	86	27		"	"	
Weka (Napier)	89	52	20	65	"	Single	
Westland	152	8·45	86	420	"		Paddle.
Whakariri	819	449	120	639	"	Twin	
Whakapara			2½		"	Single	
Whangape	2,931	1,900	280	1,116	Triple-ex. S. condensing	"	
Whati			1¾		Compound	"	
Wootton	151	89·6	33	180	Compound S. condensing	"	
Young Bungaree	69	47	35	199	"	"	
Yankee Doodle		6	12		High pressure		Paddle.

Note.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 16.—RETURN of SAILING-VESSELS SURVEYED during the Financial Year ended the 31st March, 1907, with Particulars of Tonnage, &c.

Name of Vessel.	Tons Measurement.		Description.	Times surveyed.
	Gross.	Register.		
Defiance	208·4	199	Brigantine ..	2
Elverland	298	136	Barquentine ..	1
Empreza	294	236	Barque	1
Frank Guy	195	191	Schooner	1
Hazel Craig	495	467	,, ...	1
Helen Denny	742·6	694·5	Barque	1
Hirotha	540·7	498·8	,, ...	1
James Craig	670	646	,, ...	1
Jessie Craig	680	634	,, ...	1
Onyx	427	396	,, ...	1
Pendle Hill	234	222	Barquentine ..	1
St. Kilda	197·8	189	Schooner	1
Waiiti	733	689·77	Barque	1
Ysabel	148·5	148·5	Schooner	1
Zelateur	557·2	524·4	Barque	1

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS, &c., from the 1st April, 1906, to the 31st March, 1907.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1906.			
April 10 ..	S.s. Mimiro	Wellington	A fire occurred in this vessel's No. 2 hold, while she was lying at the Glasgow Wharf, Wellington. After the fire was extinguished a special survey of the vessel was made, when she was found to have sustained no material damage affecting her seaworthiness.
April 10 ..	,, Claymore ..	Auckland	This vessel struck on Ti Point when on a voyage from Big Omaha to Auckland. On arrival at Auckland the vessel was floated into dock. On examination it was found that several plates in hull amidships were dented, and some thirty rivets started. All the damaged parts were repaired and made good.
April 21 ..	,, Perthshire ..	Napier	This vessel touched the ground in the vicinity of the Pania Buoy, at Napier, on the 11th April, while on a voyage from Auckland to Wellington. On examination it was found that the vessel had grazed slightly on port-side plating under Nos. 2 and 3 ballast-tanks, causing three small dents between frames. She had sustained no material damage affecting her seaworthiness, however.
April 23 ..	,, Mararoa ..	Wellington	On a voyage from Lyttelton to Wellington on the 18th April this vessel's high-pressure radius-rod carried away, and broke two of the reversing-gear brackets. The engines were compounded, and resumed the voyage to Wellington, where the necessary repairs were effected.
April 30 ..	,, Mararoa ..	Wellington	One of the main steam-pipes of this vessel was found to be defective. The bad part was cut out and a new piece fitted, and was tested by hydraulic pressure to 340 lb. before being put on board.
May 9 ..	,, Tasman ..	Wellington	While on a voyage from Puponga to Wellington on the 8th May a fire occurred in the after end of the forehold. After the fire was extinguished a survey of the vessel was made. It was found that the deck-planking over a space of 3 square feet had been slightly scorched.
May 15 ..	,, Indraghiri ..	Wanganui	This vessel was lying at anchor in Wanganui Roadstead when a fire broke out in No. 2 lower hold. The Surveyor, on examination, found that about 50 square feet of the insulation had been charred. No material damage was done by the fire, however, affecting vessel's seaworthiness.
May 23 ..	,, Opawa	Wellington	This vessel, when off Worser Bay, on a voyage from Wellington to Blenheim, on the 22nd May, broke her propeller-shaft just outside the stern tube. The vessel anchored, and later on was towed back to Wellington, where a new propeller-shaft and propeller were fitted.

No. 17.—Return of Vessels surveyed for Seaworthiness—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1906.			
May 29 ..	S.s. Waiwera ..	Wellington	A length of this vessel's main steam-pipe was found to be defective. A new flange was fitted to replace the defective one, and the pipe was tested afterwards to 360 lb. hydraulic pressure before being placed on board.
May 31 ..	,, Moeraki.. ..	Wellington	While this vessel was lying at the Queen's Wharf, Wellington, on the 31st May, a fire occurred in No. 4 hold. A survey was made where the fire had been, when it was found that the fire had been confined to the cargo only, no damage having been done to the vessel at all.
June 2 ..	,, Tainui	Wellington	A length of this vessel's main steam-pipe was found to be fractured at the neck of the flange. A new piece 9 in. long was brazed on to replace the damaged part. The pipe was afterwards tested by hydraulic pressure to 240 lb. per square inch before being sent on board the vessel.
July 13 ..	,, Blenheim ..	Wellington	On a voyage to Blenheim from Wellington on the 5th July the vessel touched on the Wairau Bar. Vessel was placed on the Patent Slip, at Wellington, when it was found that the damage was confined to one plank in the hull, which was removed and replaced by a new one.
July 23 ..	,, Kini	Wellington	On a voyage from Wellington to Greymouth on the 7th July, and when six miles off Cape Foulwind, this vessel's propeller-shaft broke. She was picked up by the s.s. "Koonya," and towed to an anchorage off Westport, and afterwards towed to Wellington by the s.s. "Taieri." A new propeller-shaft was fitted in Wellington while vessel was on the Patent Slip.
July 25 ..	,, Kiripaka ..	Lyttelton	This vessel was on a voyage from Westport to Patea, laden with coal. When crossing the bar at Patea on the 2nd July she took the ground inside the Western Breakwater. About ten tons of coal were discharged, and the vessel came off the following tide. On the discharge of the coal at Patea vessel proceeded to Port Lyttelton for the necessary repairs and for survey. Repairs were effected to hull-fastenings and to stern tube.
July 26 ..	,, Pondo	Wellington	Whilst lying at the Glasgow Wharf, Wellington, on the 3rd July, the s.s. "Corinna" collided with this vessel, breaking the tip off one of the propeller-blades. The boss of the propeller at the same time was found to be slack on the tail end of the shaft. The vessel's stern was tipped up, and the shaft withdrawn. It was found necessary to make a new propeller-boss, which was fitted to the shaft.
July 30 ..	,, Mararoa ..	Wellington	When moving from the Queen's Wharf to the Glasgow Wharf in Wellington Harbour on the 30th July, this vessel broke the high-pressure slide-valve of the main engines. The broken parts were removed, and the engines compounded till a new valve was made and fitted.
Aug. 3 ..	,, Talune	Auckland	When arriving from Gisborne on the 3rd August, the tide carried this vessel against H.M.S. "Pioneer," anchored in the stream. The result of the impact was that two plates were slightly dented on the port side of hull-plating, and five rivets started. The rivets were cut out and renewed.
Aug. 6 & 8 ..	,, Tasman ..	Wellington	When this vessel was leaving Nelson for Motueka on the 6th August she came into collision with a pipe projecting from the breastwork. Two of her deck-cabins were damaged. Temporary repairs were effected to enable the vessel to proceed to Collingwood, and on her return to Nelson permanent repairs were effected.
Aug. 7 ..	,, Wakanui ..	Dunedin	One length of this vessel's main steam-pipe was defective at one of the flanges. A new flange was fitted to the pipe, and was afterwards tested by hydraulic pressure before being fitted on board.

No. 17.—Return of Vessels surveyed for Seaworthiness—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1906.			
Aug. 7 ..	S.s. Mokoia	Auckland	While on a voyage from Sydney to Auckland on the 5th August it was discovered that the vessel was leaking in No. 1 forehold. On arrival at Auckland a special survey was made, and it was found that the leak was caused by a rivet-hole having been covered with cement. A diver went down and put a ⅞ in. bolt through the hole, a nut being fitted to bolt inside. This was screwed up from the inside, and the vessel proceeded on her voyage to Wellington. A surveyor inspected this vessel three days later, on her arrival at Wellington, and found that satisfactory repairs had been made where the leak was, and that the vessel was in all respects seaworthy.
Aug. 13 ..	,, Pateena	Wellington	On a voyage from Nelson to Wellington on the 11th August this vessel grounded on the Boulder Bank when leaving Nelson for Wellington. A diver was employed to examine hull of vessel afloat in Wellington Harbour. The surveyor found that vessel was making no water. The diver on completing his examination also reported no damage. From the diver's report and the surveyor's examination it was found that the vessel had received no damage affecting her seaworthiness.
Aug. 14 ..	,, Mapourika ..	Wellington	On a voyage from Westport to Nelson on the 11th August, the vessel stranded at the entrance to new cut through Boulder Bank when going into Nelson. The vessel was surveyed on her arrival at Wellington. It was found she had received no material damage affecting her seaworthiness.
Aug. 14 ..	,, Aorere	Wellington	The s.s. "Pateena" came into collision with the s.s. "Aorere," berthed at one of the Wellington Wharves, on the 6th August. She struck vessel's quarter heavily, causing her to leak badly, so much so that it was found necessary to beach the "Aorere." Temporary repairs were effected while vessel was on the beach, sufficient for her to be removed to Patent Slip. All the damage was made good before vessel came off the Slip to resume her usual trading on the coast.
Aug. 15 ..	Defiance (sailing-vessel)	Auckland	This vessel carried away her cable-chain plates in heavy weather on a voyage between Newcastle and New Zealand on the 14th July. On arrival at Auckland all the chain-plates were renewed, and three wooden knees replaced by iron ones in the bow of vessel.
Aug. 16 ..	S.s. Charles Edward ..	Greymouth	On a voyage from Greymouth to Wanganui on the 16th August, in the Wanganui River, the propeller-shaft broke through propeller striking a snag. A new propeller-shaft was fitted to the vessel.
Aug. 18 ..	,, Squall	Auckland	The crew of this vessel complained about the leaky state of their quarters in this vessel. It was found on survey that there was ground for the complaint. New quarters were found for the men on the main deck.
Aug. 18 ..	,, Aorere	Wellington	When crossing the Patea Bar on the 18th August, on a voyage to Wellington, a sea broke over the vessel forward, and smashed the wooden bulkhead at forward end of saloon. Extensive repairs were effected to the vessel on arrival at Wellington, and all the damaged portion made good.
Aug. 27 ..	,, Moa	Wellington	This vessel, on a voyage from Westport to Foxton, took the ground in the Manawatu River on the 4th August. The damage to hull, which was slight, was made good on arrival in Wellington.
Sept. 1 ..	,, Wanaka ..	Dunedin	This vessel was on a voyage from Dunedin to Auckland. When discharging cargo at the port of Auckland on the 21st September, and when lifting a block of stone about 2 ton weight, the wire rope broke; the stone falling on the tunnel-top fractured a side-plate and one of the angle irons for strengthening the same. The tunnel-plating was repaired, and a new angle iron was fitted to replace the fractured one.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1906.			
Sept. 12 ..	S.s. Mascotte ..	Auckland	This vessel was sold to the Wanganui Harbour Board, and was specially surveyed at Auckland, and equipped to enable her to make the voyage to Wanganui from Auckland.
Sept. 28 ..	,, Rose Casey ..	Invercargill	This vessel, while on a voyage from Dunedin to Invercargill on the 11th July, struck on the New River Bar. Considerable damage was done to hull-plating, abreast of engines. Temporary repairs were effected to enable vessel to proceed to Dunedin, where permanent repairs were made to the hull.
Oct. 11 ..	,, Mana	Wellington	Whilst on a voyage from Wellington to Patea on the 29th September, and on entering the Patea Harbour, the vessel took a shear, and came into collision with the Eastern Breakwater. The stem was considerably bent, and several of the bow-plates were fractured. Temporary repairs were made to the hull at Patea to enable vessel to proceed to Wellington. Vessel was placed on the Patent Slip, when the stem was straightened and the damaged plating made good.
Oct. 24 ..	,, Queen Alexandra	Auckland	This vessel was on a voyage from Java to Auckland. She stranded off Good Island, in Torres Straits, on the 1st January, and was refloated with the flood tide. No apparent damage was done to the vessel, and she resumed her voyage to Auckland. On arrival at Auckland, however, the vessel was docked, when it was found necessary to renew one hull-plate and to straighten several floor-plates and frames.
Oct. 24 ..	,, Tarawera ..	Auckland	After leaving Gisborne for Auckland on the 17th October the cargo was discovered to be on fire in the after hold. After the fire was extinguished, and on arrival at Auckland, the vessel was surveyed, when it was found that the under-side of the deck was charred to the depth of 1 in., and the deck stringer-plating slightly sprung.
Nov. 2 ..	,, Rippingham Grange	Auckland	This vessel when on a voyage from Glasgow to Auckland fractured the tunnel-shaft, which was only discovered while the vessel was lying at the wharf in Auckland on the 22nd October. A gun-metal Thompson patent coupling was made, and fitted to the shaft over the damaged portion.
Nov. 26 ..	,, Baden Powell ..	Wellington	This vessel took the ground on the bar at Foxton on the 7th November, while on a voyage from Foxton to Wellington. She remained on the bar about fifteen minutes, and came off by working the engines, when it was found the vessel had lost her rudder and rudder-post. She was towed to Wellington, and placed on the Patent Slip, where she had a new rudder-post and rudder fitted. A new keel-shoe under aperture was also fitted.
Nov. 29 ..	,, Petone	Wellington	On the arrival of this vessel at Greymouth on the 14th September, after a voyage from Lyttelton, the furnaces of the main boiler were found to have collapsed. After a survey of the boiler, it was decided by the owner to have the vessel towed to Wellington for repairs. The s.s. "Duco," of Wellington, proceeded to Greymouth for this purpose, arriving with the vessel in Wellington on the 20th September. After a thorough survey of the damaged furnaces, it was decided to fit three new furnaces to replace the damaged ones. After the completion of the work the boiler was subjected to a hydraulic test, when everything was found satisfactory.
Nov. 29 ..	,, Torgauten ..	Wellington	Whilst loading railway-iron at the Railway Wharf, Wellington, on the 29th November, a steel rail slipped out of the sling, making a small hole in the bottom of the vessel. The vessel was placed on the Patent Slip, where the damage to hull was made good.
Dec. 1 ..	,, Tasman ..	Wellington	This vessel touched the ground off Turawhiti on the 23rd November, at midnight. The weather was very thick at the time, and the vessel was proceeding under reduced speed. The engines were put astern, when the vessel came off. On arrival at Wellington a survey was made. It was found that the vessel had sustanied no material damage.

No. 17.—Return of Vessels surveyed for Seaworthiness—*continued*.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1906.			
Dec. 15 ..	S.s. Penguin ..	Wellington	When leaving the Queen's Wharf, Wellington, on a voyage to Picton and Nelson on the 14th December, this vessel collided with the Taranaki Street Wharf. Several frames were broken in the counter, and several plates were fractured at same place. A hole was also made in the rudder-trunk. All the damaged portions were cut out and renewed before vessel left the port.
Dec. 22 ..	Westland (sailing vessel)	Wellington	This vessel was on a voyage from London to Nelson, and on entering the latter port in tow on the 13th November the vessel touched bottom entering the new channel. On arrival in Wellington the vessel was placed on the Patent Slip on the 22nd December, and after survey it was found she had sustained no damage.
Dec. 29 ..	S.s. Mamari ..	Auckland	During the process of docking this vessel at Auckland on the 27th November, the vessel shifted after taking the blocks in the dock, necessitating the vessel being refloated, taken out again, and the dock pumped out. It was found that the blocks had shifted. The vessel was redocked, when it was found that the bilge-keels were set up about 4 in. and about sixty rivets sheared in the web-plate. Repairs were effected, making the vessel seaworthy, while the vessel was in dock.
1907.			
Jan. 4 ..	,, Torgauten ..	Lyttelton	When swinging in the Greymouth River on a voyage to Lyttelton this vessel collided with the s.s. "Kennedy," moored at the wharf, and carried away her stanchions and boat's davits. These were replaced and made good in Lyttelton.
Jan. 10 ..	,, Navua	Auckland	The main stop-valve spindle connected with the steam-connections of this vessel carried away when vessel was on the point of sailing for Fiji. On a survey being made it was found necessary to fit a new valve-spindle to replace the defective one.
Jan. 18 ..	,, Himitangi ..	Wellington	At survey on the Patent Slip, in Wellington, several rivets were found to be loose in the forepart of hull. Altogether fifty rivets were renewed under the forepeak tank, and angle-iron stiffeners were riveted fore and aft across frames in tank, and a new chafing-piece was also riveted on under aperture.
Jan. 22 ..	,, Indraghiri ..	Auckland	One length of the main steam-pipe showed signs of fracture at the flanges on a voyage from Liverpool to Auckland. Repairs were effected to the damaged portions, and the pipe was afterwards tested by hydraulic pressure to 400 lb. per square inch before being placed on board.
Jan.. 25, 28, 29	,, Storm	Port Chalmers ..	Whilst the vessel was on a voyage from Westport to Wanganui with a cargo of coals, on the 16th January, and when crossing the bar of the Wanganui River, she bumped heavily, then stuck fast for some hours. Vessel eventually was floated off, and proceeded to the wharf. After the cargo was discharged a survey was made of the vessel, when it was discovered that the stern-post was broken at the 10 ft. water-mark. Temporary repairs were effected, enabling the vessel to proceed to Port Chalmers, where she was docked. At the survey in dock it was found that the shank of the rudder was broken, the stern-post bent, and about five hundred rivets loose in the bottom plating of the vessel under the forehold. The defective rivets were renewed, and the rudder repaired; also temporary repairs were effected to the stern-post, making the vessel seaworthy. A new stern-post is being made at Port Chalmers, which will be fitted into the vessel when it is ready.
Jan. 29 ..	,, Pukaki	Lyttelton	This vessel put back to Lyttelton with main steam-pipe fractured on the 26th January. The pipe was taken out, repaired, and tested by hydraulic pressure to 350 lb. per square inch before being placed on board.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907.			
Jan. 30 ..	S.s. Kaituna ..	Wellington	On a voyage from Westport to Wellington this vessel, by striking some submerged object, lost two of her propeller-blades. On arrival at Wellington the vessel was surveyed, and a spare propeller fitted.
Feb. 13 ..	Greyhound (auxiliary vessel)	Auckland	On the 5th February a fire was discovered in the afterhold of this vessel, which consisted of flax and tow, on a voyage from Awanui to Auckland. The fire was extinguished by running the vessel into shallow water and scuttling her. After the water was pumped out a survey was made. The damage to the vessel was found to consist of two deck-beams and light woodwork between the after-hold and engine-room being slightly burnt. The damaged portions were repaired.
Feb. 15 ..	S.s. Queen Amelie ..	Wellington ..	While lying at Taranaki Street Wharf, Wellington, a fire occurred in this vessel's cross-bunker. After being extinguished, and the coal removed, a survey was made, when it was found that three of the floor-plates between the tank-margin plate and the ship's side were buckled, and the bilge suction-pipe fractured. Temporary repairs were effected in Wellington to permit vessel to proceed to Lyttelton, where permanent repairs were effected and vessel made seaworthy.
Feb. 21 ..	,, Surrey	Auckland	This vessel is fitted with three single main boilers, of the Scotch marine type, having three furnaces of the Purves-pattern furnaces in each boiler, carrying a pressure of 160 lbs. per square inch, and using Howden's forced draught. There is also an auxiliary boiler of the same description, but smaller, and with natural draught only. The defects in the furnaces were first noticed on the 26th December, 1906. The vessel was then on a voyage from Liverpool to New Zealand. The port furnace in the starboard boiler first began to leak badly. The boiler was shut off, and the fires drawn, and the boiler blown down. An examination revealed several cracks in and at each side of the grooves, about the middle of the furnace, varying in length from 3 in. to 7 in., running circumferentially from on a line with the fire-bars towards the top of the furnace. The furnace also at this place was distorted and flattened, being about 1¼ in. out of the true circle. Temporary repairs were effected at sea by chain-patching the worst cracks and putting in a girder with supporting bolts above the distorted places. This boiler was then used for the remainder of the voyage, forty days steaming at a pressure of 150 lb. per square inch, without giving further trouble. On the vessel's arrival in Auckland on the 21st February a survey was made of the rest of the furnaces of the other boilers. The remaining eight were found to be much in the same state as the one repaired at sea. The port boiler was the worst. Some of the cracks were ⅛ in. open, and fully 8 in. in length on the fire side. Repairs were effected to the starboard and middle boilers in Auckland, and the steam-pressure reduced to 140 lb., these two boilers, connected with the auxiliary boiler, being sufficient to propel the vessel at a speed of about eight knots per hour. On the vessel's arrival in Wellington another survey was made on the 25th February, when the boiler-pressure was further reduced to 125 lb. pressure. On vessel's arrival at Port Chalmers instructions were given to the owners to renew the furnaces.
Mar. ..	,, Victoria	Wellington	One length of this vessel's auxiliary main steam-pipe was cracked at the flange. The pipe was repaired, and tested to 400 lb. hydraulic pressure before being placed on board the ship.

No. 17.—Return of Vessels surveyed for Seaworthiness—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. Mar. 8 ..	S.s. Rimu	Invercargill	Whilst this vessel was on a voyage from Patterson Inlet to Half-moon Bay on the 15th February she grounded in Paterson Inlet. On the vessel's arrival at Invercargill a diver was employed to examine the hull. He reported that no damage had been done. An internal examination was also made by a surveyor, when it was found the vessel had received no injury.
Mar. 8 ..	,, Rakiura ..	Dunedin	Whilst on a voyage from Dunedin to Waikawa the vessel ran ashore at 1.30 a.m. of the 16th February in Wiltshire Bay upon a sandy beach. She remained aground until the 7th March, when she was refloated on a good tide. She returned to Dunedin, where a survey was made of the vessel, when it was found she had received no injury.
Mar. 15 ..	,, Storm	Dunedin .. .	The chief engineer of this vessel reported that a flaw had developed in the after crank-pin of the crank-shaft of the main engines. At the survey it was discovered that the flaw was showing distinctly on both sides of the pin. It was decided to have a new crank-shaft made to replace the defective one. The vessel was allowed to run until the new shaft was ready.
Mar. 20 ..	,, Mararoa ..	Wellington	A defect was discovered in one of the lengths of the main steam-pipe of this vessel on the 18th instant whilst on a voyage from Wellington to Lyttelton. Temporary repairs were made to the pipe on the vessel's arrival in Lyttelton, enabling the vessel to return to Wellington. The pipe was taken off in Wellington and thoroughly repaired, and was afterwards tested under hydraulic pressure to 320 lb. per square inch before being placed on board.

No. 18.—Return showing the Revenue from the Inspection of Machinery Department (including the Examination of Marine Engineers and Land-engine Drivers, and the Amount earned by the Survey of Steamers and Sailing-ships), also the Ordinary Expenditure of the Inspection of Machinery Department (including the Examination of Marine Engineers and Land-engine Drivers and Survey of Steamers and Sailing-ships), during the Financial Year ended the 31st March, 1907.

Receipts.	£	s.	d.
Inspection of boilers and machinery (less refunds)	6,802	14	10
Certificates of land-engine drivers (less refunds)	651	2	6
Survey of steamers (including auxiliary-powered vessels)	1,849	10	0
Survey of sailing-ships	84	0	0
Survey of vessels for seaworthiness ..	138	0	0
Examination of marine engineers (less refunds)	195	10	0
	£9,720	17	4

Expenditure.	£	s.	d.
Salaries	5,994	12	10
Advertising	26	11	10
Furniture for offices	10	6	6
Gas	3	2	0
Postage and telegrams (three months) ..	61	10	5
Rent—Cleaning offices and fuel	285	18	8
Telephone rents	43	0	0
Travelling allowances and expenses ..	2,295	9	1
Contingencies	169	8	10
	£8,890	0	2

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in charge of duly certificated Engine-drivers.

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		AUCKLAND DISTRICT.				
Arahiwi Sawmilling Co.	Arahiwi	Sawmill	30	13	Second class	Late Direct Supply Co.
Astley, E.	New Lynn	Tanning	29	10	"	Late S. Astley & Son.
Auckland City Council	Auckland	Roadmaking	8	6 & 9½	Locomotive and traction	Size of cylinders amended.
Auckland Gas Co.	"	Making-gas	100	12	Second class	"
"	"	"	100	12	"	"
Auckland Farmers' Freezing Co.	Glasgow	Freezing	84	19 & 28; 10 & 8	First class	"
Ditto	"	"	84	Ditto	"	"
"	"	"	84	"	"	"
Auckland Harbour Board	Auckland	Sand-pump	65	6 & 14; 9, 14, & 24	"	"
Auckland Meat Co.	Mount Roskill	Abattoirs	16	10	Second class	Late R. Salmon (Ltd.).
"	Auckland	Freezing	55	13	"	"
Avondale Brick & Pottery Co.	Avondale	Brickworks	30	12	"	Size of cylinders amended.
Bartholomew Land & Timber Co.	Ngatira	Hauling	12	Two 8	Locomotive and traction	Additional.
Bayly, W. B.	Kihikihi	General	6	7½	Ditto	Late J. Hutchison.
Bennett, J.	Ongarue	Sawmill	25	10	Second class	Late J. McGrath; size of cylinders amended.
Bennett, James	"	Log-hauling	15	Two 8½	"	Additional.
Brett Publishing Co. (Ltd.)	Auckland	Printing	61	13 & 14½	First class	Size of cylinders amended.
Browne, S. J.	Mangawai	Traction	8	7 & 11	Locomotive and traction	Late Ellis & Burnand.
Carder Bros. & Co.	Auckland	Pottery-works	20	9	Second class	Late Hancock & Co.; size of cylinders amended.
Carruth, Robert	Papatoitoi	General	6	8	Locomotive and traction	Size of cylinders amended.
Cook, H. F., & Co.	Whangumumu	Boiling-down	83	6½ & two 7½	Second class	"
Daydawn & Norfolk Mines, Thames	Thames	Crushing and air-compressor	30	14⅜ & 16	First class	Late Mrs. A. G. Trower.
Ditto	"	Ditto	35	14¾ & 16	"	"
Devonport Borough Council	Takapuna	Pumping	30	12 & 24	"	Size of cylinders amended.
"	"	"	30	13 & 24	"	"
Direct Supply Co.	Auckland	Furniture-factory	65	10 & 17	"	"
Donald & Edenborough	Rarotonga	Sawmill	18	10	Second class	Additional.
Ellis & Burnand	Mangapuhi	"	65	Two 14½	First class	Size of cylinders amended.
"	Hamilton	"	44	15½	"	"
Ferguson, J. H.	Karaka	General	5	8	Locomotive and traction	Late Comrie & Ferguson.
Ferro-concrete Co.	Auckland	Pile-driving	19	Two 8¼	Second class	Additional.
"	"	Hoist	18	Two 8¼	"	"
Forsman Bros.	Waharoa	General	6	8	Locomotive and traction	"
Fredsburg, A.	Taheke	Flax-mill	25	10	Second class	"
Gibbons, R. P.	Kopu	Sawmill	50	16½	First class	Size of cylinders amended.
Hellaby, R. & W.	Auckland	Boiling-down	50	13	Second class	"
"	"	Freezing	79	12	"	"
"	"	"	79	8	"	"
Hikurangi Coal Co.	Hikurangi	Pumping	15	Two 8½	"	Late Waro Coal Co.
Jury, W. H.	Rangiriri	Flax-mill	16	10	"	Size of cylinders amended.
Kaipara Timber Co.	Grahamsfern	Sawmill	105	36 & 18	First class	Additional.
Kauri Timber Co.	Tairua	"	40	19¼ & 36	"	Size of cylinders amended.
"	Whangapoa	Traction	10	Two 8	Locomotive and traction	Additional.
Kay Bros.	Paterangi	Threshing	6	8	Ditto	Late Jarrett Bros.
Kempthorne, Prosser, & Co. (Ltd.)	Westfield	Manure-works	25	14	Second class	Size of cylinders amended.
Knight, B. L.	Katikati	Sawmill	45	14¼ & 11	First class	"
Livesey, J. W.	Waiotapu	Flax-mill	16	9	Second class	Late Waiotapu Flax-mill Co.
Lynn & Popplewell	Mokai	"	14	Two 8½	"	Additional.
Marbutt Carving Co.	Auckland	Wood-working	18	10	"	Late R. P. Gibbons; size of cylinders amended.
Moir, J.	Fernbrook	Sawmill	18	9	"	Additional.
N.Z. Brick, Tile, & Pottery Co.	New Lynn	Brick & tile making	110	13 & 22	First class	"
N.Z. Dairy Association	Auckland	Dairy factory	16	10	Second class	Late Onewhero Dairy Co.
N.Z. Government Public Works Department	Kakahe	Sawmill	16	Two 9½	"	Size of cylinders amended.
Ditto	"	"	16	Two 9½	"	"
"	Takapuna	Idle	16	Two 9½	"	Additional.
N.Z. Laundry Co.	Auckland	Laundry	43	10	"	"
N.Z. Portland Cement Co.	Limestone Island	Cement-works	96	12 & 20, 16 & 24, 9	First class	Size of cylinders amended.
"	Ditto	"	96	Ditto	"	"
Northern Coal Co.	Kiripaka	Hauling	14	Two 8½	Second class	Late Kiripaka Coal Co.
"	Hikurangi	"	20	Two 5½	Locomotive and traction	Additional.
"	"	"	20	Two 5½	Ditto	Size of cylinders amended.

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		AUCKLAND DISTRICT—*continued.*				
Northern Coal Co. ..	Kiripaka ..	Hauling & pumping	65	Two 10	Second class ..	Additional.
Northern Roller Flour-mills	Auckland ..	Flour-mill ..	56	16 & 30	First class ..	"
Ngunguru Sawmill Co. ..	Ngunguru ..	Sawmill ..	20	13	Second class ..	Late Elwarth & Knutzen.
Onehunga Borough Council	Onehunga ..	Pumping ..	26	Two 18½	First class ..	Additional.
Onehunga Sawmilling Co. (Ltd.)	" ..	Sawmill ..	40	15 & 18	" ..	Late Kauri Timber Co.
Ditto	" ..	" ..	22	18 & 15	" ..	"
Otway Bros.	Waihou ..	Flax-mill ..	25	11	Second class ..	Additional.
Otway, C. E.	Port Waikato ..	" ..	21	9½	" ..	"
Parker, W. J.	Auckland ..	Log-hauler ..	16	Two 7½	" ..	"
Pascoe, Elias	Mount Eden ..	Stone-breaking ..	17	9	" ..	Late J. G. White & Co., Newmarket.
Puketapu Sawmilling Co. .	Parihaka ..	Sawmill ..	42	16	First class ..	Late Parihaka Timber Co.
"	Matapuna ..	Hauling ..	20	Two 9	Locomotive and traction	Additional.
Pungapunga Sawmill Co. ..	Taumarunui ..	Sawmill ..	73	17	First class ..	"
Redshaw, J.	Richmond ..	Steaming ..	18	8	Second class ..	"
Reid, Marshall, & McKenzie	Kawakawa ..	Flax-mill ..	20	10	" ..	Late Thompson & Gardner.
"	Matarua ..	" ..	26	10	" ..	Additional.
Steel Bros.	Oxford Bush ..	Sawmill ..	24	11	" ..	Size of cylinders amended.
Stewart & Hall	Opua ..	" ..	30	12¼	" ..	Late N.Z. Timber Co.
Strang Bros.	Te Aroha ..	Threshing ..	6	7	Locomotive and traction	Size of cylinders amended.
Subritzky & Hansen ..	Awanui ..	Flax-mill ..	42	11	Second class ..	Additional.
Sulenta, G.	Waipapakauri	" ..	20	10	" ..	"
Suttie Bros.	Onehunga ..	Tannery ..	22	10	" ..	"
Taumarunui Sawmilling Co.	Taumarunui ..	Sawmill ..	25	14	" ..	Late Puketapu Sawmilling Co.
Taupiri Coal-mines Co. (Ltd.)	Huntly ..	Pumping & winding	75	9¾ & 18	First class and winding	Size of cylinders amended.
"	" ..	Winding, &c. ..	42	Two 8, two 9, & two 11½	Ditto ..	"
"	" ..	Winding ..	77	Ditto	" ..	"
"	" ..	Winding, &c. ..	42	"	" ..	"
"	" ..	" ..	20	Two 11½	" ..	Late Colonial Ammunition Co.; size of cylinders amended.
"	" ..	Winding & pumping	30	Two 18	" ..	Size of cylinders amended.
"	Extended Mine, Huntly	"	30	Two 18	" ..	"
"	Huntly ..	Pumping ..	14	Two 7, two 10	First class ..	"
Taupiri West Coal Co. ..	" ..	Coal-mining ..	35	Two 20	" ..	Late Kauri Timber Co.
Taupo Totara Timber Co. ..	Mokai ..	Hauling	13	Two 8	Locomotive and traction	Additional.
Thompson & Hill ..	Auckland ..	Jam-factory ..	40	10⅜	Second class ..	"
Union Collieries Co. ..	Maramarua ..	Pumping & hauling	25	Two 10 & two 5	" ..	Size of cylinders amended.
Waihi Gold-mining Co. ..	Waihi, No. 6 shaft	Winding ..	70	Two 30	Winding ..	"
" ..	Ditto ..	" ..	70	Two 30	" ..	"
" ..	Waihi, No. 2 shaft	" ..	70	Two 11¼, two 7, & two 9	" ..	"
" ..	Ditto ..	" ..	70	Ditto	" ..	"
" ..	Waihi ..	Pumping, winding, & air-compressor	64	60 & 110, 35 & 70, 14 & 30, two 8, two 12, two 6, & 14, & two 12	First class and winding	"
" ..	" ..	Ditto	64	Ditto	Ditto ..	"
" ..	" ..	"	56	"	" ..	"
" ..	" ..	"	56	"	" ..	"
Waihi Beach Gold-mining Co.	" ..	Gold-mining ..	35	Two 8	Second class ..	Late Alpha Gold-mining Co.
Waihi Grand Junction Gold-mining Co.	" ..	Motor-wagon ..	4	4½ & 7	Locomotive and traction	Additional.
Waihi Syndicate Gold-mining Co.	" ..	Winding ..	63	Two 10	Winding ..	Late Waihi Grand Junction Gold-mining Co.; size of cylinders amended.
Waotu Timber Co. ..	Waotu ..	Sawmill ..	16	Two 9	Second class ..	Late Taupo Totara Timber Co.
Watkins Bros.	Raglan ..	Log-hauling ..	8	7¼ & 11¼	Locomotive and traction	Late Assets Realisation Board.
" ..	" ..	Sawmill ..	30	12¼	Second class ..	Late Cashman Bros.
White-pine Co.	Naumai ..	" ..	65	Two 15	First class ..	Size of cylinders amended.
Wigg, Thos.	Auckland ..	Laundry ..	43	9	Second class ..	"
Wilson & Horton ..	" ..	Printing ..	53	12	" ..	"
Wilson & Co., J. ..	Warkworth ..	Cement-works ..	67	14 & 28	First class ..	"
" ..	" ..	" ..	67	14 & 28	" ..	"
" ..	" ..	" ..	68	14 & 28	" ..	"

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		CANTERBURY NORTH DISTRICT.				
Booth, Douglas	West Oxford ..	Sawing	8	9	Locomotive and traction	Additional.
Bowron Bros.	Woolston ..	Tannery ..	17	12 & 21½	First class ..	Size of cylinder amended.
Burton & Shipley ..	Greendale ..	Threshing ..	8	8 11/16	Locomotive and traction	"
Canterbury Frozen Meat & Dairy-produce Export Co.	Belfast ..	Freezing ..	30	9 14¼, 25	First class ..	"
Canterbury Frozen Meat Co.	" ..	"	70	9 14½ & 25	First-class ..	Additional.
"	" ..	"	40	9 14½ & 25	" ..	Size of cylinders amended.
"	" ..	"	40	9 14½ & 25	" ..	"
Canterbury Tramway Co. ..	Christchurch ..	Hauling	8	Two 7	Locomotive and traction	"
" ..	" ..	Locomotive-work	8	Two 7	Ditto ..	"
Chapman & Son	Kaiapoi ..	Chaff-cutting ..	6	8	" ..	Late H. A. Brundell, Kaiapoi.
Christchurch Brick Co. ..	Addington ..	Brickmaking ..	30	12 & 23	First class ..	Additional.
" ..	" ..	" ..	30	12 & 23	" ..	"
Christchurch City Council	Christchurch ..	Electric light ..	103	3 7, 3 12, 3 8, 3 10, 3 14, 3 17	First class ..	Size of cylinders amended.
"	" ..	" ..	103	3 7, 3 12, 3 8, 3 10, 3 14, 3 17	"	"
"	Sockburn Abattoirs	Water-heating ..	17	Nil	Second class ..	Late Kaiapoi Woollen Co.
Christchurch Gas Co. ..	Christchurch ..	Gasworks ..	36	One 12, one 9, one 7	Ditto ..	Size of cylinders amended.
Christchurch Meat Co. ..	Islington ..	Freezing, &c. ..	80	15 & 27, 16 & 30, 10 & 18	First class ..	"
Christchurch Tramway Board	Christchurch ..	Locomotive-work ..	20	Two 10	Locomotive and traction	Additional.
Ditto	"	Electricity ..	208	Turbine	First class ..	"
Clinton, Nicolas	Greendale ..	Threshing ..	8	9	Locomotive and traction	Late Holland & Watson, Greendale.
Clinton, Peter	" ..	" ..	8	9	Ditto ..	Size of cylinders amended.
Cloudsley & Co.	Springfield ..	Brickmaking ..	20	7	Second class ..	Late Yarmouth Oil-clothing Co., Christchurch; size of cylinders amended.
Crump, D.	Springston ..	Threshing, &c. ..	8	6 & 10	Locomotive and traction	Late Geo. Thompson, Prebbleton.
Davis, H. E.	Irwell ..	Threshing only ..	9	6½ & 10½	Ditto ..	Size of cylinders amended.
Duncan, P. & D. ..	Christchurch ..	Foundry ..	30	6 & 8	Second class ..	"
Ellesmere Grain Agency ..	Doyleston ..	Threshing, &c. ..	7	8½	Locomotive and traction	Late Boag & Cook, Doyleston; size of cylinders amended.
" ..	" ..	" ..	8	6 & 10½	Ditto ..	Late Boag & Cook, Doyleston.
" ..	" ..	" ..	9	6½ & 10	" ..	Late Boag & Cook, Doyleston; size of cylinders amended.
Everest, George	Taitapu ..	Threshing ..	8	8½	" ..	Late Jas. Streeter, Taitapu.
Glenmore Brick Co. ..	Woolston ..	Excavating steam-navvy	7	5½ & 5½	Locomotive and traction	Additional.
Greenslade, John ..	Prebbleton ..	Threshing only ..	8	6½ & 10	Ditto ..	Size of cylinders amended.
Holland, A. G.	Kirwee ..	Threshing, &c. ..	7	8½	" ..	Late J. G. Clarke, Kirwee.
Humm Bros.	Waddington ..	Threshing ..	6	7	" ..	Size of cylinders amended.
Hunsley, Wm.	Christchurch ..	Sawmill ..	15	12 & 21	First class ..	"
"	" ..	" ..	15	12 & 21	" ..	"
Lyttelton Harbour Board ..	Dock, Lyttelton	Pumping ..	15	13⅛ & 13⅛	Second class ..	"
" ..	" "	" ..	15	13⅛ & 13⅛	" ..	"
" ..	" "	" ..	15	13⅛ & 13⅛	" ..	"
McCartney, R.	Taitapu ..	General	10	6½ & 11½	Locomotive and traction	Additional.
McCrostie & Westwood ..	Greendale ..	Threshing, &c. ..	9	9	Ditto ..	Late J. W. McCrostie.
McCrostie, J. W. ..	" ..	General	8	6½ & 10	" ..	Late Electrical Construction Co., Christchurch.
McCrostie, W.	" ..	Threshing ..	8	6½ & 10½	" ..	Additional.
McDonald, Thos. ..	Waikuku ..	Fellmongery ..	20	12	Second class ..	Late J. C. Andrews, Waikuku.
Manning & Co.	Christchurch ..	Brewery ..	50	7	" ..	Size of cylinders amended
Morgan, E.	Ashley ..	General	6	8½	Locomotive and traction	Additional.
Nelson Bros.	Hornby ..	Freezing ..	30	13 & 25	First class ..	Size of cylinders amended.
"	" ..	" ..	30	18 & 29	" ..	"
Nicholls, Wm.	Belfast ..	Fellmongery ..	20	9	Second class ..	Late N.Z. Provision and Produce Co., Christchurch.
Oakley, Geo.	Templeton ..	Roadworks ..	4	4½ & 6	Locomotive and traction	Additional.
Parkinson, Walter F. ..	Kaituna ..	Threshing ..	8	9	Ditto ..	Late Robert Clough, Little River.
Patterson & Jones ..	Hororata ..	Roadwork ..	8	6½ & 10	" ..	Late Electrical Construction Co., Christchurch.
" ..	" ..	General	8	9¼	" ..	Late W. A. McLaren & Co., Christchurch

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		CANTERBURY NORTH DISTRICT—*continued.*				
Pitcaithly & Co.	Halswell	Stone-crushing	22	11 & 14¾	First class	Additional.
Riccarton Road Board	Riccarton	Roadwork	7	5¾ & 9	Locomotive and traction	"
Ridder, E. T.	Linwood	Road-roller	6	8	Ditto	"
Robson, T. T.	Avonside	Fellmongery	22	9¼	Second class	"
Russell & Keltie	Hororata	General	8	9	Locomotive and traction	Late G. F. Wright, Annat.
Scott Bros.	Christchurch	Electric light and power	57	14 & 24	First class	Additional.
"	"	Ditto	57	14 & 24	"	"
"	"	"	57	12 & 21	"	"
"	"	Engineers' tools	20	12 & 20	"	"
Scott & Sellers	"	Sawmill	16	12	Second class	Late Colonial Skewer and Timber Co., Christchurch.
Shepherd, J. E. L.	Rangiora	Chaff-cutting	8	9	Locomotive and traction	Late Reid Bros., Bennett's.
Sky-ship Syndicate, The	Exhibition Grounds, Ch'ch.	Sky-ship	12	8 & 8	Winding	Late Cleveland Bridge Co., Springfield.
Smith & Smith	South Belt, Christchurch	Sawmill	35	11½	Second class	Size of cylinders amended.
Walker, James	Dunsandel	Threshing	8	9	Locomotive and traction	Late Robert Meaclem, Hamstead.
Wardell Bros.	Christchurch	Electric light and freezing	50	9 & 14	First class	Size of cylinders amended.
"	"	Electric light	35	8 & 13½	"	"
Watson, G.	"	Sawmill	25	10	Second class	"
White Bros.	N. Loburn	Threshing, &c.	8	7½ & 10	Locomotive and traction	"
Zealandia Soap Co.	Heathcote	Soap-works	30	8	Second class	Late Timaru Milling Co.; size of cylinders amended.
"	"	"	25	10	"	Size of cylinders amended.
		CANTERBURY SOUTH DISTRICT.				
Ashburton Woollen-mills	Ashburton	Woollen-mills	30	Nil	Second class	Size of cylinders amended.
"	"	"	30	Nil	"	"
Benbow, W. C.	Temuka	General	8	9	Locomotive and traction	Late Benbow & Barney; size of cylinders amended.
Buckingham, W. J.	Waimate	"	8	6½ & 11	Ditto	Additional.
Canterbury Farmers' Co-op.	Timaru	For sale	7	8⅛	"	Late H. Batchelor, Fairlie.
Cartwright & Douglas	Temuka	General	8	9¼	"	Size of cylinders amended.
Clark, W. J.	Levels	"	8	6½ & 11	"	Additional.
Douglas, J.	Rakaia	"	6	8	"	Late F. Dynes & Co., Rakaia.
Elworthy, A. S.	Holm Station, Timaru	"	8	6½ & 11	"	Additional.
Elworthy Bros.	Pareora	"	8	6½ & 10½	"	Late Canterbury Farmers' Co-operative.
Fitzgerald, Nicholas	Tinwald	"	8	6½ & 10⅝	"	Size of cylinders amended.
Grigg, John	Longbeach	Hauling	10	7 & 11	"	Additional.
Harkness, W. S.	Levels, Timaru	Threshing	8	6½ & 10½	"	"
Harris, H. R.	Washdyke	Fellmongery	20	8	Second class	"
Hayhurst, J. M.	Temuka	General	8	9	Locomotive and traction	Late W. Brogden, Temuka.
Hopkinson Bros.	"	"	8	9	Ditto	Size of cylinders amended.
Keane, J. M.	Pleasant Point	Hauling, &c.	8	6½ & 10½	"	"
Kirk, H. B.	Timaru	Brickmaking	30	12 & 20	First class	Additional.
Knox, S. & M.	Ashburton	General	8	6½ & 10½	Locomotive and traction	Late Reid & Gray, Ashburton
"	"	"	8	6½ & 10⅝	Ditto	Size of cylinders amended.
McIntyre, David	Forks, Ashburton	"	8	9	"	Late John Carson, Winslow.
Preddy, George	Temuka	Threshing	8	9	"	Size of cylinders amended.
Rae, James	St. Andrew's	Threshing & hauling	8	8½	"	Late George Lawrie, St. Andrew's.
Robertson, John	Temuka	General	8	8½	"	Size of cylinders amended.
Rollit, Thomas	Ashburton	Flour-mill	14	8½ & 12¾	First class	Additional.
Smith, J., & Son	"	Sawmill	52	11	Second class	"
Smith, James E.	Claremont	Stone-crushing	6	7¼	Locomotive and traction	Size of cylinders amended.
Stewart, James	Timaru	General	8	9	Ditto	"
Stickings, Charles	Pleasant Point	Chaff-cutting	5	6¼	"	Late Yates, Canterbury.
Taylor, W. J.	Ashburton	"	8	9¾	"	Late T. Taylor, Flemington.
Thorn, A.	Winchmore, Ashburton	General	8	9	"	Size of cylinders amended.
Tiffen, James	Makikihi	"	6	8	"	Additional.
Vincent, A.	Timaru	Stone-crushing	8	9	"	"
Watt, James	North Rakaia	General	8	9	"	Late T. Perks, Ashburton.
Wilson, Thomas	Tinwald	"	6	6 & 10	"	Additional.
"	"	"	8	6½ & 10⅝	"	Size of cylinders amended.

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
HAWKE'S BAY DISTRICT.						
Alpha Sawmill Co.	Gisborne	Hauling	6	6½ & 11½	Locomotive and traction	Additional.
"	"	Sawmilling	62	12¾ & 19¾	First class	Size of cylinders amended.
"	"	Sawmill	23	12¾ & 19¾	"	"
Butcher, H. F.	Patoka	"	35	15⅜	"	Additional.
Carlson, H.	Pukehou	"	23	Two 8½	Second class	"
Carr, S.	Ongaonga	Threshing	6	6 & 10	Locomotive and traction	"
Gamman & Co.	No. 2, Smith's siding	Sawmill	20	13⅜	Second class	Size of cylinders amended.
"	Ditto	"	10	13⅜	"	"
Gisborne Sheep-farmers' Co-operative Freezing Co.	Gisborne	General work	35	9 & 16, 12 & 22	First class	"
Ditto	"	"	35	9 & 16, 12 & 22	"	"
Hall, F.	"	Threshing	6	9	Locomotive and traction	Additional.
"	"	Sawmill	25	10 & 16	First class	Late Drummond Bros., Te Karaka.
Hawke's Bay Dairy Co.	Woodville	Butter-factory	20	8½	Second class	Late Beattie, Lang, & Co., Dannevirke.
Hawke's Bay Soap and Tannery Co.	Awatoto	Soap-works	50	7½	"	Late Saunders, Gilbert, & Co.
Higgins, Lawrence	Moteo	Threshing	8	6½ & 8½	Locomotive and traction	Late F. Pepper; size of cylinders amended.
Hunter, W. G.	Ngapaeruru	Sawmill	12	8½ & 8½	Second class	Late John Peters, Ngapaeruru.
Jones, James	Waerengaahika	Threshing	8	6½ & 11	Locomotive and traction	Additional.
Kemp, C. H.	Puketitiri	Hauling	7	8½	Ditto	"
McLeod & Seifert	Takapau	Flax-mill	12	7 & 11	Second class	Late A. Siefert, Takapau.
Manson & Co.	Tikokino	Sawmill	35	16½	First class	Size of cylinders amended.
Morrison, Donald	Makotoku	"	12	8½ & 8½	Second class	Late Morrison Bros.
Napier Brewery Co.	Napier	Brewery	30	8	"	Late Robjohn & Sons, Napier.
Nelson Bros.	Gisborne	Freezing	43	12, 13, & 25	First class	Size of cylinders amended.
"	"	"	43	12, 13, & 25	"	"
"	"	"	50	12, 13, & 25	"	"
Newrick Bros.	Hastings	Threshing	6	6 & 10	Locomotive and traction	Additional.
Spiers, A.	Wanstead	Flax-mill	16	8½ & 8½	Second class	Late William Toogood, Featherston.
Waikopiro Sawmill Co.	Waikopiro	Sawmill	35	14	"	Late Collett & Edkins, Dannevirke; size of cylinders amended.
MARLBOROUGH DISTRICT.						
Brownlee & Co.	Havelock	Log-hauling	15	8½ & 8½	Exempt*	
Christchurch Meat Co.	Picton	Freezing	106	12, 22, 10½	First class	Size of cylinders amended.
"	"	"	12	10½, 12, 22	"	"
"	"	"	12	12, 22, 10½	"	"
Higgins, John	Seddon	General	10	6½ & 11½	Locomotive and traction	Additional.
Osgood, W. S.	Picton	Brickmaking	16	9½	Second class	Late E. Tonks, Wellington; size of cylinders amended.
Wakamarina Gold-dredging Co.	Wakamarina	Gold-dredge	15	7 & 11½	"	Late Golden Point Dredging Co., Wakamarina.
Wellington and Marlborough Lime and Cement Co.	Picton	Cement-works	61	8, 14, 22	First class	Size of cylinders amended.
Ditto	"	"	64	14, 22, 8	"	Ditto.
NELSON NORTH DISTRICT.						
Fritz. A. J. Bockman	Upper Moutere	Threshing & chaffing	6	8	Locomotive and traction	Late H. H. Schwass, Hope.
Falconer, F. W.	Rockville	Idle	30	7 & 11	Second class	Late Kaituna Gold-dredging Co.
Grant, Wm.	Slate River	Gold-dredging	18	8 & 12¾	First class	Late Slate River Gold-dredging Co.
Griffen & Sons	Nelson	Biscuit-factory	20	8 & 12	"	Size of cylinders amended.
Langlands, Wm., & Co.	"	Road-wagon	7½	4 & 7	Locomotive and traction	Late Robert Ellis, Motupiko.
Maoriland Copper Co.	Aniseed Valley	Sawmill	20	10¼	Second class	Late Peart Bros., Nelson.
Price, T. A.	Pretty Bridge Valley	"	6	7⅝	Locomotive and traction	Additional.
Puponga Coal Co.	Puponga	Dredging	36	7 & 11½	Second class	"
"	Nelson	Hauling and pumping	40	Two 8, two 9	"	"
"	Puponga	Ditto	40	Two 8, one 9, & one 9	"	Size of cylinders amended.
Robertson Bros.	Nelson	Sash and door factory	30	12 9/16	"	"
Schwass, H. H.	Hope	Threshing & chaffing	8	8	Locomotive and traction	Late J. T. Snowden, Brightwater.
Senior, Edmund S.	Marahau	Sawmill	8	9	Ditto	Late Senior Bros.
Watson, Chas.	Belgrove	General	6	8 1/16	Locomotive and traction	Late H. Tunnicliffe.
Whelham, A., & Co.	Takaka	Wood-working	16	8½	Second class	Late J. H. Walker & Sons, Takaka.
Win, J. W.	Dovedale	Traction & chaff-cutting	6	8	Locomotive and traction	Additional.

* When moved from place to place by its own motive power then traction and locomotive driver required.

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		NELSON SOUTH DISTRICT.				
A1 Gold-dredging Syndicate	Redman's Creek	Gold-dredging ..	20	7 & 11¼	Second class ..	Late A1 Gold-dredging Co.
Blackball Coal Co. ..	Ngahere ..	Dynamo and aerial tram	20	12 & 9	First class ..	Size of cylinders amended.
" ..	Blackball ..	Hauling & dynamo	20	Two 15	Ditto ..	"
" ..	" ..	Driving fan ..	20	14	Second class ..	"
Boatman's Creek Syndicate	Boatman's Creek	Gold-dredging ..	20	8 & 12¾	First class ..	Late Donovan and party, Cronadon.
Bowater & Bryan ..	Cape Foulwind	Sawmill ..	28	17 5/16	Ditto ..	Size of cylinders amended.
" ..	"	" ..	25	Nil	Second class ..	"
Burke, M. J.	Karamea ..	" ..	28	14 3/16	First class ..	Late Porter & Walker, Karamea
Consolidated Goldfields of New Zealand (Ltd.)	The Golden Fleece Mine	Crushing-battery & air-compressing	50	Three 14 & one 22	" ..	Size of cylinders amended.
Ditto	Globe Hill ..	Winding ..	30	Two 10	Winding ..	Late Progress Gold-mining Co.
"	Specimen Hill	Quartz-battery ..	30	Two 7 5/16	Second class ..	Size of cylinders amended.
"	B shaft, Globe Hill	Winding & air-compressing	85	Two 16, two 14, one 15, one 6	First class and a winding	"
"	Ditto ..	Ditto	85	Ditto	Ditto ..	"
"	Golden Fleece Battery	Quartz-battery and air-compressing	60	Three 14, one 22, one 13½, one 10, two 11½, two 14	First class ..	"
"	Ditto ..	Ditto	60	Ditto	" ..	
"	Blackwater ..	Sawmill	12	Two 8 9/16	Second class ..	Late Hannah and Ross; size of cylinders amended.
De Filippi, Stephen ..	Buller River ..	Gold-dredging ..	30	8 & 12¾	First class ..	Late Mokoia Gold-dredging Co.
Hessey, Cameron, Tacon, & Co.	Boatman's Creek	Dredge (dismantled at present)	16	7 & 11¼	Second class ..	Late Reeves Proprietary Gold-dredging Co., Capleston.
Ditto	"	Gold-dredging ..	20	8 & 12¾	First class ..	Ditto.
Hobbs, Jas.	Mokihinui ..	Winch	20	Two 6	Second class ..	Late Exploration Timber Co., Mokihinui.
Karamea Sawmilling Co. ..	Karamea ..	Sawmill	30	14 9/16	First class ..	Additional.
New Zealand Government State Coal-mines	Westport ..	Briquette-works ..	64	Two 14	*	"
Ditto	" ..	" ..	64	Two 14	*	"
"	" ..	" ..	64	Two 14	*	"
"	Point Elizabeth	Driving fan & hauling coal	49	Two 9, one 10, 7, & 11, one 5, & two 4	*	"
"	Greymouth ..	Hauling coal ..	49	Two 5, two 4, & two 10¼	*	Size of cylinders amended.
"	Coal Creek ..	Driving fan and hauling coal	49	Two 9, one 10, 7 & 11, one 5, & one 4	*	"
Point Elizabeth Railway and Coal Co.	Brunnerton ..	Coal-mining ..	35	Two 10½, one 12, & one 13½	First class ..	
Ditto	" ..	" ..	35	Ditto	" ..	"
Tyneside Proprietary Coal Co. (Ltd.)	" ..	Winding coal only	20	Two 8¼, two 8, one 9, two 7½, two 4½, two 5, one 7	" ..	"
Westport Coal Co. ..	Coalbrookdale ..	Air-compressor & fan	80	Three 14½ one 16	" ..	"
..	" ..	Ditto	80	Ditto	" ..	"
" ..	Denniston ..	Main haulage and electric lighting	84	Two 18, two 12, two 8, four 6, & three 5	" ..	
" ..	" ..	Ditto	84	Ditto	" ..	"
" ..	" ..	"	84	"	" ..	"
" ..	" ..	"	84	"	" ..	"
" ..	Iron Bridge ..	Hauling & dynamo	86	One 10, one 16, & one 6	" ..	"
" ..	Millerton ..	Air-compressing, fan, and dynamo	10	Two 14½ & three 9	" ..	"
" ..	" ..	Ditto	10	Ditto	" ..	"
" ..	" ..	"	10	"	" ..	"
" ..	" ..	"	58	"	" ..	"
" ..	Mines Creek ..	Air-compressing ..	55	Four 14½, one 20, & one 6½	" ..	"
..	" ..	Air-compressor and fan	55	Ditto	" ..	"
..	" ..	Ditto	55	"	" ..	"
" ..	" ..	"	86	"	" ..	"

* Exempt under section 63 of "Inspection of Machinery Act, 1902."

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
			OTAGO DISTRICT.			
Barewood Gold-mining Syndicate	Barewood ..	Gold-mining ..	16	Two 8	Winding ..	Late Enfield Gold-dredging Co.
Brook, G.	Balclutha ..	Flour-mill ..	12	7 & 11½	Second class ..	Late Cluth Milling Co.
Bruce Coal Co.	Milton ..	Hauling ..	16	7 & 11¼	" ..	Late No. 1 Empire Gold-dredging Co.
Bruce Railway and Coal Co.	Fortification ..	" ..	6	9	Locomotive and traction	Size of cylinders amended.
Burt, A. & T.	Dunedin ..	Machine tools ..	25	10⅜	First class ..	*
"	" ..	Foundry ..	30	18⅞	" ..	"
"	" ..	Boiler-shop ..	30	Two 16	" ..	"
Cairntrodlie, Gold-dredging Co.	Upper Poolburn	Gold-dredging ..	14	7 & 11	Three second class	Late Wallis and party.
Christie Bros.	Saddle Hill ..	Hauling ..	12	Two 8½	Second class ..	Additional.
Dunedin City Corporation	Dunedin ..	Electric trams ..	95	12 & 22	First class ..	Size of cylinders amended.
"	" ..	" ..	95	12 & 22	" ..	"
Dunedin Engineering Co...	" ..	Machine tools ..	72	16 & 10	" ..	"
Golden Chain Gold-dredging Co.	Near Ettrick ..	Gold-dredging ..	20	8 & 12¾	First class & two second class	Late Majestic Gold-dredging Co., Cromwell.
Gregg, Wm., & Co. ..	Dunedin ..	Starch-factory ..	18	10	Second class ..	Size of cylinders amended.
Lovell's Flat Coal Co. ..	" ..	For sale ..	56	Nil	" ..	Late Shag Point Coal Co.
McDonald, Alex. ..	Outram ..	General ..	8	9	Locomotive and traction	Late Geo. McDonald.
McLeod Bros. (Ltd.) ..	Dunedin ..	Candle-making ..	25	12	Second class ..	Size of cylinders amended.
New Bendigo Gold-dredging Co.	Gorge, Alexandra	Gold-dredging ..	20	9 & 14	First & 2 seconds	"
New Zealand Government Asylums Department	Seacliff ..	Electric light ..	43	8 & 13	†	"
Ditto	" ..	" ..	43	8 & 13	†	"
New Zealand Government Public Works Department	Catlin's River..	Stone-crushing ..	16	18 & 13	†	Additional.
Otago Gold-dredging Co., No. 3	Island Block ..	Gold-dredging ..	16	7 & 14	One first & two seconds	Late Jones and party, Island Block.
Otago Granite Brick Co. ..	Anderson's Bay	Brickmaking ..	56	16	First-class ..	Size of cylinders amended.
Otago Laundry Co. ..	Dunedin ..	Laundry ..	62	6½ & 10½	Second class ..	Additional.
Real McKay Coal Co. ..	Milton ..	Hauling ..	12	Two 8	Locomotive and traction	Late Lovell's Flat Coal Co.
" ..	Fortification ..	" ..	16	Two 8⅜	Second class ..	Late Lovell's Flat Coal Co.; size of cylinders amended.
Ross & Glendining ..	Dunedin ..	Carbonising ..	20	Nil	" ..	Late Mosgiel Woollen-factory Co.
" ..	Dunedin & Roslyn	Coal-wagon ..	5	Two 4½	Locomotive and traction	Additional.
Shacklock, H. E. ..	Dunedin ..	Machine-shop ..	32	12	Second class ..	"
Shiel Bros.	St. Clair ..	Stone-crushing ..	16	7 & 11	" ..	Late N.Z. Oil & Coal Co.
Shiels, J.	Glenledi ..	Flax-mill ..	12	Two 8¾	" ..	Late Keppel Bros.
Stevens, A., & Co. ..	Dunedin ..	Flour-mill ..	30	12 & 20	First class ..	Size of cylinders amended.
Todd Bros.	Heriot ..	General	8	9	Locomotive and traction	Late D. Spiers.
Trusler, S.	Arthurton ..	"	8	9	Ditto ..	Late Reid & Gray.
			SOUTHLAND DISTRICT.			
Aitken, George	Gore	Chaff-cutting ..	6	8	Locomotive and traction	Late Proudfoot & Steele.
Alpine No. 2 Gold-dredging Co.	Cromwell ..	Gold-dredging ..	20	8 & 12¾	First class ..	Additional.
Bichan, George	Mataura ..	Flax-mill ..	30	8¾	Second class ..	Late Sutherland & Girdler.
Blair Bros.	Glenham ..	" ..	14	7¾ & 11½	" ..	Late Templeton Bros.
Brown, J. & W.	Kapuka ..	Chaffing ..	4	6½	Locomotive and traction	Additional.
Charlton Valley Gold-dredging Co.	Charlton Valley	Gold-dredging ..	16	7 & 11¼	Second class ..	"
Coombs, C.	Drummond ..	Threshing and ploughing	8	9	Locomotive and traction	"
Cromwell & Bannockburn Coal Co.	Bannockburn ..	Pumping ..	16	10 & 10	Second class ..	"
Cruickshanks, W. ..	Waihopi ..	Flax-mill ..	12	9⅛ & 9⅛	" ..	Size of cylinders amended.
Farrier, A.	Kapuka ..	Threshing ..	8	9	Locomotive and traction	Late Farrier Bros., Waituna.
Fleck, Adam	Thornbury ..	Threshing and ploughing	8	9	Ditto ..	Late J. T. Fleck, Riverton.
Fleming & Co.	Riverton ..	Flour-mill ..	15	12½	Second class ..	Late Mathew Tweedie.
Green, Thomas	Near Gore ..	Hauling ..	16	5 & 10	" ..	Late E. Girdler, Green Hills; size of cylinders amended.
Hamilton & Co.	Te Tua ..	Sawmill	12	8½ & 8½	" ..	Late Hamilton & Galt.
Holland, James	Gore	Hauling ..	8	6¼ & 10½	Locomotive and traction	Additional.
Jenkins, A. and J. ..	Wallacetown ..	Hauling & threshing	8	9	Ditto ..	Late Scannel & Butler, Dacre.
Knipe, George	Clifton ..	Chaff-cutting ..	7	7	" ..	Late A. E. D. Stuck, Riverton.

* This boiler is connected with two other boilers which require a first-class driver.
† Exempt under section 63 of "Inspection of Machinery Act, 1902."

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		SOUTHLAND DISTRICT—*continued.*				
Koputai Gold-dredging Co.	Waikaia ..	Gold-dredging ..	20	8 & 13	First class ..	Additional.
Kura Gold-dredging Co. ..	" ..	" ..	20	8⅛ & 12¾	" ..	"
Lower Nevis Gold-dredging Co.	Nevis ..	" ..	16	7 & 11¼	Second class ..	Late Ngapara Gold-dredging Co., No. 3.
McDonald, D. K. ..	Mokoreta ..	Flax-mill ..	16	7 & 7	" ..	Late Parrott & Dougherty.
McDonald, Peter ..	Dipton ..	Chaffing ..	6	8	Locomotive and traction	Additional
McDonald, R. B. ..	Edendale ..	Threshing ..	8	9	Ditto ..	"
McKinnon, A., jun. ..	Gore ..	Threshing and flax mill	8	6½ & 10½	" ..	Late McKinnon Bros.
Mears and McKay ..	Balfour ..	Chaffing & hauling	8	8½	" ..	Additional.
Moffett Bros.	Waikawa ..	Sawmill ..	36	13¼	Second class ..	"
Muddy Creek Dredging Co.	Wendon ..	Gold-dredging ..	20	7 & 11	" "	Late Gore Electric-light Works; size of cylinders amended.
Murdoch & Roff	Waikawa ..	Sawmill ..	16	8 & 13	First class ..	Late Pioneer Gold-dredging Co., Waikaka.
Murray & Co., W. T. ..	Underwood ..	Milk-preserving ..	130	10	Second class ..	Additional.
Nicolson Bros.	Near Mataura Island	Flax-mill ..	14	8½ & 8½	"	Late Blair Bros.
Ocean Beach Freezing-works	Ocean Beach ..	Freezing ..	40	14 & 22½	First class ..	Size of cylinders amended.
Ditto	Bluff, Ocean Beach	" ..	40	14 & 22½	First class ..	"
Paterson, W. H. ..	Near Waikaia ..	Gold dredging ..	16	Nil	Second class ..	Late Muddy Creek Gold-dredging Co., Waikaia; size of cylinders amended.
Perry, W. J.	Oraki ..	Sawmill ..	20	10⅜ & 10⅜	First class ..	Late Invercargill Dairy Supply Co.; size of cylinders amended.
Queale, George	Brown's ..	Crushing lime ..	14	8½ & 8½	Second class ..	Additional.
Riley's Beach Dredging Co.	Cromwell ..	Gold-dredging ..	20	8 & 12¾	First class ..	"
Riverview Dredging Co. ..	Waikaka Valley	" ..	20	8 & 13	" ..	Late Sheddon's Rex Gold-dredge Co.
Smith, J.	Fortrose ..	Hauling ..	8	9	Locomotive and traction	Late George Butel, Balfour.
Southland Timber Co. ..	Near Otautau	Sawmill ..	16	Two 9⅛	Second class ..	Size of cylinders amended.
Southland Sand Brick Co.	Grasmere ..	Brickmaking ..	44	12 & 21	First class ..	Additional.
Spaden, Adam	Waikaka Valley	Gold-dredging ..	14	6½ & 10½	Second class ..	Late Waikaka Forks Gold-dredging Co.
Stevenson, George ..	Gore and districts	Driving merry-go-round	8	9	Locomotive and traction	Late Baldwin and Thurston.
Swi'zer's Dredging Co. ..	Waikaia ..	Gold-dredging ..	20	8 & 12¾	First-class ..	Additional.
Todd, T., & Sons ..	Waikiwi ..	Pipe-works ..	52	14⅛	Second-class ..	Additional.
Todd, T. & Sons ..	" ..	Brickmaking ..	10	14⅛	" ..	Size of cylinders amended.
Tressider & Sons, John ..	Glen Dhu ..	Threshing and ploughing	8	9	Locomotive and traction	Additional.
Voight, M. F.	Pukerau ..	Threshing ..	8	9	Locomotive and traction	Late William Drake, Kapuka.
Waikaka, Gold dredging Co.	Waikaka Valley	Gold-dredging ..	16	7½ & 11	Second class ..	Size of cylinders amended.
Waikaia Venture Gold-dredging Co.	Waikaia ..	" ..	20	8 & 12¾	First class ..	Additional.
Woodlands Meat-preserving Works	Woodlands ..	Meat-preserving ..	42	8	Second class ..	Late Murison & McPhail, Bluff; size of cylinders amended.
		TARANAKI DISTRICT.				
Black, P. L.	New Plymouth	Hauling ..	5	4 & 6¼	Locomotive and traction	Late Joll & Black, Waitara.
"	Onaero ..	Brickmaking ..	20	8½	Second class ..	"
Borthwick, T., & Sons ..	Waitara ..	Freezing ..	85	11 & 16	First class ..	Size of cylinders amended.
" ..	" ..	" ..	70	11 & 16	" ..	"
Egmont Co-operative Box Co.	Eltham ..	Butter-box factory	40	9 & 16	" ..	Late West Coast Refrigerating Co., Patea.
Eltham Co-operative Dairy Co.	" ..	Dairy factory ..	30	10¼	Second class ..	Additional.
Johnston, C. H.	Waitara ..	Flax-milling, threshing, and chaff-cutting	10	6 & 10	Locomotive and traction	"
Koru Sawmilling Co. ..	Koru ..	Sawmill ..	16	Two 9	Second class ..	Late J. J. Patterson, Dannevirke.
Mills & Rothery	Rahotu ..	" ..	25	11	" ..	Late H. Mills & Co., Rahotu.
Opunake Sawmilling Co. ..	New Plymouth	" ..	28	10 & 19	First class ..	Late H. Brown & Co., Inglewood.
Quinn Bros.	Hawera ..	Sash & door factory	20	12	Second class ..	Late Twigg & Co., Hawera.
Ramsay & Co.	Eltham & where required	Oil-boring ..	12	Two 8½	" ..	Late H. Ramsay, Mangawhero Road.
Rogers, C. E.	Bell Block ..	Threshing ..	6	5¼ & 9¼	Locomotive and traction	Late Little & Co., Sentry Hill.
Taranaki Freezing Co. ..	Moturoa ..	Freezing ..	30	9 & 15, 10½, & 21½	First class ..	Size of cylinders amended.
" ..	" ..	" ..	30	Ditto	" ..	"
Taranaki Petroleum Co. ..	" ..	Oil-boring ..	25	12	Second class ..	Late Egmont Butter-box Factory.

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		WELLINGTON DISTRICT.				
Akatarawa Timber Co. ..	Akatarawa ..	Sawmill	16	10¾	Second class ..	Additional.
A lender & Son	Petone ..	Soap-making ..	20	Nil	" ..	Late Thomas Price.
Anderson & Bennett ..	Taihape ..	Sawmill	30	14	" ..	Size of cylinders amended.
Andrew, R. C.	Sanson ..	General	6	5½ & 10	Locomotive and traction	Late H. J. Bowater; size of cylinders amended.
Austin, O.	Foxton ..	Flax-mill ..	24	8¾ & 12⅝	First class ..	Size of cylinders amended.
Banks & Co.	Table Flat ..	Sawmill	25	12¼	Second class ..	"
Barrell, C. A.	Mangatainoka	General work ..	5	5½ & 8½	Locomotive and traction	Additional.
Bartholomew, P. ..	Levin ..	Sawmill	44	16	First class ..	"
Bell & Co.	Parawanui ..	Flax-mill ..	25	12	Second class ..	Late G. Simpson.
Blackball Coal Co. ..	Wellington ..	Hoisting	30	7	" ..	Size of cylinders amended.
Burr, W. & T.	Upper Hutt ..	Sawmill	37	13	" ..	Late J. W. Reade, Upper Hutt.
Cable & Co.	Wellington ..	Foundry ..	70	7 & 13	First class ..	Size of cylinders amended.
Carlsen & Co.	Mangamaire ..	Sawmill	42	16	" ..	Late Adam Burgess, Palmerston North.
Chamberlain Bros. ..	Masterton ..	General	8	9	Locomotive and traction	Late A. Fraser.
Christch'ch Patent Brick Co.	Kilbirnie ...	Brickmaking ..	22	14	Second class ..	Late N.Z. Patent Brick Co.
Coley, G.	Foxton ..	Flax-mill ..	26	12	" ..	Size of cylinders amended.
Craig, W.	Putiki ..	" ..	14	Two 8¾	" ..	Late J. Brewer.
Craw, George	Tokomaru ..	" ..	12	7 & 10½	" ..	Size of cylinders amended.
Daniell, C. E., & Co. ..	Masterton ..	Sawmill	25	12⅝	" ..	"
" ..	" ..	Sash and door factory	44	16	First class ..	"
Diamond Confectionery Co.	Wellington ..	Steaming ..	25	11	Second class ..	Additional.
Dimock, W., & Co. ..	" ..	" ..	19	Nil	" ..	"
Drysdale, James	Nireaba ..	Sawmill ..	38	12½	" ..	"
Edwards, R. G.	Marton ..	Threshing ..	6	8	Locomotive and traction	Late A. Cockburn.
Fitchett & Lowe	Brooklyn, Wgtn.	Brickworks ..	33	12	Second class ..	Late Wellington Brickworks.
Frederick, A.	Porewa ..	Ploughing, &c. ..	6	8	Locomotive and traction	Late A. R. Fitzherbert.
Gaby, H., & Co.	Wellington ..	Engineer's shop ..	17	4, 4½ & 6½	Second class ..	Size of cylinders amended.
Gardiner & Yeoman ..	Pongaroa ..	Sawmill ..	20	11 & 8½	" ..	"
Gemmel, J.	Oroua Bridge ..	Flax-mill ..	12	7 & 11	" ..	Late Pascal Bros.
Gower & Grice	Ohingaiti ..	Sawmill ..	40	13	" ..	Size of cylinders amended.
Hodder & Tilley ..	Feilding ..	Flour-mill ..	22	Nil	" ..	"
Hoar & Baillie	Eketahuna ..	Sawmill ..	16	Two 4¾	" ..	Late J. C. Ewington.
Hussey, Hanson, & Co. ..	Bonnie Glen ..	General ..	6	8	Locomotive and traction	Late C. M. Galpin.
Hutt Borough Council ..	Hutt ..	Road-roller ..	6	8 & 4½	Ditto ..	Additional.
Imperial Dried-milk Co. ..	Bunnythorpe ..	Dried-milk factory	150	16	First class ..	Late Defiance Butter Co.
" ..	" ..	"	30	16	" ..	"
King, M. H.	Ohakune ..	Sawmill ..	25	10	Second class ..	Additional.
Lind & O'Connor ..	Shannon ..	Flax-mill ..	36	16½	First class ..	Late Dudson & Co.
Luke & Co.	Wellington ..	Engine r's shop ..	45	7¾ & 11	Second class ..	Size of cylinders amended.
Lyons, M.	" ..	Laundry ..	25	9	" ..	Additional.
Managh, J. & G. ..	Halcombe ..	General ..	7	5¾ & 9	Locomotive and traction	"
Manawatu Meat and Cold Storage Co.	Palmerston ..	Freezing ..	32	9½	Second class ..	"
Mitchell & King	Wellington ..	Pile-driving ..	25	9	" ..	"
Mokau Timber Co. ..	Mokau ..	Sawmill ..	42	16	First class ..	"
McDonald, A.	Foxton ..	Flax-mill ..	12	Two 8½	Second class ..	Late G. Brewer.
McEwen & Carter ..	Petone ..	Steam-wagon ..	6	4 & 7	Locomotive and traction	Additional.
McGregor, E.	Fitzherbert ..	Log-hauling ..	20	Two 8½	Second class ..	Size of cylinders amended.
McGregor, J.	Linton ..	" ..	15	Two 8½	" ..	Additional.
McGregor, John	" ..	" ..	19	Two 9	" ..	"
McIlroy, O.	Halcombe ..	General ..	6	6 & 10	Locomotive and traction	"
McLaren, & Co., W. A. ..	Marton ..	Threshing, &c. ..	6	8	Locomotive and traction	Additional.
Manawatu Timber Co. ..	Near Feilding ..	Sawmill ..	36	12½	Second class ..	Late J. H. Knapp.
Newton, John	Kaiwarra ..	Soap-works ..	22	Nil	" ..	Size of cylinders amended.
New Zealand Candle Co. ..	" ..	Manure-drying ..	27	9	" ..	Late E. Seager.
New Zealand Electrical Syndicate	Wellington ..	Electric lighting ..	100	13½, 19½, & 28	First class ..	Size of cylinders amended.
New Zealand Electric Light Co.	" ..	" ..	100	Ditto	" ..	"
New Zealand Government Public Works Department	Ohakune ..	Hauling ..	8	9¾	*	Late W. A. McLaren, Canterbury. Additional.
Ditto	" ..	" ..	8	6½ & 10½	*	Late Whitall Bros., Canterbury. Additional.
"	" ..	" ..	12	8½ & 12¾	*	Late J. M. Dickson, Canterbury. Additional.
"	" ..	" ..	9	7 & 11	*	Late W. A. McLaren, Canterbury. Additional.
Oldfield, Wm.	Marton ..	General	6	8	Locomotive and traction	Additional.
Oroua Carrying Co. ..	Feilding ..	Hauling ..	6	4 & 7	Ditto ..	"

* Exempt under section 63 of "Inspection of Machinery Act, 1902."

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
WELLINGTON DISTRICT—*continued.*						
Palmer & Co.	Wellington	Show purposes	12	Two 8¾	Second class	Additioual.
Palmerston North Borough Council	Palmerston N.	Road-roller	6	6 & 10	Locomotive and traction	"
Papakiri Fibre Co.	Papakiri	Flax-mill	14	7½ & 11	Second class	"
Pitcaithly & Co.	Hayward's	Stone-crushing	20	11 & 14¾	First class	"
Powell, J. J. K.	Wellington	Road-wagon	9	4 & 7	Locomotive and traction	"
Price & Co.	Martin's River	Sawmill	36	16	First class	"
Prouse Bros.	Weraroa	"	50	12	Second class	Size of cylinders amended.
Quinlan & Copplewell	Hukanui	"	14	Two 9	"	"
Rangitikei County Council	Hunterville	Hauling	6	4 & 7	Locomotive and traction	Additional.
Reade, J. W.	Akatarawa	Sawmill	37	13	Second class	"
Scott Bros.	Castlecliff	Wool-scouring	30	Nil	"	"
Seed, F. & A.	Mungaroa	Sawmill	14	Two 8½	"	Additional.
Seifert, Geo., & Co.	Tokomaru	Flax-mill	12	7 & 11	"	Late Tokomaru Flax-milling Co.
Sheath, F. A.	Mangamahoe	Sawmill	17	10¾	"	Late R. W. Brooks.
Smith & Clausen	Nainai	"	16	Two 9	"	Additional.
	Lower Hutt	"	13	Two 8½	"	Late Umutaroa Sawmilling Co., Hawke's Bay.
Smith, R. W.	Taihape	Log-hauling	15	Two 8½	"	Ditto.
Spiral Steel-pipe Co. of N.Z.	Wanganui	Steel-pipe making	73	12	"	Late Mephan Ferguson.
Strand Bros.	Wainuiomata	Log-hauling	15	Two 8½	"	Additional.
Syme, G.	Taihape	Sawmill	40	14	"	"
Taupo Totara Timber Co.	Wellington	Sawmill & planing-mill	23	12	"	"
Te Mukanui (Ltd.)	Tokomaru	Flax-mill	12	7 & 11	"	Late Greig and Green.
Te Opakate Co. (Ltd.)	Kereru	"	20	10	"	Late L. Pascal.
Toogood & Co.	Featherston	"	12	Two 8½	"	Additional.
Toogood, Wm.	Kahautara	"	28	10	"	"
Union S.S. Co.	Wellington	Hoisting coal	20	6, 7, & 8	"	Size of cylinders amended.
"	"	Engineer's shop	20	10	"	"
"	"	Winches	21	Two 7	"	Additional.
"	"	Hoisting	46	Two 6, two 7, two 8, two 10	"	"
Wanganui Meat-freezing Co.	Aramoho	Refrigerating	24	12	"	Late Aramoho Meat-freezing Co.
"	"		40	12	"	Ditto.
Wellington Biscuit Co.	Wellington	Biscuits and confectionery	32	12	"	Additional.
Wellington City Tramways	"	Power-station	65	12, 17 & 26, & 17. 24½, & 37½	First class	"
"	"	"	65	Ditto	"	"
Wellington Hospital	"	Laundry, &c.	24	8½	Second class	Size of cylinders amended.
Wellington and Manawatu Railway Co.	"	Shop tools	40	12	"	"
Wellington Meat Export Co.	Ngahauranga	Gas-making	56	7	"	"
Wellington Woollen Co.	Petone	Woollen-mills	65	17¼ & 35	First class	"
Zajouskowski Bros.	Mataroa Road	Log-hauling	15	Two 8½	Second class	Late Philips Bros.
WESTLAND DISTRICT.						
Arahura Sawmilling Co.	Arahura	Sawmill	17	8 & 12¾	First class	Late Olderog & Co.
Cambridge, Buteman, & Grant	Cameron's	Gold-dredging	16	7 & 11¼	Second class	Size of cylinders amended.
Cowie & Bice	Mosquito Creek	Gold-dredging	20	7 & 11	"	Late Mosquito No. 1 Gold-dredging Co.
Hansen & Sons	Rimu	Sawmill	20	7½ & 11½	"	Late Hansen & Knowles; size of cylinders amended.
Lake Brunner Sawmilling Co.	Moana	"	16	Two 10	"	Late Southorn & Co., Ngahere.
Ditto	"	"	20	Two 10¼	First class	Size of cylinders amended.
Malfroy, J. C., & Co.	Hokitika	Hauling	9	Two 7	Locomotive and traction	Additional.
Moana Sawmilling Co.	Moana	Sawmill	36	14½	First class	Late R. Stratford & Son, Moana.
Mosquito Gold-dredging Syndicate	Mosquito Creek	Gold-dredging	20	8 & 13	"	Late Mosquito Gold-dredging Co., No. 2, Totara Flat.
Nelson Creek Gold dredging Co.	Nelson Creek	Gold-dredging	30	9 & 14	"	Size of cylinders amended.
New Zealand Government State Coal-mines	Point Elizabeth	Pumping	20	7 & 11¼	*	Late Marsden No. 1 Gold-dredging Co.
Ditto	"	Hauling	20	Two 10	*	Late H. G. Deidrick, Kokatihi.
Reefton Electric Lighting & Power Co.	Reefton	Electric dynamos	40	10 & 16	First class	Late Montezuma Gold-dredging Co., Three-mile; size of cylinders amended.

* Exempt under section 68 of "Inspection of Machinery Act, 1902."

RETURN showing the NAMES of OWNERS of ADDITIONAL BOILERS and TRANSFERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.	Additional Boilers; Names of Late Owners of Transferred Boilers; And also showing where Size of Cylinders are now amended.
		WESTLAND DISTRICT—*continued.*				
Roberts, D. H.	Lake Mahinapua	Sawmill ..	20	8 & 12¾	First class ..	Late Ross Daydawn Gold-dredging Co.
Stewart & Chapman ..	Rimu ..	" ..	18	11	Second class ..	Additional.
" ..	Mikonui ..	Locomotive-work	6	Two 5½	Locomotive and traction	"
Stony & Mosquito Lead Gold-dredging Co.	South Beach ..	Gold-dredging ..	20	8 & 12¾ 7 & 11½	First class ..	Size of cylinders amended.
Tacon, G. L.	Greymouth ..	Gold-dredging ..	25	8 & 12¾	" ..	Late Golden Five-mile Gold-dredging Co.
.. ..	" ..	" ..	30	8 & 12¾	" ..	Late Ikamatua Gold-dredging Co., Blackwater.
Tarawera Sawmilling Co. ..	Inchbonnie ..	Sawmill ..	22	13⅛	Second class ..	Late Wallace and Laurie, Christchurch.
" ..	" ..	" ..	25	13	" ..	Ditto.
" ..	" ..	" ..	60	Two 9¾	" ..	Additional.
Tyneside Proprietary Co. ..	Tyneside ..	Winding coal only	32	Two 8½, two 8, one 9, two 7½, two 4½, two 5, & one 7	First class ..	Size of cylinders amended.
" ..	Brunner ..	Pumping ..	20	One 8, one 12, two 9, two 6	" ..	Late Maori King Gold-dredging Co.; size of cylinders amended.
" ..	Tyneside ..	Winding & pumping	43	Six & 9½, two 7½, two 8, two 9	Winding ..	Additional.
" ..	" ..	Pumping ..	25	One 18, two 10½, one 12, two 6	First class ..	Size of cylinders amended.
Wilson, G. D., & Co. ..	Kumara Railway	Sawmill ..	37	14	Second class ..	Additional.

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Return showing the Names of Owners of Agricultural Steam and Traction, &c.— [illegible]

Name of Owner	Where Situated	Number of Engines	Class of Engine	Number of Engines
Robbins, D. H.	[illegible]	27	Ploughing [illegible]	1
[illegible] & Co.	Ryde	10	[illegible]	2
[illegible]	[illegible]	3	[illegible]	1
[illegible]	[illegible]	23	[illegible]	1
[illegible]	[illegible]	20	[illegible]	1
[illegible]	[illegible]	12	[illegible]	1
[illegible]	[illegible]	20	[illegible]	1
[illegible]	[illegible]	40	[illegible]	1
[illegible]	[illegible]	42	[illegible]	1
[illegible]	[illegible]	6	[illegible]	1
Wilson, W., D., & Co.	[illegible]	27	[illegible]	1

Price 1s. 6d.]