1909.

NEW ZEALAND.

INSPECTION OF MACHINERY:

ANNUAL REPORT OF THE DEPARTMENT FOR 1908-9.

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, 24th July, 1909.

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

J. A. MILLAR,
Minister in Charge of 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.

Inspection of Machinery Department,

SIR,— Customhouse Buildings, Wellington, 3rd May, 1909.

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, 1909.

A good year's work has been accomplished, and, although more inspecting has been done this year than in any former year, there are still some portions of the country work in arrears. Most of the shipping-steamer-survey work, however, is completed. There is a great increase in the number of gas, oil, and electric motors inspected.

Quite a number of new producer-gas plants have now been installed in the Dominion, and, as far as I can learn, are working well and with very economical results. The dangers to life by the inhaling of this poisonous producer-gas not being generally known, the Department issued a circular mounted on cardboard, setting out the dangers in the use of it, and pointing out clearly what should be done as first aid in the case of any one who had been overcome with the gas. As the gas has no smell, it is difficult to detect its presence in any building. The circular has been hung up in all the generating-rooms where the producer-gas is made for power purposes.

Special rules dealing with spherical and dished end construction in the building of vertical boilers, digesters, steam-domes, &c., were issued to the Inspectors of Machinery. Several boilers of peculiar designs, mostly used on steam-wagons employed on public roads, have been dealt with.

A large number of new electric lifts have been installed this year in buildings. For the first time in New Zealand perfectly automatic electrically controlled lifts have been introduced. So far only three of these are in use. By an ingenious arrangement of push-buttons at the different landings and on the lift-cage itself, any person can get to any landing in a building by simply pushing the correct button for that landing. These lifts require no attendant.

INSPECTION OF MACHINERY ACT.

The principal Act was amended last session. Some of the most important alterations made are the following:—

The definitions of a "boiler" and of "machinery" have been extended. It is now clearly defined who shall be in charge of an electric, hydraulic, or other lift, and under what conditions a lift may be exempted from being in charge of any one.

The owner of any boiler which carries a higher pressure than that granted by the Inspector is now liable to a fine of £100, instead of £10 as formerly.

The glass water-gauge for registering water-levels in boilers has now to be protected in case of fracture.

If an owner makes any alteration in the diameter of a steam-cylinder of an engine, he must notify the local Inspector within a month.

The class of engine-driver who has to be in charge of a steam turbine engine, having no cylinder, is defined. An engine-driver must be in effective charge of the engine and boiler at all times, and if while in charge of such an engine and boiler he absents himself from his charge he commits an offence. If an engine and a boiler are too far apart to be in effective charge of one man, then an Inspector may report in such a case to the Chief Inspector, who may require the owner to have the engine and boiler in charge of separate persons: if the owner fails to comply, he commits an offence. No person who has suffered the loss of a hand or a foot shall act as a driver of a locomotive or winding engine. The driver for so acting, and the employer for employing such a driver, are liable to a fine of £5 for every day during which such employment continues. An engine-driver holding a service certificate is now entitled to the same wage as a driver holding a competency certificate of the same class.

Provision is made for the appointment of a Chairman and of a Secretary to the Board of Examiners under this Act.

Every applicant for an engine-driver's certificate must be a British subject. Provision is made for a statutory declaration being accepted where an applicant is unable to produce written proof of service by reason of the destruction or loss of his papers, certificates, and discharges. An applicant must produce a medical certificate that he is not wholly or partially deaf, nor has defective eyesight, nor is subject to any other infirmity likely to interfere with the efficient discharge of his duties, before he can be examined for a locomotive and traction or a winding engine driver's certificate. Any locomotive-engine driver employed on the New Zealand Government and Manawatu Railways, or on any railway the property of His Majesty in any British possession, or on any railway in the United Kingdom, can now receive a certificate under this Act without passing an examination, provided he has the prescribed length of service and holds the necessary credentials.

A "motor" is defined as a vehicle propelled by its own mechanical power, and so constructed as not to emit smoke, steam, or visible vapour except from any temporary or accidental cause. Motors are now subject to inspection under certain conditions. The owners have to report within one month that they are possessed of a motor if the weight unladen exceeds 3 tons. The weight of any motor whose weight unladen exceeds 2 tons shall at all times be painted in legible letters on the right-hand side. The minimum age of drivers who may be in charge of certain motors is defined.

Boilers Inspected.

A considerable increase has been made in the number of boilers this year. At the end of the financial year there were still a number of boilers the inspection of which could not be overtaken for various reasons. This branch of the Department's work has gone on very smoothly, and no friction whatever has arisen with any boiler-owner during the year, which speaks well for the tact displayed by the Department's officers when dealing with the public.

The number of boilers inspected totals 6,073. There is thus an increase of 105 over the number inspected last year. All the machinery attached to these boilers was also carefully examined at the time of boiler-inspection, and quite a number of visits were made to see the boilers under steam and the machinery running under working-conditions.

All the different districts throughout the Dominion, so far as practicable, have been visited during the year.

Government Boilers and Machinery.

The boilers and machinery attached to the various Government institutions that have been inspected total 114, and include 72 boilers, 10 lifts, 1 water-turbine, 1 hydraulic hoist, 3 gas-engines, 19 oil-engines, and 8 electric motors. A number of repairs were made to these installations throughout the year, and certificates issued.

Defects of Boilers and Fittings.

A great many defects in boilers and their fittings were discovered during the year. Amongst the principal repairs to boilers may be mentioned the renewal of several fireboxes in boilers of the locomotive and traction type, the renewal of several shell-plates in boilers of the multitubular externally fired type, new uptakes and repairs to furnaces of boilers of the vertical type, and the retubing of nearly a hundred boilers of various types.

With respect to boiler-fittings, some of the most important defects were thirty defective steam-pressure gauges, thirty water-gauge mountings, nineteen test-cocks, ten spring balances for safety-valves, six safety-valves, twenty-one blow-off cocks, sixteen blow-off pipes, and sixteen fusible plugs, which were condemned.

The defects discovered on the inspection of boilers and digesters total 1,399; 62 of these were very dangerous.

Return No. 2 sets out these defects in detail.

New Boilers.

Four hundred and eleven new boilers have been added to our books this year. Their total horse-power amounts to 6,447. Two hundred and thirty-six of these, of 2,859¾-horse power, were made in the Dominion, and 175, of 3,587¼-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	58	780	43	1,713	101	2,493
Auckland South	21	276½	14	79½	35	356
Hawke's Bay	18	203	20	283	38	486
Taranaki	22	264¼	5	34	27	298¼
Wellington North	7	75½	2	16	9	91½
Wellington	40	543½	23	185¼	63	728¾
Marlborough	2	32	6	72	8	104
Nelson North	5	53	1	24	6	77
Nelson South	7	76	5	376	12	452
Westland	11	173	9	132½	20	305½
Canterbury	17	128½	9	94	26	222½
Canterbury South	3	14	9	363	12	377
Otago	17	155½	17	87	34	242½
Southland	8	85	12	128	20	213
Totals	236	2,859¾	175	3,587¼	411	6,447

Amongst those made in the Dominion were two large boilers of the Lancashire type of the following dimensions: Length, 30 ft.; diameter, 8 ft.; and weighing about 30 tons. These boilers were made by two different firms in Wellington, and were subject to very close inspection during the time they were under construction. All the holes were drilled, and the riveting done by hydraulic pressure. The test of both proved highly satisfactory, and both boilers are quite a credit to the workmanship of the Dominion. They now form part of the boiler-installation at the Wellington Tramway power-station.

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

During the year the total number of inspections of machinery made was 5,233. 1,471 gas-engines were inspected, and 1,263 oil-engines. The number of lifts and motors examined, including water and electric motors, was 2,155; machinery-inspections, 344.

Fencing of Machinery.

Great care has been exercised throughout the year with the fencing of machinery in motion. Return No. 4 gives full particulars of the guarding done.

Examination of Engine-drivers.

These examinations have been conducted at places where required by the Examiners of the Department. A greater percentage of failures of the candidates who sat took place this year than in former years. The oral portion of the examinations has been made more difficult, necessitated by the more complicated nature of engines and the higher pressure of boilers now in use.

The former issue of the book of regulations having nearly run out, the Department decided towards the end of the year to revise the former regulations and the syllabuses for the different examinations. The regulations since their first issue in 1901 have been little altered. The new regulations are now in the printer's hands, and will be issued shortly.

It is proposed to revise the examination-papers for the extra first-class engineer and the first-class engine-driver.

The Board of Examiners for Engine-drivers sat on ten occasions at Wellington to deal with the granting of certificates to the successful candidates, and to consider the proposed new regulations and the examination-papers.

Examinations have been conducted at the following places during the year: Alexandra South, Aratapu, Auckland,* Blenheim, Carterton, Christchurch,* Cromwell,* Dunedin,* Gisborne, Greymouth,* Hamilton,* Havelock, Invercargill,* Mangorei, Maungaturoto, Napier,* Nelson,* Opotiki, Palmerston North,* Reefton,* Shannon, Timaru,* Tokatoka, Waikawa, Wanganui,* Wellington,* Westport,* Whangarei, and Whitianga.

This year 847 candidates came up for examination, of whom 535 passed, and 312 failed to pass the examination. The different classes for which examinations were held were—extra first-class engineer, first-class engine-driver, second-class engine-driver, winding-engine driver, and locomotive and traction engine driver. Detailed lists of those who passed for these examinations, together with the grades and classes of examinations, are shown in Returns Nos. 7 to 13.

Accidents.

It is gratifying to be able to report that there has been no boiler-explosion during the year. On looking over the latest return published by the Board of Trade *re* the boiler-explosions in Great Britain for the year ended 30th June, 1907, I find that there were seventy-seven explosions,

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

causing the death of twenty-eight persons and the injury of sixty-five. Nearly all the catastrophes seem to have been due to weakness, mostly the result of the age of the boilers. There were also several cases of steam-pipes bursting through water-hammer action. We are very free from disasters of this kind in New Zealand.

There were several accidents connected with machinery in motion, some of them proving fatal.

The particulars of the several reported accidents are fully set out in Returns Nos. 5 and 6.

Postal and Police Departments.

These Departments have again aided the Department when required, and thanks are due to both for the material assistance thus rendered in many ways.

Marine Engineer's Examinations.

Examinations for marine engineers have been held at Auckland,* Hamilton,* Napier,* Wanganui,* Wellington,* Christchurch,* Timaru,* Dunedin,* Invercargill,* Russell, Havelock, Foxton, Greymouth, and Westport during the year.

Of those who sat for examination, 204 were successful and 43 failed. Of those who failed, 7 sat for first-class marine engineer, 14 second-class marine engineer, 5 third-class marine engineer, 8 for river engineer, 2 for marine-engine driver, 1 first-class engineer (powered vessels other than steam), 1 second-class engineer (powered vessels other than steam), and 5 for restricted-limits engineer (powered vessels other than steam).

The work in connection with the examinations has gone on very smoothly during the year, and very little friction has arisen between the Examiners and the candidates. Some of the candidates' papers are of a very high standard. This refers more particularly to the first-class marine engineer's examination. A candidate for this certificate has to sit three days under examination in mathematics and mechanics, mechanical drawing, and a long oral examination. The third-class engineer's examination is still very popular with the young engineer just out of his apprenticeship.

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 examination.

In addition to the examinations for engineers, two master mariners sat for examination for masters in steam, one sitting at Auckland and one at Wellington. Each candidate failed to secure a pass. It is now a number of years since a similar examination was held in New Zealand.

Explosives.

At Wellington 312 permits were issued by this Department for the carriage of explosives.

Surveys of Steamships and Auxiliary-powered Vessels.

This branch of the Department's work is practically up to date, very few ships being overdue for survey. A number of the steamships have received considerable overhauls and renewals during the year, comprising partial renewals to hull-plating, new bunkers, repairs to bulkheads, floor-plates, and many repairs to main boilers and renewals to different parts of machinery, defects in chain cables, steering-gears, &c.

When the turbine steamer "Maori" was under survey at Lyttelton I paid a special visit to inspect the turbines when they were opened out. I was much interested in the thousands of blades, and with their accurate fitting, which go to make up the finished turbine. When it is considered that the whole is set up when working with a very small clearance, it is marvellous that they run so well, especially when the different thicknesses of material used in the different parts, and the varying temperatures, are considered.

The usual number of excursion trips have been run by steamships during the year, without any accident. A number of the intercolonial steamships had additional passenger-accommodation fitted up to cope with the demand for extra berths. All these fittings were duly inspected by the Surveyors of Ships at all hours.

The total number of surveys of steamships and auxiliary-powered vessels made was 392. The fees received for these surveys amount to £2,072.

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

Surveys of Vessels for Seaworthiness.

A great many special surveys of steamships and of sailing-ships were made during the year. The repairs in some cases were very extensive, and the vessels were detained a considerable time for overhaul.

Amongst the most important surveys made was that of the s.s. "Navua." In this case the damage was caused through the vessel's contact with coral reefs in the South Seas.

The principal causes that necessitated surveys being made were defects to steam-pipes, loss of propeller-blades, grounding, fires in holds, collisions, collapsed furnaces of main boilers, broken pistons, broken propeller and crank shafts, boiler-defects, and defects in various parts of the machinery.

In all, sixty surveys were made. A full description of each appears in Return No. 17.

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

Government Steamers.

The Government steamers surveyed this year include the s.s. "Amokura," s.s. "Antrim," s.s. "Ben Lomond," Defence launches "A," "L," and "W," s.s. "Hinemoa," o.e.v. "Irini," s.s. "Janie Seddon," s.s. "Lady Roberts," s.s. "Manurere," s.s. "Mountaineer," o.e.v. "Patiti," o.e.v. "Reremoana," s.s. "Tawera," and s.s. "Tutanekai," a total of 16.

The three new oil-engine launches for the Defence Department were inspected during the whole time of construction by the Surveyors of this Department. The one for Auckland Harbour and the one for Lyttelton Harbour were built in Auckland, and the larger boat for Wellington Harbour was built in Wellington. The hulls of all the vessels are of the best kauri, and the machinery for all the vessels was imported from Great Britain. The trials for speed were run to the satisfaction of the Surveyors, and the vessels have now been in commission for some time.

Additional Steamers and Vessels Surveyed for the First Time.

The following steamers and auxiliary-powered vessels, numbering thirty, have been added to our lists during the year, and surveyed for the first time. Their names are—"Defiance,"* "Dorset," "Excelsior," "Kaiaia,"* "Kaitangata," "Kina,"* "Koromiko," "Lena,"* "Mahurangi," "Maitai," "Matariki," "Mawhera," "Nellie Mason,"* "Ngahere," "Pahiki,"* "Portare,"* "Regulus," "Rio Loge,"* "Te Awhina," "Tui,"* "Tuirangi," "Tukua,"* "Waihora," "Wairau," "Waitemata," "Waterlily,"* "Zingara," and the Defence launches "A,"* "L,"* and "W."* The sailing-vessels surveyed for the first time were the schooners "Advance," "Era I," and "Whangaroa," the ship "Dartford," the barquentines "Ilma" and "Selwyn Craig," the ketch "Kereru," and the barques "Manurewa" and "Senorita."

Sailing-ships.

During the year nineteen sailing-vessels were surveyed.

Return No. 16 gives full particulars of these surveys. The total fees received for these amount to £99.

Districts and Inspectors.

A new district office has been opened in Palmerston North, which has already proved of great convenience to that district. Mr. William Cullen, who had been attached to the Head Office staff since his appointment, was promoted to take charge of the new district. Mr. William J. Crawford, who had been attached to the Auckland Office for some time, was transferred to Otago. Two new appointments have been made during the year: Mr. Peter Mackenzie, who took Mr. Cullen's place in Wellington, and Mr. W. G. Bell, who has taken Mr. Crawford's place in Auckland. I regret to have to record the death of Mr. Alexander Ramsay, Inspector of Machinery and Surveyor of Ships, who had been in the Department since the 14th April, 1904. He had been stationed in Otago ever since his appointment. He proved himself most reliable, painstaking, and conscientious, and the Department has lost one of its most capable officers.

In the near future new centres should be made in Westland and in the Kaipara districts. In both of these districts there is now quite a sufficient number of boilers to inspect and steamers to survey to keep an Inspector and Surveyor well employed.

Returns.

The following are the returns in detail, numbered from 1 to 19:—

1. Number and class of boilers inspected, and fees payable thereon; the machinery inspected, and the fees payable; 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, and 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 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 owners of additional boilers and transfers which require to be in charge of certificated engine-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.

* Oil-engine 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, 1909.

Boilers.

Class.	Not exceeding 5-horse Power.	Exceeding 5- but not exceeding 10-horse Power.	Exceeding 10-horse Power.	Total.
Stationary	1,500	991	1,698	4,189
Portable	175	1,278	431	1,884
Total	1,675	2,269	2,129	6,073

Machinery.

Class.	Number.
Hydraulic lifts	433
Gas-lifts	39
Electric lifts	178
Steam-lifts	35
Gas, hydraulic, and electric-motor hoists	111
Water-engines, water and electric motors, and water-wheels	1,066
Peltons	200
Turbines	93
Gas-engines	1,471
Oil-engines	1,263
Steam machinery	344
Total	5,233

Summary.

Boilers	6,073
Machinery	5,233
Total	11,306

(*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 31st March, 1909.

Fees payable—On boilers, £7,077; on machinery, £913 2s. 6d.; for engine-drivers' certificates issued, £382 15s.: total, £8,372 17s. 6d. Government boilers and lifts inspected but not charged for, representing £110 2s. 6d. Total, £8,483.

The cash actually received for boilers and machinery inspected, and paid into the Public Account, amounted to £7,996 5s. The difference is represented by unpaid fees and fines paid. The cash actually received and paid into the Public Account for engine-drivers' application fees amounted to £595 7s. 6d. This amount includes fees for certificates not yet issued.

(*c.*) RETURN showing the NUMBER of SERVICE and COMPETENCY CERTIFICATES issued to WINDING, LOCOMOTIVE, and TRACTION, and to STEAM STATIONARY ENGINE DRIVERS during the Financial Year ended 31st March, 1909.

Class of Certificate.	Number of Certificates issued.	Fees received.	Total.	
			Number of Certificates issued.	Fees received.
Steam winding—		£ s. d.		£ s. d.
Service	2	0 10 0	...	...
Competency	24	12 0 0	26	12 10 0
Locomotive and traction—				
Competency	176	88 0 0	176	88 0 0
Steam stationary—				
Service—First class	13	3 5 0	...	...
Competency—				
Extra first class	9	9 0 0	...	...
First class	146	146 0 0	...	...
Second class	248	124 0 0	416	282 5 0
			618	£382 15 0

No. 2.—RETURN of DEFECTS found on Inspection of Boilers during the Financial Year ended the 31st March, 1909.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Adamson's welts in furnaces defective	...	2	2
All screwed stays in firebox bad	3	...	3
Angle iron on front end plate defective	...	1	1
Back tube-plates bulged	...	2	2
Back tube-plates corroded (pressure reduced)	...	4	4
Boilers dirty inside	...	94	94
Bottom of combustion-chamber bad	...	1	1
Bottom of firebox wasted	...	4	4
Bottom of shell defective (pressure reduced)	...	1	1
Bottom of shell pitting internally	...	1	1
Bottom of shell thin	...	9	9
Bottom row of tubes bad	...	3	3
Brickwork-setting defective	...	34	34
Bulged slightly at back end	...	1	1
Bulged under bottom of shell	1	10	11
Bulged under bottom of shell (pressure reduced)	...	2	2
Bulged under fire-door	...	1	1
Compensating-ring round manhole wasted	...	1	1
Corroded badly outside	...	1	1
Corroded internally	...	5	5
Corroded severely at bottom of uptake	...	1	1
Cracked at a number of rivet-holes (pressure reduced)	...	1	1
Cracked slightly on bottom of shell	...	1	1
Cracked slightly at a number of rivet-holes	...	12	12
Cracked slightly in firebox	..	4	4
Cracked slightly on shell-plate	...	4	4
Cracked under bottom of shell	1	...	1
Cracked under bottom for a length of 2 ft. through rivet-holes in circumferential seam	1	...	1
Cross tubes thin	...	2	2
Crown of boiler wasted	...	3	3
Crown of firebox badly bulged	2	1	3
Crown of firebox slightly bulged	...	8	8
Crown of firebox wasted (pressure reduced)	...	6	6
Crown of steam-dome wasted	...	1	1
Eight feet of top of flue defective, and 3 ft. of bottom of shell	1	...	1
Eighteen screwed stays in firebox bad	...	4	4
Eighty-one screwed stays in firebox bad	1	...	1
Eleven screwed stays in firebox bad	...	2	2
Fifteen screwed stays in firebox bad	...	1	1
Fifty screwed stays in firebox bad	1	...	1
Firebox badly pitted	...	1	1
Firebox general waste	7	1	8
Firebox overheated, stays leaking (pressure reduced)	...	1	1
Firebox-sides bulged	...	5	5
Firebox thin (pressure reduced)	...	5	5
Firebox wasted, and several rivets and screwed stays bad	...	1	1
Firebox wasted on outside shell	...	2	2
Forty screwed stays in firebox bad	4	...	4
Forty-six screwed stays in firebox bad	1	...	1
Forty-two screwed stays in firebox bad	1	...	1
Foundation-rings round bottom of firebox defective	...	6	6
Fourteen screwed stays in firebox bad	...	3	3
Front plate in bottom of shell bad	1	...	1
Front tube-plate wasted	...	5	5
Furnace-crown bulged	...	2	2
Furnace-crown bulged (pressure reduced)	...	1	1
Furnace-crown wasted	...	2	2
Furnace defective where connected to front of boiler	...	1	1
Furnace thin at bottom (pressure reduced)	...	1	1
Furnace thin at front right-hand side	...	1	1
Furnace weak; was strengthened	...	2	2
Galloway tubes thin	...	2	2
General deterioration (pressure reduced)	...	144	144
Girders on firebox-crown wasted	...	3	3

No. 2.—RETURN of DEFECTS—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Girder-stays defective	...	1	1
Grooved at foundation-ring	...	1	1
Grooved at front end of furnaces	...	1	1
Grooved at landings	...	3	3
Grooved on furnace-crown	...	1	1
Grooved round lum-leg on crown of firebox	...	2	2
Header tubes defective	...	2	2
Laminated plate in furnace	...	1	1
Laminated plate in bottom of shell	...	2	2
Laminated throat-plate	...	1	1
Landings wasted considerably (pressure reduced)	...	1	1
Longitudinal stays wasted	...	12	12
Manhole-doors bad	...	15	15
Manhole-door dogs defective	...	1	1
Manhole-door spigots defective	...	3	3
Manhole-door studs bad	...	2	2
Manhole-openings in shell wasted	...	10	10
Mudhole-doors bad	...	36	36
Mudhole-doors defective	...	3	3
Mudhole-door dogs bad	...	3	3
Mudhole-door studs bad	...	12	12
Nineteen tubes bad	...	1	1
Nuts on girder-stays bad	...	1	1
Patches defective	...	24	24
Pitting badly in places	...	3	3
Pitting on crown of firebox	...	2	2
Pitting slightly internally	...	10	10
Rivets in gusset stays defective	...	4	4
Seams leaking	...	3	3
Several rivets bad in furnance	...	4	4
Several rivets bad in shell	...	5	5
Several screwed stays in firebox bad	...	27	27
Several tubes bad	...	41	41
Shell and tubes badly pitted	...	1	1
Shell corroded on side	...	1	1
Shell wasted at crown of boiler	...	5	5
Shell wasted at foundation-ring	...	4	4
Shell wasted at mudhole-openings	...	82	82
Shell wasted externally	...	4	4
Shell wasted where blow-off cocks jointed to boiler	...	11	11
Shell wasted where check-valve chest jointed to boiler	...	6	6
Shell wasted where cylinders jointed to boiler	...	1	1
Shell wasted where safety-valve chest jointed to boiler	...	4	4
Shell wasted where stop-valve chest jointed to boiler	...	1	1
Side of combustion-chamber thin	...	1	1
Sixteen screwed stays in firebox bad	...	2	2
Steam-dome flange defective	...	2	2
Steam-domes wasted	...	2	2
Tapered mud-plugs defective	...	1	1
Ten defective rivets in gusset stay	...	1	1
Thirteen tubes bad	...	1	1
Three crown stays defective	...	1	1
Three screwed stays in throat-plate broken	...	1	1
Three screwed stays in throat-plate bad	...	1	1
Thirty-nine screwed stays in firebox bad	1	...	1
Thirty screwed stays in firebox bad	...	1	1
Thirty-six screwed stays in firebox bad	4	...	4
Thirty-six tubes bad	...	1	1
Throat-plate thin	...	1	1
Top tube-plate cracked	1	...	1
Top tube-plates thin	...	15	15
Top tube-plates thin (pressure reduced)	...	5	5
Tubes bad	...	93	93
Tube-ends leaking	...	3	3
Tubes pitted	...	5	5
Tube-plates bad	15	...	15
Tube-plates bulged	...	1	1
Tube-plates cracked slightly	...	3	3

No. 2.—Return of Defects—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Tubes wasted (pressure reduced)	...	6	6
Twelve screwed stays in firebox bad	...	2	2
Twelve tubes bad	...	1	1
Twenty-eight screwed stays in firebox bad	...	1	1
Twenty-four screwed stays in firebox bad	...	4	4
Twenty-six screwed stays in firebox bad	...	2	2
Twenty tubes bad	...	3	3
Twenty-two rivets in furnace and angle-ring bad ...	...	1	1
Two top rows of screwed stays in side sheets and top row in back head bad	...	1	1
Uptakes bad	3	3	6
Uptakes wasted	...	11	11
Vertical stays wasted	...	2	2
Wasted at crown of firebox where fusible plug fitted ...	...	2	2
Wasted at mouth of furnace and front of shell at bottom	...	1	1
Wasted in firebox and smoke-box	...	1	1
Wasted round bottom of firebox	2	9	11
Wasted round furnace-door	...	3	3
Wasted round neck of furnace	...	1	1
Wasted round sides of firebox	...	3	3
Totals	51	973	1,024

Digesters found to be defective on Inspection during Financial Year ended the 31st March, 1909.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
A number of rivets defective	...	5	5
All rivets defective	2	...	2
All rivets in crown plate bad	1	...	1
All rivets in the circumferential and longitudinal seams in top end bad	6	...	6
Bottom riveting defective	...	2	2
Crown plates much wasted	...	1	1
Door defective	...	1	1
Door-riveting bad	...	1	1
Five rivets bad	...	1	1
Fifty-six rivets bad	...	1	1
Forty rivets bad	...	3	3
General deterioration (pressure reduced)	...	1	1
One hundred and twenty rivets bad	1	...	1
Plates pitting considerably	...	1	1
Several rivets bad	...	3	3
Sixty rivets bad	...	2	2
Thirty rivets bad...	...	1	1
Three vertical stays bad	...	1	1
Top of digester wasted	...	1	1
Top plates and angle-irons bad	1	...	1
Twenty-eight rivets bad	...	1	1
Twenty rivets bad	...	1	1
Totals	11	27	38

DEFECTIVE FITTINGS found on Inspection of Boilers for which Notice was given to renew or repair during Financial Year ended 31st March, 1909.

21 Blow-off cocks bad: have been renewed.
3 Blow-off cocks defective: have been repaired.
1 Blow-off cock: new plug fitted.
1 Blow-off cock: new spindle fitted.
1 Blow-off cock studs defective: were renewed.
1 Blow-off cock rejointed.
16 Blow-off pipes bad: have been renewed.
1 Clutch on winding-engine defective: was repaired.
1 Crank-shaft bracket rejointed.
1 Cylinder drain-cocks renewed.
1 Cylinder relined.
1 Cylinder repaired.
1 Feed check-valve chest and valve bad: were renewed.
1 Feed check-valve chest rejointed to boiler.
2 Feed-pipes bad: have been renewed.
1 Feed-pump defective: was repaired.
56 Ferrules fitted under spring-balance safety-valve levers.
16 Fusible plugs found defective: have been renewed.
2 Fly-wheels of engine defective: were repaired.
1 Governor defective: was put in order.
2 Injectors defective: were renewed.
1 Injector defective: was repaired.
1 Injector steam-pipe renewed.
1 Lock-up safety-valve spring defective: was renewed.
1 Main steam-pipe bad: was renewed.
4 Main steam-pipes fitted with hangers.
15 Manhole-doors bad: have been renewed.
2 Manhole-door studs bad: were renewed.
36 Mudhole-doors bad: have been renewed.
12 Mudhole-door studs bad: have been renewed.
1 New bend for safety-valve fitted.
1 New bend for steam-pipe fitted.
1 New bolts fitted in safety-valve chest.
1 New crank-shaft and bearings fitted.
1 New crank-shaft fitted.
1 New cylinders fitted.
1 New dog for mud-door fitted.
1 New studs fitted in main stop-valve chest.
1 New studs fitted in boiler for feed-pipe.
6 Safety-valves bad: have been renewed.
1 Safety-valve chest bad: was renewed.
1 Safety-valve defective: was repaired.
2 Safety-valve seats bad: were renewed.
1 Safety-valve spring renewed.
10 Spring balances defective: have been renewed.
1 Spring balance lever repaired.
1 Spring balance: new screw fitted.
1 Spring balance: new spring fitted.
1 Steam-pipe couplings renewed.
2 Steam-pipes defective: have been renewed.
30 Steam-pressure gauges defective: have been renewed.
1 Steering-gear and brake repaired.
1 Steering-gear shaft defective: was renewed.
1 Stop-valve and chest defective: was renewed.
3 Siphon pipes for steam-pressure gauges bad: were renewed.
19 Test-cocks bad: have been renewed.
2 Test-cocks defective: were repaired.
31 Water-gauge mountings bad: have been renewed.
8 Water-gauge mountings defective: were repaired.
1 Water-gauge pipes bad: have been renewed.

Total 337

No. 3.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended the 31st March, 1909.

Number.	Type.	Description of Repairs.
1	Cornish ...	Angle-iron ring round neck of furnace reriveted on upper half, patch on shell under stop-valve, patch on front plate renewed and gusset stay reriveted.
1	" ...	Compensating-ring round mudhole-door renewed.
1	" ...	Dog fitted to weak part of furnace.
1	" ...	One seam in furnace reriveted.
1	" ...	Patch fitted on front plate of boiler.
1	" ...	Patch on bottom of shell renewed.
1	" ...	Patch on crown of furnace renewed.
1	" ...	Ten rivets renewed in gusset stay.
1	" ...	Two patches fitted on bottom of shell.
1	Cornish tubular ...	Bulge in front ring of furnace removed.
1	" ...	Furnace reriveted at back end.
1	" ...	One new tube fitted.
2	" ...	Patch fitted on bottom of shell under blow-off cock.
1	" ...	Patch in furnace renewed and extended.
1	" ...	Patch renewed in furnace and one new tube fitted.
1	" ...	Retubed, and patch on bottom of shell renewed.
1	" ...	Two new tubes fitted.
1	" ...	Two rivets renewed in furnace.
1	Cornish vertical ...	Eight feet of top of flue renewed, and 3 ft. of bottom of shell-plate renewed.
1	" ...	Upper portion of flue renewed.

No. 3.—RETURN of NOTICES given to REPAIR BOILERS—*continued.*

Number.	Type.	Description of Repairs.
1	Dryback marine ...	Crown of back ring of furnace patched and strengthening angles fitted to both furnace-rings.
1	" ...	Defective patch renewed, and girder fitted on furnace.
1	" ...	Girder fitted on back ring of furnace.
1	" ...	Patch on back tube-plate renewed.
3	" ...	Retubed.
1	" ...	Several tubes renewed.
2	" ...	Strengthening girders fitted to crown of furnace.
1	" ...	Twelve screwed stays fitted between furnace and shell.
1	Lancashire ...	Adamson's welts on both furnaces at front end renewed.
1	" ...	Brickwork repaired.
1	" ...	Eleven turned bolts fitted in gusset stay.
1	" ...	Four turned bolts fitted in gusset stay.
1	" ...	Patch fitted on front right-hand side of furnace.
1	" ...	Several new rivets put in back circumferential seam and eight in second seam from front.
1	" ...	Twenty-two rivets renewed in furnace and door angle plates, one Galloway tube patched, and new neck for blowdown pipe fitted.
2	Lancashire tubular	Retubed.
1	"	Retubed, and patches fitted round front of boiler and furnace-rings.
1	Locomotive ...	Compensating-rings fitted round two mudhole-openings, and patch in firebox renewed.
1	" ...	Cracked portion of shell (2 ft. long) cut out, and patch fitted.
1	" ...	Eight new tubes fitted.
1	" ...	Firebox repaired at foundation-ring.
1	" ...	New rivets put in door-ring and six new rivets in tube-plate.
1	" ...	New tapered plug fitted in front tube-plate.
1	" ...	One new longitudinal stay fitted.
1	" ...	Patch fitted in firebox under firedoor, and twelve new screwed stays fitted.
1	" ...	Patch fitted on front tube-plate.
1	" ...	Patch fitted on throat-plate.
3	" ...	Patches renewed.
3	" ...	Retubed.
1	" ...	Retubed, new tube-plates and new front plate fitted.
1	" ...	Retubed, patch fitted on throat-plate, and patch on bottom left-hand corner of firebox.
6	" ...	Several new screwed stays fitted in firebox.
1	" ...	Three new rivets put in firebox.
1	" ...	Twenty-eight new tubes fitted.
1	" ...	Twenty-four new screwed stays fitted in firebox.
1	" ...	Two new tubes fitted.
1	Manure-dryer ...	A number of rivets renewed.
1	" ...	New internal tube fitted.
1	" ...	Top and bottom seams recaulked.
1	Marine	Bottom of combustion-chamber renewed, and patch riveted on front of shell.
1	" ...	Patch fitted on front end under bottom of shell and into mouth of furnace.
1	" ...	Patch fitted on side of combustion-chamber.
1	" ...	Retubed, and new manhole-door fitted.
2	Multitubular ...	Bolted patch fitted on top of boiler under safety-valve chest.
1	" ...	Bottom circumferential seams recaulked.
1	" ...	Bottom flange of back tube-plate reriveted.
21	" ..	Brickwork repaired.
2	" ...	Bulge cut out of bottom of shell, and patch riveted on.
1	" ...	Bulge cut out of bottom of shell, new mud-leg fitted, and thirty-six new tubes fitted.
1	" ...	Centre plate in bottom of shell cut out and renewed.
6	" ...	Compensating-rings fitted round manhole-openings.
11	" ...	Compensating-rings fitted round mudhole-openings.
1	" ...	Compensating-ring fitted round mudhole-opening and extending over the feed-inlet.
1	" ...	Compensating-ring fitted round mudhole-opening, and four turned bolts fitted in gusset stay.
1	" ...	Defective steam-dome removed, and plate riveted on shell of boiler.
1	" ...	Laminated plate cut out of bottom of boiler, and riveted patch fitted.
1	" ...	Longitudinal seams at back end caulked, and washer fitted on tube-plate where wasted.

No. 3.—RETURN of NOTICES given to REPAIR BOILERS—*continued.*

Number.	Type.	Description of Repairs.
7	Multitubular ...	Manhole-doors repaired.
5	" ...	Mudhole-doors repaired.
3	" ...	New bottom-plates fitted in shell.
1	" ...	New compensating-ring fitted round manhole-opening, and new door fitted.
2	" ...	New flanged riveted plates fitted to bottom of steam-dome.
9	" ...	New manhole-doors fitted.
15	" ...	New mudhole-doors fitted.
1	" ...	Nineteen new tubes fitted.
4	" ..	One new longitudinal stay fitted.
3	" ...	Patches fitted on bottom of shell.
2	" ...	Patches fitted on front tube-plate.
1	" ...	Patch fitted on crown of steam-dome, and manhole-door repaired.
1	" ...	Patch fitted on crown of steam-dome, and riveted washer under stay-nut.
1	" ...	Patch on top of boiler renewed.
4	" ...	Retubed.
1	" ...	Retubed, and new tube-plate fitted.
2	" ...	Several new rivets put in shell.
11	" ...	Several new tubes fitted.
1	" ...	Supporting girder fitted over top of boiler.
1	" ...	Two new longitudinal stays fitted.
1	" ...	Two rows of tubes renewed.
11	Portable ...	A number of new screwed stays fitted in firebox.
3	" ...	A number of new tubes fitted.
1	" ...	All new screwed stays fitted in firebox, six new stays from crown of boiler to crown of firebox, patch fitted in firebox, compensating-rings round mudhole-openings, and four sight-holes cut and plugs fitted.
1	" ...	Compensating-rings fitted to manhole and mudhole openings, seventeen new screwed stays fitted in firebox, and patches fitted to bottom corners of firebox.
2	" ...	Compensating-rings fitted to manhole-openings.
34	" ...	Compensating-rings fitted to mudhole-openings.
1	" ...	Corner of firebox patched, eighteen new screwed stays fitted in firebox, and patch on shell under blow-off cock.
1	" ...	Fifteen new screwed stays fitted in firebox, and an additional dog-stay on crown of firebox.
3	" ...	Foundation-rings repaired.
1	" ...	New dog and stud fitted to mud-door.
1	" ...	New firebox-crown fitted.
1	" ...	New firebox fitted, lower part of front plate renewed, patches fitted on side of firebox and throat-plate, new foundation-ring, all new tubes, and two new girder-stays.
1	" ...	New manhole-door fitted.
6	" ...	New mudhole-doors fitted.
2	" ...	One new longitudinal stay fitted.
5	" ...	Patches fitted in firebox.
8	" ...	Patches fitted on tube-plates.
1	" ...	Patch fitted on outer shell of firebox.
1	" ...	Patch fitted on shell of boiler under blow-off cock, and three new sighting-plugs fitted.
5	" ...	Patches in firebox renewed.
12	" ...	Retubed.
2	" ...	Retubed, and new tube-plates fitted.
1	" ...	Retubed, and two extra dog-stays fitted on crown of firebox.
1	" ...	Retubed, and two new longitudinal stays fitted, also seventeen new screwed stays in firebox.
1	" ...	Retubed, and two patches fitted on front of outer shell of firebox.
19	" ...	Several new screwed stays fitted in firebox.
4	" ...	Several new tubes fitted.
1	" ...	Six new tubes fitted, and shell patched under cylinders.
2	" ...	Studs renewed in mudhole-doors.
2	" ...	Tapered plug-holes cut, and plugs fitted.
1	" ...	Thirty new screwed stays fitted in firebox, and patch fitted on shell under feed-pump chest.
1	" ...	Three new longitudinal stays fitted.
1	" ...	Two new longitudinal stays fitted.

No. 3.—RETURN of NOTICES given to REPAIR BOILERS—*continued.*

Number.	Type.	Description of Repairs.
1	Portable ...	Two new tubes and patch fitted on back tube-plate.
1	" ...	Two top rows of screwed stays in side sheets renewed, and top row in back head.
1	Semi-portable ...	Compensating-ring fitted round mudhole-opening.
1	" ...	Compensating-rings fitted round two mudhole-openings and fire-door, two new mud-doors fitted, and six new rivets put in shell.
1	" ...	Four new screwed stays and patch fitted in firebox.
1	" ...	Patch fitted in firebox, and compensating-plate on front tube-plate.
1	" ...	Tapered mudholes retapped, and plugs fitted.
1	" ...	Twenty-eight new screwed stays fitted in firebox.
1	" ...	Twenty-four new screwed stays fitted in firebox.
1	" ...	Two new screwed stays fitted in throat-plate.
1	Semi-tubular ...	Bosom-piece fitted to angle iron at front end of boiler, and patch fitted on bottom of shell.
1	" ...	New stud fitted in mud-door.
1	" ...	Patch 18 in. square riveted on bottom of shell under blow-down, and several rivets in circumferential seam renewed.
1	" ...	Retubed.
1	" ...	Retubed, and new tube-plate fitted.
1	" ...	Washer and stay fitted over crack in tube-plate.
6	Traction ...	A number of new screwed stays fitted in firebox.
1	" ...	All new screwed stays fitted in firebox, and two new tubes fitted.
6	" ...	Compensating-rings fitted round mudhole-openings.
3	" ...	Crack in front tube-plate pinned, and patch fitted.
1	" ...	Crown of firebox patched, three new girder-stays fitted, and patch fitted on shell of boiler.
1	" ...	Eighty-one new screwed stays fitted in firebox.
1	" ...	Fifty new screwed stays fitted in firebox.
3	" ...	Forty new screwed stays fitted in firebox.
1	" ...	Forty-six new screwed stays fitted in firebox.
3	" ...	Longitudinal stays renewed.
1	" ...	Manhole-opening dressed out, and new door fitted.
6	" ...	New fireboxes fitted.
1	" ...	One coupling-pin in longitudinal stay renewed.
6	" ...	Patches fitted in firebox.
2	" ...	Patches fitted on shell of boiler.
23	" ...	Retubed.
1	" ...	Retubed, and all new screwed stays fitted in firebox.
1	" ...	Retubed, and forty-two new screwed stays fitted in firebox.
1	" ...	Retubed, and thirty-six new screwed stays fitted in firebox.
1	" ...	Retubed, new front tube-plate fitted, and patch fitted on shell of boiler.
9	" ...	Several new tubes fitted.
1	" ...	Several patches fitted in firebox, and lower part of external box renewed.
1	" ...	Several rivets round firedoor renewed.
2	" ...	Studs in manhole-doors renewed.
1	" ...	Thirty-nine new screwed stays fitted in firebox.
3	" ...	Thirty-six new screwed stays fitted in firebox.
1	" ...	Three new mud-doors and new manhole-door fitted.
1	" ...	Twenty new tubes fitted.
1	" ...	Twenty-seven new screwed stays fitted in firebox, patch renewed, and eight new tubes put in.
1	" ...	Twenty-six new screwed stays fitted in firebox.
1	Vertical cross-tube	Bottom portion of firebox renewed.
2	"	Collars fitted on crown of boiler round uptake.
8	"	Compensating-rings fitted round mudhole-openings.
1	"	Five new mud-doors fitted, and two stay-nuts on crown of boiler rejointed.
2	"	Four new vertical stays fitted.
2	"	Manhole-doors repaired.
2	"	New mudhole-doors fitted.
1	"	New uptake fitted.
2	"	One new stay fitted.
3	"	Patches fitted in firebox.
5	"	Patches fitted on shell of boiler.
1	"	Patch fitted round bottom of firebox, and collar on crown of boiler round uptake.
1	"	Three new vertical stays fitted, and patch on shell of boiler under check-valve chest.

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

Number.	Type.	Description of Repairs.
1	Vertical cross-tube	Two rows of new screwed stays fitted round firebox.
1	"	Uptake patched.
1	Vertical field-tube	Compensating-rings fitted round two mudhole-openings, and three new screwed stays in firebox.
1	"	New compensating-ring fitted round manhole-opening.
1	"	Patch fitted on bottom of firebox.
1	"	Retubed, and new uptake fitted.
7	Vertical flue ...	Compensating-rings fitted round mudhole-openings.
1	" ...	New crown fitted to boiler.
4	" ...	New uptakes fitted.
2	" ...	Patches fitted on bottom of shell.
1	" ...	Patch fitted round firedoor-opening.
1	" ...	Patch fitted under blow-off cock.
1	" ...	Patch fitted under mountings.
1	" ...	Patch fitted under safety-valve, and new mud-door fitted.
1	" ...	Several new rivets put in uptake.
1	Vertical tubular ...	Compensating-ring fitted inside firedoor.
6	" ...	Compensating-rings fitted round mudhole-openings.
1	" ...	Compensating-ring fitted round mudhole-opening, and one new vertical stay fitted.
1	" ...	Four new screwed stays fitted in firebox.
1	" ...	Five new tubes fitted.
10	" ...	New tube-plates fitted.
1	" ...	New tube-plate and one new vertical stay fitted.
1	" ...	One new stay-tube fitted.
2	" ...	Patches fitted in firebox.
2	" ...	Patches fitted on shell of boiler.
1	" ...	Patches fitted on shell of boiler under blow-off cock and check-valve chest.
1	" ...	Patch fitted under blow-off cock.
26	" ...	Retubed.
1	" ...	Retubed, and doubling-plate fitted on crown of boiler.
1	" ...	Sludge-hole cut and new door fitted.
1	" ...	Studs renewed in mud-doors.
1	" ...	Two new tubes fitted.
2	Water-tube ...	All header tubes renewed, and eight new long tubes fitted.
3	" ...	Bottom row of tubes renewed.
3	" ...	Brickwork repaired.
1	" ...	Fifty new tubes fitted.
1	" ...	One new tube fitted.
571	Total.	

No. 4.—Return of Notices given to fence or repair Dangerous Parts of Machinery, &c., during the Financial Year ended 31st March, 1909.

Number.	Machinery.	Particulars.
1	Air-compressing	Fly-wheel of engine.
1	Bacon-factory	Belting and pulley.
2	Bakery	Fly-wheels.
1	Biscuit-factory	Main driving-belt.
1	Bookbinding	Gearing of ruling-machine.
1	Boiling-down	Main driving-belt.
1	Bone-crushing	,,
1	,, ...	Pinion-wheels.
1	Boring	Fly-wheel of engine.
1	Boot-factory	Fly-wheel of engine, and end of crank-shaft.
1	,, ...	Main driving-belt, and set-pins in collars.
1	Box-factory	Circular saw, and box guard to travelling-bench.
1	,, ...	Stop fitted to limit travel of goose saw.
1	Brass-finishing	End of crank-shaft.
1	,, ...	Fly-wheel of engine, and emery wheels.
1	Brewery	Fly-wheel of engine.

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

Number.	Machinery.	Particulars.
1	Brickmaking	Belting and machinery.
1	,,	Driving-belt.
1	,,	Key in crank-shaft.
1	,,	Machinery.
1	,,	Pulley.
1	,,	Wheel to guard, and sleeve to fit on end of shaft.
1	Briquette-works	Machinery.
1	Brush-factory	Belting.
2	Butchery	,,
1	,,	Machinery.
1	,,	Railing to fit at side of engine.
1	Butter-factory	Churn and fly-wheel.
1	,,	Churn and machinery.
1	,,	Machinery.
1	,,	Pulley and main belting.
1	,,	Shafting.
2	Cabinetmaking	Belting.
3	,,	Circular saws.
1	,,	Circular saw and emery wheel.
1	,,	Fly-wheel of engine.
1	,,	Fly-wheel and belting.
1	,,	Machinery.
1	,,	Shafting near floor, to board over.
1	Candle-factory	Collars on intermediate shafting.
1	Canning-factory	Arm of can-conveyer.
1	Cement-works	Fly-wheel of auxiliary engine.
1	,,	Fly-wheel of engine, and pinion-wheels of mixer.
2	,,	Main driving-belt and tube-mill belting.
1	,,	Main driving-belt and pulley, elevator, and belting for elevator and roller.
1	,,	Main driving-belt, intermediate and main driving-pulleys, also clinker-elevator and belting.
1	Chaffcutting	Belting.
1	,,	Belting and circular saw.
1	,,	End of shafting.
4	,,	Fly-wheels.
1	,,	Main driving-belt.
1	,,	Pulley and belting.
1	,,	Water-race to cover.
2	Cheese-factory	Fly-wheel of engine.
1	,,	Main driving-belts.
1	Coach-factory	Band saw.
2	,,	Circular saws.
2	,,	Emery wheels.
1	,,	Engine and machinery.
2	,,	Fly-wheels.
2	,,	Fly-wheels and pulley.
4	,,	Machinery and belting.
1	Coffee-mill	Cooler to guard.
1	Coke-elevator	Intermediate driving-belt.
1	Cordial-factory	Band saw and belting.
3	,,	Belting.
1	,,	End of shafting.
6	,,	Fly-wheels.
1	,,	Fly-wheel and key in end of crank-shaft.
1	,,	Pulley.
8	Creamery	Fly-wheels.
1	,,	Main belting.
1	Crushing copper-ore	Fly-wheels, pulley, belting, and crusher-shafting.
1	Crushing grain	Circular saw.
3	,,	Fly-wheel of engine.
1	Cycle-works	End of engine-shaft.
1	,,	Fence engine.
1	Dairy factory	Belting.

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

Number.	Machinery.	Particulars.
2	Dairy factory	Fly-wheel of engine.
1	,, ...	Fly-wheel of refrigerator.
1	,, ...	New vertical shaft fitted.
1	Diamond drill	Fly-wheel of engine.
1	,, ...	Wheels of boring-machine.
1	Dye-works	Driving-belt.
1	Electric hoist	New brake fitted.
1	Electric lift	End of shafting.
1	,, ...	Motor to fence, and door to fit to cage.
1	,, ...	New cage fitted.
10	,, ...	New steel-wire ropes for cage.
4	,, ...	New steel-wire ropes for balance-weights.
1	,, ...	New steel-wire rope and new top shackle
1	,, ...	New worm wheel fitted.
1	,, ...	Railing fitted round well.
2	,, ...	Safety-grips overhauled and springs adjusted.
1	,, ...	Side of belting.
2	Electric lighting	Belting.
1	,, ...	Belting and shafting.
2	,, ...	Belting and wheel.
2	,, ...	Engine, &c.
6	,, ...	Fly-wheel.
1	,, ...	Fly-wheel and belting.
1	,, ...	Main driving-belt.
1	,, ...	New handrail fitted in front of well
1	,, ...	Sleeve on end of engine-shaft.
6	Electric motor	Belting.
1	,, ...	Driving-pulley and shafting.
2	,, ...	Side of driving-belt.
1	Elevator	Chain.
1	,, ...	Gearing.
3	,, ...	Motors and belts.
1	Engineer's shop	Belting.
1	,, ...	Engine.
3	,, ...	Fly-wheel.
2	,, ...	Fly-wheel and emery wheels.
1	,, ...	Machinery.
1	,, ...	Spur wheels, and vertical and bevel wheels of punching-machine.
2	arm-work	Fly-wheel of engine.
1	,, ...	Machinery.
1	Firewood-cutting	Belting.
3	,, ...	Circular saws.
1	,, ...	Engine and main belting.
2	,, ...	Fly-wheel.
3	,, ...	Fly-wheel and belting.
1	,, ...	Fly-wheel and end of crank-shaft.
1	,, ...	Rail to fit in front of engine.
1	,, ...	Wheel to guard and new saw-bench fitted.
1	Flax-mill	Belting, shafting, and pulleys.
1	,, ...	Belting, side of wheels, and reduce width of scutcher-opening.
2	,, ...	Circular saws.
1	,, ...	Circular saw and machinery.
2	,, ...	End of shafting.
2	,, ...	Fly-wheel of engine.
1	,, ...	Fly-wheel and main driving-belt.
2	,, ...	Front of scutcher, to strengthen.
3	,, ...	Mill-race to cover.
3	,, ...	Reduce width of scutcher-opening.
1	,, ...	Scutcher-belting.
3	,, ...	Scutcher belting, pulley, and shafting.
1	,, ...	Spur wheels, pulley, and shafting.
1	Flock-mill	Shafting on two machines.
2	Flour-mill	Belting.

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

Number.	Machinery.	Particulars.
1	Flour-mill	Belting and fly-wheel.
1	,,	Fly-wheel of gas-engine.
1	Friction hoist	New cam-ropes fitted.
3	Gas-engines	Belting.
18	,,	End of crank-shaft.
7	,,	Engine and shafting.
18	,,	Fly-wheel.
1	,,	Fly-wheel and end of shaft.
1	,,	Fly-wheel and shafting.
1	,,	Holding-down bolts renewed.
1	,,	Key in fly-wheel.
1	,,	Railing to fit round engine.
7	,,	Sleeve fitted on end of crank-shaft.
1	Gas-lift	New spring fitted.
5	,,	New steel-wire ropes.
1	General work	Belting and engine.
2	,,	Fly-wheel.
1	,,	Fly-wheel, winch spur gearing, and shafting.
2	,,	Pulley.
1	Gold-dredging	Belting.
5	,,	Machinery.
1	,,	Machinery; main driving-pulley and tower also repaired.
1	,,	Rail to fit round engine, grating to repair, and machinery to guard.
1	,,	Strong platform to erect under spur-wheel gearing.
2	,,	Tower repaired.
7	,,	Tower, gantry, and all woodwork carrying friction gear repaired.
2	,,	Winch-wheels.
1	Gold-sluicing	Fly-wheel and main driving-belt.
1	Grinding	Belting.
1	Grinding lime	Rail round engine to fit, and keys of pulley and fly-wheel.
1	Grinding meal	Main driving-belt, pulley, and rotary-mill belting.
1	Hauling	Auxiliary-gear driving-belt.
1	Hoisting	Belting.
1	,,	Machinery.
1	,,	Spur gearing and shafting.
20	Hydraulic crane	Chains annealed.
16	,,	Chains annealed, and a number of defective links renewed.
1	,,	Chain annealed, and new jib-head pulley fitted.
1	,,	Jib-head pulley rebushed.
11	Hydraulic lifts	Chains annealed.
1	,,	Chain annealed and cage repaired.
3	,,	Chains annealed and rails on top floor repaired.
2	,,	Lifts fenced.
1	,,	New chain fitted.
1	,,	New gripper-ropes fitted.
1	,,	New hand-rope fitted.
2	,,	New ropes for balance-weight.
1	,,	New ropes for hoisting and balance-weight.
3	,,	New safety gear fitted.
1	,,	New spring for safety gear.
16	,,	New steel-wire ropes fitted.
6	,,	Safety catches overhauled and adjusted.
1	,,	Stanchions straightened and side of lift repaired.
1	Ironworks	Fly-wheel, pulleys, and pinion of punching-machine.
1	Joinery	End of crank-shaft, and circular saw.
1	,,	Fly-wheel of engine.
1	,,	Machinery.

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

Number.	Machinery.	Particulars.
1	Knitting	Crank-shaft.
2	Log-hauling	Circular saws.
1	,, ...	Fly-wheel.
1	,, ...	Fly-wheel and spur wheels.
1	,, ...	Sleeve fitted on end of shaft.
2	,, ...	Spur gearing.
2	Machine-shop	Belting, wheels, and pulley.
1	,, ...	Circular saw.
1	,, ...	Driving pulley and belt.
1	,, ...	Emery wheel.
2	,, ...	Fly-wheel.
1	,, ...	Key in fly-wheel.
1	,, ...	Machinery.
1	,, ...	Pinions of drilling, punching, and shearing machines.
1	Malting	Belting.
1	,, ...	Pulley on end of shaft.
1	Manure-drying	Belting, pulleys, and spur gearing.
2	Milking	Belting.
3	,, ...	Belting and end of crank-shaft.
3	,, ...	Belt-pulley and fly-wheel.
7	,, ...	Engine and belting.
2	,, ...	Engine and vacuum pump.
38	,, ...	Fly-wheel of engine.
2	,, ...	Fly-wheel, belting, and wheels of vacuum pump.
4	,, ...	Machinery.
1	,, ...	Pulley.
3	,, ...	Sleeve to fit on end of shaft.
2	Mincing	Belting.
1	,, ...	Belting and pulley.
2	,, ...	End of shaft.
8	,, ...	Fly-wheel.
1	,, ...	Fly-wheel and end of shafting.
1	,, ...	Fly-wheel and main driving-belt.
1	,, ...	Gearing of mincer.
1	,, ...	Machinery.
1	Mixing-machine	Sprocket-chain drive.
1	Motor garage	Emery wheels.
1	,, ...	Fly-wheel.
1	Oil-engine	Belting and pulley.
16	,, ...	End of crank-shaft.
3	,, ...	Engine.
47	,, ...	Fly-wheels.
1	,, ...	Fly-wheel and main driving-belt.
1	,, ...	Machinery and belting.
1	Paper-mill	Belting.
1	Pelton wheel	End of shaft.
1	,, ...	Fly-wheel.
1	,, ...	Wheel.
1	Pipemaking	End of crank-shaft.
1	,, ...	Swing saw and emery wheels.
1	Planing-mill	All machinery.
1	,, ...	Circular saw.
2	,, ...	Fly-wheel and belting.
1	Pottery	Belting and fly-wheel.
1	Poultry-farm	Belting.
2	Power lift	Front of engine and belting.
1	,, ...	Hatches guarded.
1	,, ...	New eye-bolt for lifting cage.
1	,, ...	New safety catches fitted.
2	,, ...	New steel-wire ropes fitted.
1	,, ...	New worm wheel.
1	,, ...	Safety gear repaired.
3	Printing	Belting.
3	,, ...	Belting and pulley.

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

Number.	Machinery.	Particulars.
1	Printing	Belting and spokes in printing-machine.
1	,, ...	End of shaft.
6	,, ...	Fly-wheels.
1	,, ...	Gear wheels.
1	,, ...	Key-lead.
2	,, ...	Machinery.
1	,, ...	Pulley, belting, and key-lead.
1	,, ...	Pulley, machinery, and fly-wheel.
1	Pumping..	Belting and pump spindle.
1	,, ...	Circular saw.
1	,, ...	End of engine-shaft.
1	,, ...	Engine and belting.
3	,, ...	Fly-wheel.
1	,, ...	Fly-wheel and belting.
3	,, ...	Fly-wheel of engine, and pinion wheels.
2	,, ...	Geared wheels.
1	,, ...	Side of fly-wheel and end of shaft.
1	,, ...	Side of fly-wheel, and driving-belt.
1	Punching-machine..	Pinion wheels.
1	Quartz-battery	Belting.
3	,, ...	Machinery and belting.
2	Refrigerating	Belting.
1	,, ...	End of shaft.
3	,, ...	Engines.
1	,, ...	Fence coupled engines.
2	,, ...	Fly-wheel.
2	,, ...	Fly-wheel, pulley, belting, and shaft.
1	,, ...	Pulley and belting.
1	Sash and door factory	Belting and machinery.
4	,, ...	Circular saws.
2	,, ...	Circular saws and emery wheels.
1	,, ...	Emery wheels and belting.
2	,, ...	Fly-wheel.
1	,, ...	Fly-wheel and belting.
1	,, ...	Fly-wheel, pulley, belting, emery wheels, and end of shaft.
3	,, ...	Machinery and circular saw.
1	,, ...	Side of engine to fence, and shafting near floor to cover.
5	,, ...	Stops fitted to goose saws to limit travel.
7	Sawmill	Belting and circular saws.
82	,, ...	Circular saws.
5	,, ...	Circular saws and emery wheels.
26	,, ...	Circular saws and machinery.
2	,, ...	Circular saw and main driving-belt.
1	,, ...	Circular saw and side of vertical.
2	,, ...	Circular saw, belting, and countershaft.
1	,, ...	Countershaft and main belting.
1	,, ...	End of breaking-down-saw spindle, main shaft, pulleys, and circular saw.
1	,, ...	Engine-crank and firewood-saw.
10	,, ...	Firewood-saw and machinery.
1	,, ...	Fly-wheel of engine.
1	,, ...	Fly-wheel and circular saw.
2	,, ...	Fly-wheel and belting.
1	,, ...	Fly-wheel, belting, pulley, and circular saw.
2	,, ...	Machinery.
4	,, ...	Machinery and belting.
6	,, ...	Machinery, belting, and circular saws.
1	,, ...	Main belting, pulleys, and end of crank-shaft.
1	,, ...	Main belting, pulleys, and belt-shifting gear.
2	,, ...	Main pulley, belting, and countershaft.
1	,, ...	Planer belting, set-screws, circular saw, and stop to fit to swing saw.
1	,, ...	Planer belting, circular saw, fly-wheel, and stop to fit to swing saw.

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

Number.	Machinery.	Particulars.
1	Sawmill	Platform renewed round saw-bench.
3	,,	Stop fitted to swinging saw.
1	,,	Twin saw-spindle framing repaired, circular saw and emery wheels guarded.
1	,,	Vertical and circular saw.
1	,,	Wheel, shaft, and circular saw.
2	Scutching	Fly-wheel of engine.
1	Seed-cleaning	Driving-pulley.
1	,,	Fly-wheel.
1	,,	Fly-wheel and belting.
1	,,	New mitre wheels fitted and shaft lined up.
3	Shearing	Belting.
3	,,	Belting and emery wheels.
1	,,	Crank-shaft.
2	,,	Emery wheels.
2	,,	End of shaft.
1	,,	End of shaft, and driving-belt.
10	,,	Fly-wheel.
1	,,	Fly-wheel and crank-shaft.
4	,,	Fly-wheel and emery wheels.
1	,,	Fly-wheel to guard, and handrail and ladder to fit in engine-room.
8	,,	Machinery.
2	,,	Pulley and emery wheels.
1	Shop tools	Belting and emery wheels.
5	,,	Emery wheels.
1	,,	Engine to fence.
1	,,	Fly-wheel.
1	,,	Fly-wheel and emery wheels.
1	,,	Main pulley and belting.
1	Soapworks	Belts of soap-press.
1	,,	Main driving-belt.
1	Station-work	Key-leads in pulley and fly-wheel.
1	Steam-crane	Chain annealed.
1	,,	Ninety feet of new chain.
1	Steam hoist	Chain annealed.
1	,,	Spur gearing.
2	Steam lift	Cage repaired.
3	Stone-crushing	Belting.
4	,,	Fly-wheel.
1	,,	Wheel and belting.
1	Stone-cutting	Circular saw.
1	,,	Engine and belting.
1	,,	Main driving-belt, saw-drive, and set-pins in collars.
1	,,	Set-pins in stone-planer and bevel gear.
1	,,	Shearing-machine.
1	,,	Rail to fit at side of motor and driving-pulley.
1	Tannery	Pinion wheels on leather-rolling machine.
1	Tinsmith	Shafting.
1	Venetian blinds	Main belting.
2	Ventilating	Belting.
1	,,	Belting and wheel.
1	,,	Fly-wheel of engine, and fan-shaft.
1	,,	Fly-wheel and pulley.
1	Well-sinking	Gearing.
1	Wire mattress	Pulley and sandpaper drum.
1	Wireworking	Machinery.
1	Wood-cutting	Circular saw.
1	,,	Saw-bench to strengthen.
1	,,	Shafting.
1	Wood-turning	Stop fitted to swing saw.
1	Woodworking	Band saw.
1	,,	Band saw and emery wheels.
1	,,	Band saw and end of grinding-saw shaft.
1	,,	Band saw, and engine and belting to be railed in.

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

Number.	Machinery.	Particulars.
5	Woodworking	Belting.
1	,, ...	Belting and pulley.
1	,, ...	Circular saw and band saw.
19	,, ...	Circular saws.
1	,, ...	Circular saw and emery wheel.
1	,, ...	Circular saw and end of shaft.
2	,, ...	Crank-shaft.
3	,, ...	End of shafting and circular saw.
2	,, ...	Engine.
1	,, ...	Engine and machinery.
4	,, ...	Fly-wheel.
4	,, ...	Fly-wheel, belting, and pulleys.
1	,, ...	Fly-wheel, and platform to fit.
2	,, ...	Machinery.
2	,, ...	Planing-machine belts and circular saw.
1	,, ...	Shafting.
5	,, ...	Stop fitted to swing saw.
1	Wool-cleaning	Fly-wheel and pulley.
1	,, ...	Main driving-belt, and floor-opening.
1	Wool-drying	Motor and belting.
1	Wool-dumping	Coupling on main shaft.
1	,, ...	Machinery and shafting.
1	Woollen-mill	Engine and belting.
1,005	Total.	

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery during the Financial Year ended the 31st March, 1909.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Francis Clark, Wellington	Electric lift ..	William Sommerville; 28 years	2nd April, 1908: head severely crushed	While working on top of the lift-cage, Sommerville asked the man at the lever to move it a little. The lift was near the top, and as soon as it was moved Sommerville became wedged between the top of the cage and the hauling-gear.
Lyttelton Times Company (Limited), Christchurch	Printing-machine	W. H. Benyon; 34 years	3rd April, 1908: hand crushed	The machine accidently started while work was being prepared. In reaching over to stop it Benyon's hand was caught in the machine.
James Trevor and Sons, Wellington	Circular saw ..	James Millican; 29 years	9th April, 1908: hand cut	While sawing a piece of timber Millican's hand came in contact with the saw.
Onehunga Woollen Mills (Limited), Te Papapa	Wool-teasing ..	A. W. Bowgen; 16 years	9th April, 1908: lost top of two fingers	Bowgen placed his right hand on top of the delivery-roller, when it was drawn into the machine.
Thomas Cook, Petone..	Buzz planer ..	George Cook; 29 years	13th April, 1908: tips of three fingers cut off	While Cook was planing a board his left hand slipped, and came in contact with the knives of the machine.
J. Bett and Co. (Limited), Palmerston North	Sandpapering ..	F. Aldridge; 20 years	28th April, 1908: head and arms cut, and shoulder bruised	Aldridge was sandpapering a whiffle-bar with the pulling-hooks attached. Somehow one of the hooks became entangled with the driving-belt of the machine. While in motion it struck him on the head, shoulder, and arm.

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Butterworth Bros., Dunedin	Hydraulic lift ..	M. Page; 14 years	6th May, 1908: face and neck cut and bruised	Page was looking down the well to see where the cage of lift was, when it descended from the floor above him, causing injuries to his head.
Hunter Bros., Waitakerei	Circular saw ..	William Thorpe; 35 years	6th May, 1908: fingers of left hand cut	Thorpe's hand slipped, and came in contact with the saw.
A. and T. Burt (Limited), Dunedin	Turret lathe ..	Alex. Aitken; 20 years	7th May, 1908: forefinger of right hand cut	While working the lathe, Aitken neglected to remove the hand-rest, and his finger was caught between it and the work in the lathe.
W. G. Bassett, Wanganui	Circular saw ..	Horace Toop; 16 years	11th May, 1908: four fingers severed	Toop's left hand came in contact with the saw through the timber slipping.
J. E. Hendricksen, Wellington	Planing ..	J. E. Hendricksen; 41 years	14th May, 1908: tips of four fingers cut off	When attempting to plane a short piece of wood the fingers of Hendricksen's left hand came in contact with the knives of the machine.
A. and T. Burt (Limited), Dunedin	Turret lathe ..	Mary Moore; 20 years	19th May, 1908: forefinger injured	In cleaning the brass borings off lathe Moore touched the handle of the turret, bringing the drill in contact with her left forefinger.
A. and T. Burt (Limited), Dunedin	Turret lathe ..	Edmund Fail; 15 years	22nd May, 1908: head cut	While cutting a brass tube in the lathe the tube bent up quickly, and struck Fail on the head.
W. Cable and Co., Wellington	Circular saw ..	A. Nicol; 45 years	22nd May, 1908: top of finger taken off	Nicol was sawing a piece of wood, and through inattention his finger came in contact with the saw.
W. and J. Hunter, Mokoreta	Flax-mill ..	William Johnston; 33 years	3rd June, 1908: small bone of leg broken	Johnston was trying to push a belt off with his foot while the engine was slowing down, when he slipped and broke the small bone of his leg.
Blundell Bros. (Limited), Wellington	Printing-press ..	Arthur Cotton; 15 years	8th June, 1908: top of finger crushed	When working at the machine Cotton turned around for an instant, when the first finger of his right hand was suddenly crushed in one of the moving parts of the machine.
Hewetson and Teece, Dovedale	Circular saw ..	C. T. Teece; 31 years	10th June, 1908: forefinger injured, necessitating amputation at second joint	While working at the bench Teece's foot slipped, and the forefinger of his left hand came in contact with the saw.
R. Hannah and Co. (Limited), Wellington	Cutting-press ..	George Carey; 49 years	11th June, 1908: thumb crushed	While working the press the leather slipped, and the top of Carey's thumb was caught under the press.
Guy and Purnell, Apiti	Sawmill ..	Herbert Varley; 24 years	11th June, 1908: head bruised	Varley, who was engine-driver, was standing behind the fly-wheel of the engine when the belt broke. One of the ends struck his head.
Aulsebrook and Co., Christchurch	Power press ..	J. Elstob; 16 years	13th June, 1908: finger-nail pulled out	Elstob was guiding a barrel through the hatchway in the floor as it was being hoisted. He kept his hand on the rope too long, getting his third finger pinched between rope and pulley.
New Zealand Paper Mills (Limited), Mataura	Paper-bag machine	J. Milne; 20 years	16th June, 1908: fingers crushed	When working at the machine Milne's fingers were caught in the rollers.
H. Bradner and Sons, Christchurch	Planing ..	Hugh Kennedy; 28 years	21st June, 1908: two fingers injured	Through the rebounding of the timber Kennedy was planing, two fingers of his left hand came in contact with the knives of the planer.
C. and W. Hayward, Dunedin	Circular saw ..	William Chalmers; 23 years	22nd June, 1908: thumb cut	While sawing a piece of timber Chalmers's hand slipped, causing his thumb to come in contact with the saw.
P. and D. Duncan (Limited), Christchurch	Shaping-machine	James Woodham; 40 years	25th June, 1908: finger severed	Woodham was wiping the head of the machine while it was in motion, and had part of fourth finger of his right hand severed.

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery—*continued*.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Christchurch Tramway Board, Christchurch	Wheel-press ..	T. B. Whitfield; 58 years	26th June, 1908: hand crushed	Whitfield was trying to get the wheel on to the press when it slipped, crushing his hand against the frame.
C. H. Furness and Co. (Limited), Auckland	Biscuit-making	H. Mondosa; 14 years	1st July, 1908: right arm crushed	While rolling dough Mondosa's hand was caught in the rollers.
W. G. Bassett, Wanganui	Band saw ..	R. C. Nichols; 20 years	1st July, 1908: two fingers cut slightly	Through inattention Nichols's hand came in contact with the saw.
Kempthorne, Prosser, and Co. (Limited), Dunedin	Tablet-making	H. S. Pithie; 39 years	9th July, 1908: arm cut and bruised	While Pithie was shifting a belt from the tight to the loose pulley the belt slipped off suddenly and caused the upper part of his right arm to come in contact with the fly-wheel.
New Zealand Paper Mills (Limited), Mataura	Paper-bag making	J. Sleeman; 22 years	9th July, 1908: fingers crushed	When working at the machine Sleeman's fingers caught in the rollers.
S. Luke and Co. (Limited), Wellington	Emery wheels ..	R. Reilly; 24 years	14th July, 1908: sight of eye destroyed	While Reilly was grinding a tool on the machine he put too much weight on, with the result that the wheel broke, and one of the pieces struck his forehead and left eye.
Hill and Lloyd, Karori	Crushing plant..	A. W. Larson; 53 years	14th July, 1908: two fingers injured	In using a pick to remove a stone from the mouth of the crusher the screen caught the end of the pick and crushed Larson's fingers on the bottom of the crusher.
Sargood, Son, and Ewen (Limited), Dunedin	Heel-cutting press	John Edwards; 26 years	17th July, 1908: top joint of finger cut off	While working the machine a finger of Edwards's left hand was caught between the knife and the block of the press.
G. A. Coles and Co., Auckland	Lasting ..	Ed. Dowell; 35 years	17th July, 1908: bone of arm broken	Dowell's apron caught in the belt of the machine, and in trying to release it his right arm caught.
A. and T. Burt (Limited), Dunedin	Sluice-valve ..	G. G. H. Fail; 20 years	17th July, 1908: finger crushed	While turning the wheel of sluice-valve the second finger of Fail's left hand caught in the gearing.
Wilson's Portland Cement Company (Limited)	Grinding and rotary	G. Blaney; 30 years	21st July, 1908: finger crushed	Blaney was overhauling the pulverising-mill, and placed his hand on a pinion of a similar mill in motion close by.
New Zealand Brick and Tile Company (Limited), New Lynn	Brick and tile mixer	Walter Hewitt; 15 years	24th July, 1908: arm crushed, necessitating amputation at elbow	When putting clay into the mixer Hewitt's hand was drawn into the machine.
Wellington Woollen Manufacturing Company (Limited), Petone	Shake willey ..	Norman Senior; 22 years	24th July, 1908: head, legs, and scrotum cut, and body bruised	Senior was attempting to put on a small belt while the machine was in motion. His clothing was caught by the revolving shaft, causing him to be lifted off his feet. His clothing fortunately gave way, and he fell to the floor after making one revolution round the shaft.
Yerex, Barker, and Finlay (Limited), Wellington	Goods-lift ..	J. Sloan; 17 years	27th July, 1908: foot crushed	Sloan's foot was projecting over the side of the cage of the lift, and it came in contact with the floor when the lift was ascending.
W. Cable and Co., Wellington	Planing ..	E. Sherratt; 18 years	3rd August, 1908: thumb cut	Through inattention the thumb of Sherratt's right hand was caught in the belt-shifting gear.
Invercargill Borough Council	Pumping-plant	A. F. Jameson; 35 years	3rd August, 1908: arms and face scalded	The engineer instructed Jameson to renew a joint on the water-heater, and cautioned him to see that the pressure was turned off before disconnecting the joint. This he neglected to do, and as soon as the bolts were slackened the boiling water rushed out and caught him on the arms and also slightly on the face.

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Keeling and Mundy, Palmerston North	Printing ..	A. Bowling; 17 years	4th August, 1908: little finger torn, necessitating amputation	Bowling touched the belt while it was in motion, and a ring on one of his fingers caught in one of the belt-fasteners. He was hauled by the belt up to the shafting, but the ring in the meantime, fortunately for him, became detached, and he fell to the floor.
Wilson's Portland Cement Company (Limited), Warkworth	Grinding and rotary	R. N. Warin; 41 years	4th August, 1908: hand lacerated	Warin inadvertently placed his hand inside a spiral conveyer-box used for hauling feed for rotary kilns.
William Bates and Son, Christchurch	Circular saw ..	Frank Wise; 22 years	6th August, 1908: arm bruised and cut	In tailing out a piece of wood from the saw, Wise allowed it to fall on the saw, when it rebounded and struck his right arm.
Otago Brush Company (Limited), Dunedin	Circular saw ..	Jos. Wheeler; 20 years	10th August, 1908: end of finger cut off	While sawing a piece of timber Wheeler's finger came in contact with the saw.
Edward Collie, Wellington South	Planing ..	G. Birch; 23 years	20th August, 1908: four fingers cut off	When Birch was working the machine it stopped, and he attempted to move the cog-wheels with his hand. In the meantime the machine started again and drew his left hand into the gearing.
S. Aburn and Sons, Dunedin	Buzz planer ..	H. F. Hurds; 34 years	20th August, 1908: little finger injured	Hurds's left hand slipped and came into contact with the knives of the machine.
W. G. Bassett, Wanganui	Swing crosscut saw	Silas Wall; 66 years	4th September 1908: finger lacerated	Wall was cutting a piece of timber when his right hand slipped, the forefinger coming in contact with the saw.
Edendale Dairy Company (Limited), Edendale	Dairy-machine	John Sawers; 42 years	9th September, 1908: leg broken, necessitating amputation	Sawers disconnected the belting to throw the machinery out of gear, the engine being still in motion. His feet became entangled in the loose belt. He cleared his right foot, but his left foot was caught in the double of the belt, and he was pulled up to the shaft. His ankle was crushed and his leg broken below the knee.
James Osborne, Doyleston	Well-sinking ..	John Talbot; 25 years	10thSeptember, 1908: ankle crushed	While on the top of the machine Talbot's trousers were caught in the gearing, and his foot was drawn in. The injuries to his ankle were so serious that his foot had to be amputated.
New Plymouth Sash and Door Factory and Timber Company (Limited), New Plymouth	Shaping ..	L. H. Clow; 19 years	14th September, 1908: hand badly cut	When working at the machine Clow's hand, through inattention, came in contact with the knives.
Wilson's Portland Cement Company (Limited), Warkworth	Grinding and rotary	J. Josling; 22 years	14th September, 1908: neck, arms, and face cut and bruised	Josling was hanging up the belt he had removed from the rock-breaker. The belt became twisted round the shaft and guard-rail. Josling was caught by the belt and dragged against the running shaft, his chin, neck, and shoulder being cut and his back injured.
A. and T. Burt (Limited), Dunedin	Drilling ..	John Ryan; 18 years	17th September, 1908: arm bruised	Ryan's hand was caught in the drill.
Andrew Miller, Nelson..	Circular saw ..	H. Allridge; 18 years	17th September, 1908: top of thumb cut off	Allridge allowed his thumb to come in contact with the saw.
Auckland Electric Tramways Company (Limited). Auckland	Generator .	Samuel Lee; 35 years	25th September, 1908: hand crushed	While cleaning L.P. valve-gear of No. 2 engine Lee's hand was caught between disc and eccentric rod.
Kempthorne, Prosser, and Co., Dunedin	Goods-lift ..	F. Townsend; 19 years	1st October, 1908: left foot crushed	Townsend was riding on the lift and allowed his foot to project over the bottom of the cage, when it was caught between the cage and floor.

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident and Remarks.
Topliss Bros., Addington	Circular saw ..	Edmund Thomas; 30 years	5th October, 1908: ends of three fingers of left hand cut off	While working at the bench Thomas's fingers came in contact with the saw.
W. G. Vining, Nelson ..	Gas-engine ..	Robert King; 15 years	7th October, 1908: arms and collar-bone broken	The loose apron which King was wearing became entangled with the shaft of the engine and drew him on to it.
A. and T. Burt (Limited), Dunedin	Polishing ..	John Cameron; 16 years	8th October, 1908: nose broken	While Cameron was working at this machine part of it flew off, striking him on the nose.
Brown, Barrett, and Co., Auckland	Hydraulic lift ..	E. Dudson; 22 years	9th October, 1908: slight concussion	The cage of the lift was descending from the floor above Dudson. He approached the lift and leaned over the guard-rail, when the cage caught him on the head and crushed him.
Christchurch Tramway Board, Christchurch	Grindstone ..	Isaac Reynolds; 30 years	9th October, 1908: thumb crushed	The tool Reynolds was grinding slipped, causing his thumb to come in contact with the stone.
Waihi Grand Junction Gold-mining Company (Limited), Waihi	Mechanical stokers	W. L. Smith; 56 years	12th October, 1908: three fingers of right hand crushed	Whilst engaged oiling the gearing of the machine, Smith got his fingers caught in it.
Alfred Brown, Mount Eden	Buzzer ..	Jos. Smithson; 29 years	15th October, 1908: three fingers of right hand cut off	Smithson was planing a piece of timber, when his hand slipped and came in contact with the knives of the machine.
P. and D. Duncan (Limited), Christchurch	Lathe ..	Morris Burnett; 23 years	16th October, 1908: three fingers of right hand torn	In removing the finished work from the machine Burnett's fingers were caught in the gearing.
Wilson's Portland Cement Company (Limited), Warkworth	Pulverising ..	H. Barnes; 38 years	19th October, 1908: middle finger of right hand badly crushed	Barnes was assisting a fitter to dismantle some stationary gear, when his finger came under part of the gear.
Alex. Morrison, Hamilton	Wood shaping and moulding	H. J. Antiss; 42 years	20th October, 1908: two fingers lost and two injured	While Antiss was moulding a narrow piece of timber it splintered and caused his hand to come in contact with the knives of the machine.
S. Aburn and Sons, Dunedin	Circular saw ..	A. A. Aburn; 28 years	21st October, 1908: palm of hand cut	When sawing a piece of timber Aburn's left hand touched the saw.
Ellis and Burnand (Limited), Otorohanga	Log-hauling steam-winch	Rahu te Manu; 10 years	23rd October, 1908: four fingers torn from each hand	The child was trespassing on the rope-line out of sight of the engine-driver. Apparently he was playing with the rope when his fingers were drawn into the logging-block.
Wilson's Portland Cement Company (Limited), Warkworth	Drying ..	J. Wolleson; 50 years	30th October, 1908: face, neck, and arms severely burnt	Caused through an explosion of coaldust. The drier had been standing some time. Wolleson had gone into the elevator close to the end of the drier to clean out some dried coal. Owing to some misunderstanding, the man in charge started the drier, when two or three slight explosions took place, burning Wolleson about the face, neck, and arms.
Lyttleton Times Company, Christchurch	Jet condenser ..	William McAra; 32 years	2nd November, 1908: finger of right hand badly lacerated	McAra was cleaning the bed-plate of the condenser when his hand was caught by one of the cranks of the condenser whilst in motion.
R. G. Denton, Wellington	Lathe ..	Walter Foote; 23 years	5th November, 1908: end of finger crushed	In working the lathe Foote's finger got between the tool and his work.
Onehunga Woollen Mills Company (Limited), Te Papapa	Wool-carding ..	George Filmer; 31 years	12th November, 1908: finger cut	While working the machine Filmer put his hand in to remove some wool, and got his finger caught.
Kilkelly Bros., Grove Bush	Circular saw ..	O. Fisher; 16 years	12th November, 1908: part of little finger cut off	While crosscutting box-timber Fisher had part of his little finger cut off.

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery—*continued*.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Kilkelly Bros., Grove Bush	Circular saw ..	J. Bell; 22 years	14th November, 1908: point of thumb cut off	Bell allowed his thumb to come in contact with the saw.
J. McGregor and Co., Dunedin	Plate-rolling ..	John Wynn; 48 years	19th November, 1908: toes crushed	Wynn put his foot on the rolling-machine to pull the plate out, when it was caught in the rollers.
Southland Engineering Company, Invercargill	Lathe ..	T. Rogerson; 19 years	19th November, 1908: left hand bruised	While working the lathe Rogerson's left hand was caught between the turning-tool and hook that was being turned.
J. Wilkie and Co. (Limited), Dunedin	Printing ..	Alex. Leith; 28 years	19th November, 1908: right forearm crushed	In putting the paper into the machine Leith got too near to the cylinders.
Wilsons Portland Cement Company (Limited), Warkworth	Drying ..	R. Oakes; 20 years	23rd November, 1908: right ankle sprained and bruised	Oakes was trying to remove a moving belt by his foot. His foot was caught in the belt and carried along and crushed against the revolving pulley.
P. and D. Duncan (Limited), Christchurch	Pressing ..	William Cairns; 21 years	1st December, 1908: right elbow dislocated	Whilst Cairns was working at the machine the wheel recoiled and struck his arm.
Oamaru Woollen Company, Oamaru	Carding ..	Thomas Donovan; 18 years	3rd December, 1908: tip of finger of left hand lacerated and fingers cut.	Donovan was oiling the machine when he placed his left hand in the rollers.
Christchurch Tramway Board, Christchurch	Grindstone ..	C. McKelvie; 29 years	3rd December, 1908: thumb crushed	In grinding a tool at the machine it slipped, and McKelvie's thumb came in contact with the stone.
Auckland Electric Tramways Company (Limited), Auckland	Corliss-valve gear	William Arnold; 60 years	4th December, 1908: thumb bruised	Arnold was cleaning the gear when in motion, and caught his thumb in it.
A. and T. Burt (Limited), Dunedin	Turret lathe ..	Charles Scott; 14 years	7th December, 1908: thumb slightly hurt	The hand-rest of lathe being too far away, Scott's hand slipped in between the chuck of the lathe and the rest.
Sargood, Son, and Ewen (Limited), Dunedin	Sole-moulder ..	Isaac White; 21 years	7th December, 1908: finger of right hand crushed	White allowed his fingers to get under the press.
Christchurch Tramway Board, Christchurch	Boring ..	R. Staples; 20 years	11th December, 1908: hand cut	Staples allowed his hand to come in contact with the machine.
Onehunga Woollen-mills (Limited), Te Papapa	Power loom ..	May Sherlock; 19 years	14th December, 1908: right forearm cut	Sherlock was working on her web, and through inattention put the loom in motion, causing her arm to come in contact with it.
Trustees, Corcoran's Estate, Auckland	Electric elevator	Arnold Gilmore; 30 years	18th December, 1908: back injured	Gilmore was giving a new electric elevator a trial run. He had previously placed a piece of timber between the balance-weights and had omitted to remove it. When the lift was put in motion this timber came in contact with the cross-framing of the guide for balance-weights. The shock tore the wire ropes out of the grips, and before the grips came into effectiv action the cage had reached the bottom of the shaft. The force with which the cage struck the bottom rendered Gilmore (who was the only occupant of the cage) unconscious.
P. and D. Duncan (Limited), Christchurch	Planing ..	John Inglis; 16 years	31st December, 1908: thigh injured	While working at the machine Inglis leant across the table to lift a spanner, when his leg caught between the table and frame of machine.
A. and T. Burt (Limited), Dunedin	Turret lathe ..	William Payne; 19 years	8th January, 1909: left hand bruised	While working at the lathe Payne's hand caught in the belt.
Alliance Box Company (Limited), Dunedin	Single spindle shaper	David Linton; 24 years	16th January, 1909: lost fourth finger of right hand	Linton was checking a small piece of board, and had his hand too close to the end, causing it to come in contact with the knives of the machine.

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Ross and Glendining (Limited), Dunedin	Carding ..	William King; 25 years	18th January, 1909: chin cut	When starting the machine King slipped and fell on the sharp edge of a revolving pulley.
J. Bayley and Sons (Limited), Burnside	Setting and fleshing	James Wright; 21 years	19th January, 1909: arm and hand badly crushed and cut	Wright was cleaning down the roller while the machine was in motion, when he slipped and his hand came in contact with the rollers.
A. and T. Burt (Limited), Dunedin	Drilling ..	Oliver Harding; 17 years	22nd January, 1909: first and second fingers of left hand crushed	While working at the boring-machine Harding allowed his hand to get into the gearing.
A. and T. Burt (Limited), Dunedin	Nibbling ..	James O'Kane; 14 years	23rd January, 1909: muscles of right forearm lacerated	O'Kane was working at the machine with the sleeve of his shirt hanging down, when it caught in the machine and his arm was drawn in.
Thomas Latta, Owaka	Sawmill ..	Robert Fraser; 34 years	25th January, 1909: finger broken	While working at the bench Fraser slipped and, putting out his hand to save himself, got his finger caught under the roller of bench.
Eureka Co-operative Dairy Company, Eureka	Cream-separator	K. O. Campbell; 26 years	27th January, 1909: leg fractured	The separator went to pieces, owing to the spindle breaking. Campbell was struck on the leg with one of the pieces.
Waimauku Creamery Association, Waimauku	Separator shafting	Henry Pirott; 25 years	28th January, 1909: arm broken above elbow	Pirott was trying to put a belt on with the machinery in motion, when his hand was caught.
Christchurch Tramway Board, Christchurch	Boring ..	William Bailey; 16 years	1st February, 1909: wrist fractured	While working the machine Bailey's coat-sleeve caught on a projecting set-screw, thus drawing his hand against the machine.
J. and T. Christie, Dunedin	Sheet-iron bending	William Mason; 27 years	12th February, 1909: three fingers crushed	Mason was adjusting a die in the machine when another employee stepped on the trip, thus bringing the beam of the machine down on Mason's fingers.
Northern Coal Company, Kiripaka	Air-compressor	Jas. Saunders; 32 years	15th February, 1909: second finger of right hand crushed	In starting the compressor with a bar in the fly-wheel while steam was on, the wheel came back suddenly, crushing Saunders's finger between the concrete bed and the bar.
Alex. Ross and Co., Wellington	Goods-lift ..	J. Galvin; 22 years	8th February, 1909: numerous bones broken about nose, cheek, and jaw	Galvin was repairing the lift when the cage was suddenly released, and in its fall it struck Galvin on the face, resulting in the injuries named.
A. Harvey and Sons, Auckland	Guillotine ..	Dennis Gunn; 15 years	19th February, 1909: two fingers of left hand injured	Gunn placed his fingers on bed-plate, when the knife came down and caught his fingers.
Ross and Glendining (Limited), Dunedin	Circular saw ..	George Smart; 29 years	19th February, 1909: three fingers of left hand cut	While the saw was in motion Smart put his hand on it.
W. Crabtree and Sons, Wellington	Turning-lathe ..	H. A. Pierard; 21 years	23rd February, 1909: left hand cut	While working at the lathe Pierard's hand was caught between the work he was doing and the bed of the lathe.
A. and T. Burt (Limited), Dunedin	Turret lathe ..	Herbert Reid; 19 years	23rd February, 1909: left thumb injured.	In working at the lathe Reid's hand caught on the hand-rest.
Robertson and Co., Wellington	Drilling ..	E. Lodder; 17 years	25th February, 1909: first finger of right hand crushed	While adjusting the feeding-gear when the machine was in motion Lodder got his finger caught in it.
Roderick McDonald, Roslyn Bush	Traction-engine	Roderick McDonald; 42 years	25th February, 1909: right hand badly crushed, necessitating amputation	McDonald was cleaning the pulley on the crank-shaft for the governor-belt while the engine was in motion. His shirt-sleeve caught on the belt, and his hand was dragged into the gearing.

No. 5.—RETURN of Non-fatal ACCIDENTS in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Alliance Box Company (Limited), Dunedin	Buzz planer ..	Thos. French; 19 years	26th February, 1909: back of fingers cut	While planing a piece of timber French's fingers came in contact with the knives of the machine.
New Zealand Paper Mills (Limited), Mataura	Paper-bag making	W. Duncan; 15 years	3rd March, 1909: hand severely crushed	While feeding the machine Duncan's hand was drawn into the rollers.
Ross and Glendining (Limited), Dunedin	Sewing ..	Lily Ross; 20 years	4th March, 1909: first finger of right hand taken off	Ross was attempting to fix the belt on the pulley while the machine was in motion when her finger was caught between the belt and the pulley.
W. Cable and Co., Wellington	Punching ..	J. Luke; 38 years	8th March, 1909: injured eye	While working at the machine a piece of the work Luke was doing broke off, and struck him in the eye.
A. and T. Burt (Limited), Dunedin	Lathe ..	Rachel Fuller; 17 years	12th March, 1909: left arm slightly bruised	The "holder" caught in the lathe, and coming round struck Fuller's left arm.
Alliance Box Company (Limited), Dunedin	Saw-bench ..	James Wylie; 20 years	17th March, 1909: first joint of left thumb cut off	While sawing a piece of timber it flew out of Wylie's hand, and in endeavouring to save himself he placed his hand against the saw.
Aulsebrook and Co., Christchurch	Caramel-rollers..	George Webster; 19 years	26th March, 1909: right hand slightly crushed	Webster was passing caramel-dough to the man who was putting it through the rollers, and seeing an odd bit of dough sticking to the rollers he tried to take it off, when he got his hand caught in the rollers.
Aulsebrook and Co., Christchurch	Confectionery-dough rollers	G. F. Owens; 20 years	29th March, 1909: three fingers of left hand cut	Owens got his hand drawn into the rollers of the machine.

No. 6.—RETURN of FATAL ACCIDENTS in connection with Machinery during the Financial Year ended the 31st March, 1909.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Waihi Grand Junction Gold-mining Company (Limited), Waihi	Air-compressor..	Francis Mahon; 21 years	18th May, 1908: disembowelled	Mahon while engaged starting the engine was caught by the fly-wheel as soon as it began to move, and thrown right across the bed-plate of the engine. On the next turn of the engine the crank caught him and caused his death. He had no right to be near the fly-wheel, as it was specially fenced off to prevent such accidents happening.
The New Zealand Timber Company, Koutu	Log band-saw ..	A. C. Ellis; 26 years	16th June, 1908: right leg severed above the knee, right wrist lacerated, posteriors on one side laid open and the other completely lacerated	The band-carriage moved while Ellis was on it, examining a log, through his having left the starting-lever unlocked. When he noticed the carriage moving he tried to get to the lever, but was too late. He was carried on to the saw by the moving carriage, and cut to pieces.
Waihi Gold-mining Company (Limited), Waihi	Elevator-wheel	George Probert; 26 years	14th July, 1908: both legs broken, and severe internal injuries	The elevator-wheel was being turned by means of a screw-jack: Probert was assisting by standing on the inverted buckets on the inside of the wheel. When taking a fresh grip with his jack a lever was put in to hold the wheel, but it slipped out. The weight of sand in the uptake buckets caused the wheel to revolve the reverse way, and Probert was carried round by it and crushed. He received such injuries as to cause his death an hour and a half afterwards.

No. 6.—Return of Fatal Accidents in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Peter Bartholomew, Weraroa	Planing ..	S. J. Widdow; 17 years	24th July, 1908: serious injury on right side of head, breaking his neck and jaw.	Widdow was engaged tailing out timber from the machine. One of the knives flew out of the planing-machine, striking him on the right side of his head, killing him almost instantaneously.
Charles Stevens, Maungatapu	Oil-engine ..	N. J. Stevens; 5 years	27th November, 1908: left leg broken at ankle, right leg crushed	The child's clothing became entangled with the engine-shaft while in motion, and carried him round. His legs struck the lubricator, causing such injuries to him that he died in the hospital shortly afterwards.
J. R. Simpson, Oparara	Saw-bench ..	Thomas Carmody; 33 years	1st January, 1909: injury to head	Carmody was engaged sawing a board when by some unaccountable means it buckled back, striking him so severely on the head as to cause his death.
Cashmore Bros. and Judd, Katikati	Log-hauling winch	Frank Creighton; 19 years	4th March, 1908; injury to hips	The belt slipped off the pulley, the winch causing the log to run down. Creighton applied the brake too suddenly, causing the pulley to break and fly to pieces. One piece struck him on the body, causing his death.

No. 7.—Return of Steam-winding-engine Drivers to whom Certificates of Service have been granted from the 1st April, 1908, to the 31st March, 1909.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
William Joseph O'Brien	Winding, service ...	July 14	65
Charles Frederick Batt	" " ...	November 19	74

No. 8.—Return of Steam-winding-engine Drivers to whom Certificates of Competency have been granted from the 1st April, 1908, to the 31st March, 1909.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
William Fenton	Winding, competency ...	May 14	383
Thomas Valentine Faul	" " ...	" 14	384
Frederick Walter Duschka	" " ...	" 14	385
William Richards	" " ...	" 14	386
William Johnson	" " ...	" 14	387
Edgar Venables	" " ...	" 14	388
Albert Collins Yelland	" " ...	" 14	389
Charles Percy Baker	" " ...	" 14	390
Alfred Featherston	" " ...	" 14	391
Victor Albert Cecil Jarvis	" " ...	August 18	392
James McVie	" " ...	" 18	393
George Launcelote McCoy	" " ...	" 18	394
Walter Miles	" " ...	November 19	395
Maxwell McNaught Shore	" " ...	" 19	396
Charles Eustace	" " ...	" 19	397
John Brown	" " ...	" 19	398
John Patrick McDonald	" " ...	" 19	399
		1909.	
Launcelot Bernard Pitt Nind	" " ...	January 20	400
John Baptist Paul	" " ...	" 20	401
John Nicholls	" " ...	February 26	402
James Harris	" " ...	" 26	403
William Newton Pentreath	" " ...	" 26	404
Charles Robert Dunstan	" " ...	" 26	405
William Ryan	" " ...	" 26	406

No. 9.—RETURN of LOCOMOTIVE and TRACTION ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1908, to the 31st March, 1909.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
George Gillanders	Locomotive and traction, competency	May 14	1862
George William Harrison	Ditto	,, 14	1863
William Richard Gibson	,, ...	,, 14	1864
Thomas Gregory Scambary	,, ...	,, 14	1865
George Reid	,, ...	,, 14	1866
William James Rowe	,, ...	,, 14	1867
William Anglesey, jun.	,, ...	,, 14	1868
George Reid Dawson	,, ...	,, 14	1869
John Simpson	,, ...	,, 14	1870
Robert Symonds	,, ...	,, 14	1871
Charles Zuirmann Bransch	,, ...	,, 14	1872
George Macdonald	,, ...	,, 14	1873
William James Orr	,, ...	,, 14	1874
William Hanifin	,, ...	,, 14	1875
William Howetson	,, ...	,, 14	1876
Rasmus Andersen Rasmussen	,, ...	,, 14	1877
John Alexander Anderson	,, ...	,, 14	1878
Abner Clough	,, ...	,, 14	1879
Peter Leslie	,, ...	,, 14	1880
Joseph Daniel Rouse	,, ...	,, 14	1881
James Robert Lowe	,, ...	,, 14	1882
Francis Millon McDiarmid	,, ...	,, 14	1883
Patrick Kilkelly	,, ...	,, 14	1884
James Higgins	,, ...	,, 14	1885
Andrew McKenzie	,, ...	,, 14	1886
Hamilton Joseph Redwood	,, ...	,, 14	1887
Frederick Andrew Sneider	,, ...	,, 14	1888
Edward Bramble	,, ...	,, 14	1889
Godfrey Land Foster	,, ...	,, 22	1890
Frederick Storer	,, ...	July 14	1891
John Ferrel	,, ...	August 18	1892
Samuel Thomas Reed	,, ...	,, 18	1893
William Wills Herbert	,, ...	,, 18	1894
Walter Vincent Meyenberg	,, ...	,, 18	1895
John McRae	,, ...	,, 18	1896
Robert Gray	,, ...	,, 18	1897
Thomas Harris	,, ...	,, 18	1898
Frederick James Hutton	,, ...	,, 18	1899
John William Ebbitt Kennedy	,, ...	,, 18	1900
James Murray	,, ...	,, 18	1901
John Alexander Falconer	,, ...	,, 18	1902
Charles Horace Kemp	,, ...	,, 18	1903
Nesbit McIntosh	,, ...	,, 18	1904
George Stralis Rees	,, ...	,, 18	1905
David Telfer	,, ...	,, 18	1906
Robert Bruce Boswell	,, ...	,, 18	1907
John Deans	,, ...	,, 18	1908
William Alexander Gudsell	,, ...	,, 18	1909
Alexander Donald McKenzie	,, ...	,, 18	1910
Frederick Preen	,, ...	,, 18	1911
Charles Maslen	,, ...	,, 18	1912
John Finlay	,, ...	,, 18	1913
Samuel Cooke	,, ...	,, 18	1914
Henry Charles Ell	,, ...	,, 18	1915
Thomas William Gibling	,, ...	,, 18	1916
Robert Happer	,, ...	,, 18	1917
George Maw	,, ...	,, 18	1918
Henry Isaac Mehrtens	,, ...	,, 18	1919
Frederick Samuel Morriss	,, ...	,, 18	1920
William Palmer	,, ...	,, 18	1921
Percy James Pulley	,, ...	,, 18	1922
Oliver Martin Todd	,, ...	,, 18	1923
Henry Albert Toms	,, ...	,, 18	1924
Gilbert John Bond	,, ...	,, 18	1925

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
Cecil James Garfield Hunt	Locomotive and Traction, competency	August 18	1926
Arthur Ernest Toyer	Ditto	,, 18	1927
Charles Herbert James Cox	,,	,, 18	1928
William Alfred Dibley	,,	,, 18	1929
Arthur Roughan	,,	,, 18	1930
William James Polkinghorne	,,	,, 18	1931
William Brown	,,	,, 18	1932
Alfred Charles Woodhead	,,	,, 18	1933
Andrew Oliver	,,	September 30	1934
Clifford William Treweek	,,	,, 30	1935
William Clements	,,	,, 30	1936
Stephen Burnett	,,	November 19	1937
Robert Edward Grace	,,	,, 19	1938
John Richmond Gordon Paul	,,	,, 19	1939
David James Donald Archer	,,	,, 19	1940
Thomas Dee	,,	,, 19	1941
Robert Waugh	,,	,, 19	1942
George Herbert Meder	,,	,, 19	1943
David Lyall Shand	,,	,, 19	1944
Frederick Jones	,,	,, 19	1945
Frederick William Starnes	,,	,, 19	1946
Robert Gillies Edwards	,,	,, 19	1947
George Avinar Hogg	,,	,, 19	1948
Aaron Medway	,,	,, 19	1949
Frank Clare	,,	,, 19	1950
William Bartlett	,,	,, 19	1951
John William Henry Bray	,,	,, 19	1952
Thomas Aitken Gardyne	,,	,, 19	1953
James Higgins	,,	,, 19	1954
Leonard Kelcher	,,	,, 19	1955
Frank Edward Price	,,	,, 19	1956
Peter Paul Waters	,,	,, 19	1957
John Martin Goulding	,,	,, 19	1958
Percy Roland Amner	,,	,, 19	1959
William John Young	,,	,, 19	1960
William John Mackie Grant	,,	,, 19	1961
William John Morton	,,	,, 19	1962
James Wallace McGuigan	,,	,, 19	1963
Arthur Napier	,,	,, 19	1964
Charles Smith	,,	,, 19	1965
William Blain	,,	,, 19	1966
Frederick Ebenezer Gordon Conway	,,	,, 19	1967
George Feather	,,	,, 19	1968
Roy Gibson Hooper	,,	,, 19	1969
Henry Jackson	,,	,, 19	1970
Edward Oakley Mills	,,	,, 19	1971
Edward Pattrick	,,	,, 19	1972
Bertie Reynolds	,,	,, 19	1973
George Thomas Terry	,,	,, 19	1974
John Thorn	,,	,, 19	1975
William James Bowman	,,	,, 19	1976
William Tubbs	,,	,, 19	1977
Joseph Anderson	,,	,, 19	1978
John Francis Passell	,,	,, 19	1979
Joseph Patrick	,,	,, 19	1980
John Craig	,,	,, 19	1981
John Crooks	,,	,, 19	1982
Michael John Hickey	,,	,, 19	1983
Alfred Andrew Fessy Knipe	,,	,, 19	1984
William Norman Wilson	,,	,, 19	1985
George Fraser	,,	,, 19	1986
Arthur William Dawson Moray	,,	,, 19	1987
Thomas Edward Chandler	,,	,, 19	1988
Henry McCulloch	,,	,, 19	1989
		1909.	
Stephen Lawrence Wilson	,,	January 20	1990
George Smith	,,	,, 20	1991
Henry Harper	,,	,, 20	1992

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1909.	
William George Hartle	Locomotive and Traction, competency	January 20	1994
Louis Frederick Nyberg	Ditto	February 26	1995
John Bedelph	,,	,, 26	1996
Robert Donaldson	,,	,, 26	1997
David Henry Sleeth	,,	,, 26	1998
Henry Bignell	,,	,, 26	1999
Duncan Archibald McPhee	,,	,, 26	2000
Alfred Theodore Childs	,,	,, 26	2001
James McFarlane	,,	,, 26	2002
Alexander McLaren	,,	,, 26	2003
Sidney Herbert White	,,	,, 26	2004
Hugh Edwin Kennett	,,	,, 26	2005
Edwin John Langley	,,	,, 26	2006
John Oliver Linskill	,,	,, 26	2007
John Jacka Matthews	,,	,, 26	2008
John Ross	,,	,, 26	2009
Robert George Scott	,,	,, 26	2010
Charles Henry Bell	,,	,, 26	2011
Alexander William Hill	,,	,, 26	2012
Walter Stanley Goldsworthy	,,	,, 26	2013
Hans Christian Hansen	,,	,, 26	2014
Thomas Edward Higgs	,,	,, 26	2015
Reginald Edward Jeffers Scott	,,	,, 26	2016
Henry Lancelot Pearson	,,	,, 26	2017
William Sharp	,,	,, 26	2018
George Henry Ward	,,	,, 26	2019
Henry Harvey McVey	,,	,, 26	2020
James Macadie	,,	,, 26	2021
William Anderson, jun.	,,	,, 26	2022
Charles Hezekiah Overton	,,	,, 26	2023
John Gow Campbell	,,	,, 26	2024
Francis Clark, jun.	,,	,, 26	2025
William Mortimer	,,	,, 28	2026
David Stewart Robertson	,,	,, 26	2027
John Daniel Campbell	,,	,, 26	2028
John Thomas Bowler	,,	,, 26	2029
James Kannaird, jun.	,,	,, 26	2030
Mayo Carlton Clark	,,	,, 26	2031
George Richardson Johnson	,,	,, 26	2032
Howell Edward Evans	,,	,, 26	2033
Thomas Joseph Ladd	,,	,, 26	2034
Walter John Morrison	,,	,, 26	2035
Robert Johnstone	,,	March 29	2036
Howard Butters	,,	,, 29	2037

No. 10.—RETURN of ENGINEERS to whom EXTRA FIRST-CLASS CERTIFICATES of COMPETENCY have been granted from the 1st April, 1908, to the 31st March, 1909.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
Francis Powell Talboys	Extra first-class stationary, competency	July 14	48
Thomas Goodall	Ditto	August 18	49
Donald Kenneth Morrison	,,	,, 18	50
Ernest Pull	,,	November 19	51
David Marckwell Rutherford	,,	,, 19	52
Charles George Silvester	,,	,, 19	53
Robert Bramwell Horsley	,,	,, 19	54
		1909.	
Robert Niven Fulton	,,	February 26	55
Robert Yorke Neville	,,	,, 26	56

No. 11.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from the 1st April, 1908, to the 31st March, 1909.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
John Mulligan	First-class stationary, service	May 14	1668
William Joseph O'Brien	Ditto	July 14	1669
William Francis Stephens	,,	,, 14	1670
Harry Shaw	,,	August 18	1671
Frederick Cook	,,	,, 18	1672
Daniel Spence	,,	,, 18	1673
Godfrey Land Foster	,,	November 19	1674
Gustav Albert Adolph Blucher	,,	,, 19	1675
Phillip Phelan	,,	,, 19	1676
Charles Frederick Batt	,,	,, 19	1677
		1909.	
Edward Foster	,,	January 20	1678
James Kilkelly	,,	,, 20	1679
John Atkinson	,,	February 26	1680

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1908, to the 31st March, 1909.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
William Meyrick Jolley	First-class stationary, competency	May 14	1202
Joseph Allen	Ditto	,, 14	1203
Thomas Valentine Faul	,,	,, 14	1204
Samuel Davies	,,	,, 14	1205
Frederick Walter Duschka	,,	,, 14	1206
Robert Morris Lyons	,,	,, 14	1207
William Richards	,,	,, 14	1208
Andrew Thomson	,,	,, 14	1209
Albert Collins Yelland	,,	,, 14	1210
Thomas Donald Judd	,,	,, 14	1211
William Johnson	,,	,, 14	1212
Edgar Venables	,,	,, 14	1213
Thomas Goodall	,,	,, 14	1214
Henry Bruester Everett	,,	,, 14	1215
Harry Edwards	,,	,, 14	1216
John Pearson	,,	,, 14	1217
George Anderson	,,	,, 14	1218
Robert Marshall Hern	,,	,, 14	1219
Reginald George Corson Marshall	,,	,, 14	1220
Ernest William Steer	,,	,, 14	1221
William Henry Gordon Watson	,,	,, 14	1222
Adam Alderson	,,	,, 14	1223
John Henry Fitzgerald	,,	,, 14	1224
Eric Skinner	,,	,, 14	1225
William Keyston Clark	,,	,, 14	1226
Henry Bertrand Shepard	,,	,, 14	1227
Griffith Jenkins	,,	,, 14	1228
Alfred Featherston	,,	,, 14	1229
Arthur Bruce	,,	,, 14	1230
Robert Bramwell Horsley	,,	,, 14	1231
Robert Mackie	,,	,, 14	1232
John Owen	,,	,, 14	1233
John Noel Arnold	,,	,, 14	1234
John Phillip Andrew Artha	,,	,, 14	1235
John Donnelly	,,	,, 14	1236
Manfred Hampton	,,	,, 14	1237
Walter Sommerville	,,	,, 14	1238

No. 12.—Return of First-class Stationary-engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
Robert Henry Whitfield	First-class stationary, competency	May 14	1239
William Ewart Gladstone Willy	Ditto	,, 14	1240
John William Kinder	,, ...	,, 14	1241
John Ferrel	,, ...	,, 14	1242
George Howes	,, ...	July 14	1243
Gordon Charles Russell	,, ...	,, 14	1244
Owen Bell Bridger	,, ...	,, 14	1245
George Robert William Kay	,, ...	,, 14	1246
Arthur George Hyde	,, ...	,, 14	1247
Thomas Berti Baty	,, ...	,, 14	1248
Eric Robert Booth	,, ...	,, 14	1249
Stuart Pullan	,, ...	,, 14	1250
Bernard Louis Arrowsmith	,, ...	,, 14	1251
Robert Nevin Fulton	,, ...	August 18	1252
Walter Langdon	,, ...	,, 18	1253
Eric Wyndham Merewether	,, ...	,, 18	1254
John Baker	,, ...	,, 18	1255
David Marckwell Rutherford	,, ...	,, 18	1256
Charles Mathieson	,, ...	,, 18	1257
John Charles Nelson	,, ...	,, 18	1258
Richard Anderson Beecroft	,, ...	,, 18	1259
Charles Moncrieff Canning	,, ...	,, 18	1260
Gilbert Sydney Casey	,, ...	,, 18	1261
Henry Cox	,, ...	,, 18	1262
Ernest Edwin Hillyard	,, ...	,, 18	1263
Henry Kingston	,, ...	,, 18	1264
Alexander Bruce Martin	,, ...	,, 18	1265
Charles Wallace Murdoch	,, ...	,, 18	1266
David Rodgers	,, ...	,, 18	1267
Arthur George Schmidt	,, ...	,, 18	1268
Harry Mills Waygood	,, ...	,, 18	1269
James Reginald Armstrong Black	,, ...	,, 18	1270
William Patterson	,, ...	,, 18	1271
William Stephen	,, ...	,, 18	1272
William John Tripp	,, ...	,, 18	1273
James Stewart Lawrie	,, ...	,, 18	1274
George Ernest Barnes	,, ...	,, 18	1275
William McAra	,, ...	,, 18	1276
William Maddern, jun.	,, ...	,, 18	1277
George James Ward	,, ...	September 30	1278
Ambrose Hughey Port	,, ...	,, 30	1279
William Hegan	,, ...	,, 30	1280
Thomas Augustus Nickells	,, ...	,, 30	1281
John Aird	,, ...	,, 30	1282
Walter Miles	,, ...	November 19	1283
John Felgate Brewster	,, ...	,, 19	1284
Peter Dafforn	,, ...	,, 19	1285
Allan Lawrence Stewart	,, ...	,, 19	1286
John Stitt	,, ...	,, 19	1287
Alfred Grey Hildebrand	,, ...	,, 19	1288
Henry O'Donnell	,, ...	,, 19	1289
William Hutson	,, ...	,, 19	1290
Joseph Hamley Sloggett	,, ...	,, 19	1291
Norman Phelps Hopkins	,, ...	,, 19	1292
Matthew Cochrane Henderson	,, ...	,, 19	1293
Herbert Parker	,, ...	,, 19	1294
Charles David Taylor	,, ...	,, 19	1295
James Henry Garlick	,, ...	,, 19	1296
Nicol James Webster	,, ...	,, 19	1297
Frederick William Kirby	,, ...	,, 19	1298
William Henry Bricknell	,, ...	,, 19	1299
James Davidson	,, ...	,, 19	1300
Arthur Makgill	,, ...	,, 19	1301
Henry John Gabb	,, ...	,, 19	1302
Richard Henry Coulston	,, ...	,, 19	1303

No. 12.—Return of First-class Stationary-engine Drivers—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
James Graham	First-class stationary, competency	November 19	1304
Oswald Hewison	Ditto	,, 19	1305
Henry Percy Pearson	,, ...	,, 19	1306
William Errington	,, ...	,, 19	1307
Ralph Stuart Connolly	,, ...	,, 19	1308
Albert Findlay	,, ...	,, 19	1309
John Allan	,, ...	,, 19	1310
William James Nankivell	,, ...	,, 19	1311
Edward Patton	,, ...	,, 19	1312
George Albert Williams	,, ...	,, 19	1313
Maurice Llewellyn Davies	,, ...	,, 19	1314
John Patrick McDonald	,, ...	,, 19	1315
Henry Edward John Skewes	,, ...	,, 19	1316
		1909.	
Launcelot Bernard Pitt Nind	,, ...	January 20	1317
Patrick O'Connor	,, ...	,, 20	1318
Edward George Bates	,, ...	,, 20	1319
Frederick Cullmann	,, ...	February 26	1320
Thomas Richards	,, ...	,, 26	1321
Frederick Corkill	,, ...	,, 26	1322
Carleton Arthur Currie	,, ...	,, 26	1323
Robert John Painton	,, ...	,, 26	1324
John Stuart Dillon..	,, ...	,, 26	1325
James Douglas Falconer	,, ...	,, 26	1326
John Nicholls	,, ...	,, 26	1327
Edgar Blundell	,, ...	,, 26	1328
John Cochrane	,, ...	,, 26	1329
Francis John Petchell	,, ...	,, 26	1330
John Taw Waller	,, ...	,, 26	1331
Evan Richards	,, ...	,, 26	1332
Hans Christian Hansen	,, ...	,, 26	1333
David Jack	,, ...	,, 26	1334
William Anderson, jun.	,, ...	,, 26	1335
Thomas Gillespie	,, ...	,, 26	1336
Leslie William Letton	,, ...	,, 26	1337
William Newton Pentreath	,, ...	,, 26	1338
Evan G. Jenkins	,, ...	,, 26	1339
James Martin	,, ...	,, 26	1340
Mark Parkinson	,, ...	,, 26	1341
Leonard Edward Hender	,, ...	,, 26	1342
Harold Croft	,, ...	,, 26	1343
Michael Joseph Devitt	,, ...	,, 26	1344
Ernest Edward Owen	,, ...	,, 26	1345
Charles William McKenzie	,, ...	March 29	1346
Harry Jewiss	,, ...	,, 29	1347

No. 13.—Return of Second-class Stationary-engine Drivers to whom Certificates of Competency have been granted from the 1st April, 1908, to the 31st March, 1909.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
Robert Cain	Second-class stationary, competency	May 14	2848
Jeremiah Francis Gilbert	Ditto	,, 14	2849
Edward McGuinness	,, ...	,, 14	2850
Robert John Stuart	,, ...	,, 14	2851
James Thomas	,, ...	,, 14	2852
Henry Brady	,, ...	,, 14	2853
Claud Hamilton Hepburn	,, ...	,, 14	2854
Robert Simpson	,, ...	,, 14	2855
Kenneth Alexander Ross	,, ...	,, 14	2856
John Edward William O'Brien	,, ...	,, 14	2857
John Alfred Brooking	,, ...	,, 14	2858
Hubert Wadsworth Kirkpatrick	,, ...	,, 14	2859
John Trimble Rowe	,, ...	,, 14	2860
Ernest Alfred Wilson	,, ...	,, 14	2861
George Esther McNaught	,, ...	,, 14	2862
Francis George Clarke	,, ...	,, 14	2863
Thomas Jones	,, ...	,, 14	2864
Sofus Bartelin Larsen	,, ...	,, 14	2865
David Edmond Porter	,, ...	,, 14	2866
John Taylor Townson	,, ...	,, 14	2867
John Nicholas Carwood	,, ...	,, 14	2868
George Cook	,, ...	,, 14	2869
Ernest James Gardner	,, ...	,, 14	2870
Rupert George Skilton	,, ...	,, 14	2871
Allan Thompson Lee	,, ...	,, 14	2872
Charles Mackie Smith	,, ...	,, 14	2873
John Sullivan	,, ...	,, 14	2874
George Woodward	,, ...	,, 14	2875
William Clement Burdett	,, ...	,, 14	2876
William Kilpatrick	,, ...	,, 14	2877
Robert King	,, ...	,, 14	2878
Charles Edward Pedersen	,, ...	,, 14	2879
Victor Percy Robinson	,, ...	,, 14	2880
Henry Rothery	,, ...	,, 14	2881
Arthur Hughes	,, ...	,, 14	2882
Charles Waring Pickles	,, ...	,, 14	2883
John Joseph Sutton	,, ...	,, 14	2884
John William Bambery	,, ...	,, 14	2885
Robert Andrew Cairns	,, ...	,, 14	2886
Frederick Ernest Gratton	,, ...	,, 14	2887
William McBain	,, ...	,, 14	2888
James McBride	,, ...	,, 14	2889
John Sime Read	,, ...	,, 14	2890
Charles Edgar Roberts	,, ...	,, 14	2891
James Reid	,, ...	,, 14	2892
John Howie	,, ...	,, 14	2893
Ronald Leslie Cameron Baty	,, ...	,, 14	2894
David Browning	,, ...	,, 14	2895
John Thomas Morton	,, ...	,, 14	2896
Robert McEwan	,, ...	,, 14	2897
James Francis Norman	,, ...	,, 14	2898
Walter Thomas Fitch	,, ...	,, 14	2899
Edward John Gridley	,, ...	,, 14	2900
Philip Owen Ayton	,, ...	,, 14	2901
Henry William Thorpe	,, ...	,, 14	2902
Gilbert John Bond	,, ...	,, 14	2903
Robert Alfred Morris	,, ...	,, 14	2904
William Osborne	,, ...	,, 14	2905
James Stephen Sanders	,, ...	,, 14	2906
Arthur Ernest Toyer	,, ...	,, 14	2907
John Henry Waite	,, ...	,, 14	2908
Clement John Emmett	,, ...	,, 14	2909
Ralph Lotherington	,, ...	,, 22	2910

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
Richard John Jory	Second-class stationary, competency	July 14	2911
James Block	Ditto	,, 14	2912
Albert Barton	,,	,, 14	2913
Allan Campbell McNaught	,,	,, 14	2914
Daniel McGlinchey	,,	,, 14	2915
John Morshead	,,	,, 14	2916
Clement Solloway Brown	,,	,, 14	2917
William Kidd Elder	,,	,, 14	2918
John Edward Bartlett	,,	,, 14	2919
Frank Gardiner Holt Henderson	,,	August 18	2920
George Ashton Latham	,,	,, 18	2921
William Joseph Lowe	,,	,, 18	2922
Joseph Young	,,	,, 18	2923
Charles Richard De Thierry	,,	,, 18	2924
Sydenham Oxenham	,,	,, 18	2925
William John McDonald	,,	,, 18	2926
Adam King Jowitt	,,	,, 18	2927
William Leeder	,,	,, 18	2928
Hans Frederick Mumm	,,	,, 18	2929
Herbert Palmer	,,	,, 18	2930
Robert Leslie Seed	,,	,, 18	2931
John Rowlands	,,	,, 18	2932
Emil Rossin	,,	,, 18	2933
William Buchanan Vernor	,,	,, 18	2934
Peter Jensen	,,	,, 18	2935
Charles Cheffings	,,	,, 18	2936
William Knapp Francis	,,	,, 18	2937
Richard Wesley Houston	,,	,, 18	2938
Norman Raglan Knight	,,	,, 18	2939
John Richard Murch	,,	,, 18	2940
John Kenrick Parker	,,	,, 18	2941
Bower Pearce	,,	,, 18	2942
Arthur John Pitcher	,,	,, 18	2943
Walter Owen Webby	,,	,, 18	2944
Samuel Land Liggins	,,	,, 18	2945
William Hay	,,	,, 18	2946
David Peter Laing	,,	,, 18	2947
Ernest Montgomery	,,	,, 18	2948
Charles Penny	,,	,, 18	2949
Andrew Phelan	,,	,, 18	2950
Robert Nicholas Ridd	,,	,, 18	2951
John Smith	,,	,, 18	2952
Robert Hamilton Thomson	,,	,, 18	2953
William Henry Hodgson	,,	,, 18	2954
Ernest Bissell	,,	,, 18	2955
Charles Dession Lash	,,	,, 18	2956
James Allan	,,	,, 18	2957
Thomas Murray, jun.	,,	,, 18	2958
David William McKenzie	,,	,, 18	2959
Robert Speden	,,	,, 18	2960
Mark Everett	,,	,, 18	2961
William Shepherd	,,	,, 18	2962
Anthony Francis	,,	,, 18	2963
Arthur O'Neill	,,	,, 18	2964
Herbert Henry Brown	,,	,, 18	2965
Fred Hurst	,,	,, 18	2966
George Murray Dempter Mackenzie	,,	,, 18	2967
Joseph Mitchell	,,	,, 18	2968
Patrick Cavanagh	,,	,, 18	2969
Henry Arthur Ellman	,,	,, 18	2970
Herbert John Gwatkin	,,	,, 18	2971
Edward James Lester	,,	,, 18	2972
Charles Macey	,,	,, 18	2973
Horace Tippet Parry	,,	,, 18	2974
Thomas Wilson Peacock	,,	,, 18	2975
Bertie Reynolds	,,	,, 18	2976

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
Gordon Ellis	Second-class stationary, competency	August 18	2977
George Richardson Johnson	Ditto	,, 18	2978
Alfred Grouville Bertram	,,	,, 18	2979
Sam Brbich	,,	,, 18	2980
William John Burrows	,,	,, 18	2981
George Donald Gillanders	,,	,, 18	2982
George Henry Holland	,,	,, 18	2983
Robert George Hughes	,,	,, 18	2984
Henry Robert Linkhorn	,,	,, 18	2985
Mathew Lipanovich	,,	,, 18	2986
George McKay	,,	,, 18	2987
Thomas Stanford McKeown	,,	,, 18	2988
Henry Percy Pearson	,,	,, 18	2989
Lionell William Sholl	,,	,, 18	2990
Thomas Allcock	,,	,, 18	2991
Bertie Garford Cooper	,,	,, 18	2992
John James Henry	,,	,, 18	2993
Thomas Henry, jun.	,,	,, 18	2994
John Alexander Wheeler	,,	September 30	2995
John Aird	,,	,, 30	2996
William Thompson	,,	,, 30	2997
Marko Aprilovic	,,	,, 30	2998
Thomas Jacobs	,,	,, 30	2999
Ambrose Duffy	,,	,, 30	3000
Henry John Lawrence	,,	November 19	3001
James Allan	,,	,, 19	3002
Arthur Barrett	,,	,, 19	3003
George Arthur Hahn	,,	,, 19	3004
James Leitch	,,	,, 19	3005
Patrick McCarthy	,,	,, 19	3006
John Smeaton	,,	,, 19	3007
Thomas Young	,,	,, 19	3008
Frederick Edward Cook	,,	,, 19	3009
Harry Youngman	,,	,, 18	3010
Richard Cecil Crowley	,,	,, 19	3011
William John Brister	,,	,, 19	3012
William Henry Mutton	,,	,, 19	3013
Donald McCallum	,,	,, 19	3014
Cecil Walter Rees	,,	,, 19	3015
Edward Sharon	,,	,, 19	3016
Charles Arthur Curnow	,,	,, 19	3017
William Wallace Forsyth	,,	,, 19	3018
Henry King	,,	,, 19	3019
James Barty Wood	,,	,, 19	3020
Ernest Dandie	,,	,, 19	3021
John Edward Jones	,,	,, 19	3022
James Linton	,,	,, 19	3023
Hugh Alexander Nelson	,,	,, 19	3024
William James Booker	,,	,, 19	3025
Edward Hogan	,,	,, 19	3026
Dougal McCormick Kay	,,	,, 19	3027
John Stewart Little	,,	,, 19	3028
John Little, jun.	,,	,, 19	3029
Percy Cauty Loasby	,,	,, 19	3030
Charles William O'Brien	,,	,, 19	3031
Gideon James Semmens	,,	,, 19	3032
Edward Horton	,,	,, 19	3033
Joseph Kidd	,,	,, 19	3034
Robert Laurie	,,	,, 19	3035
Alfred Joshua Lindsay	,,	,, 19	3036
William Oliver Long	,,	,, 19	3037
Niccoless Henry George Munro	,,	,, 19	3038
Joseph Herbert Spencer Taylor	,,	,, 19	3039
Alexander Cumming	,,	,, 19	3040
John Davidson	,,	,, 19	3041

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1908.	
Albert Hanson	Second-class stationary, competency	November 19	3042
William Lyons	Ditto	,, 19	3043
Oscar Dickson	,, ...	,, 19	3044
Edgar Walter Dyer	,, ...	,, 19	3045
William Arthur Gibson	,, ...	,, 19	3046
Robert Craig	,, ...	,, 19	3047
George Wight	,, ...	,, 19	3048
John William Pratt	,, ...	,, 19	3049
		1909.	
Guido Leonhard Schaef	,, ...	January 20	3050
William Dittmann	,, ...	,, 20	3051
Charles Henry White	,, ...	,, 20	3052
John Edward Lovelock	,, ...	,, 20	3053
Albert John Braithwaite	,, ...	,, 20	3054
James Smeaton Smith	,, ...	,, 20	3055
Walter Horncastle Millington	,, ...	,, 20	3056
Richard John Redshaw	,, ...	,, 20	3057
Peter Spiers Robertson	,, ...	,, 20	3058
William Alexander McDowell	,, ...	February 26	3059
Edgar Russell	,, ...	,, 26	3060
Robert William Winter	,, ...	,, 26	3061
Daniel William Loader	,, ...	,, 26	3062
John Sedgeley Keay	,, ...	,, 26	3063
Gordon Lyon	,, ...	,, 26	3064
William Sutherland	,, ...	,, 26	3065
James Thompson	,, ...	,, 26	3066
Andrew William Alexander Richardson ..	,, ...	,, 26	3067
Robert Brown	,, ...	,, 26	3068
George James Joyce	,, ...	,, 26	3069
James Albert Dodd	,, ...	,, 26	3070
Hugh Pearson McIntyre	,, ...	,, 26	3071
John Nelson	,, ...	,, 26	3072
Alfred Kirby	,, ...	,, 26	3073
Edward Cook	,, ...	,, 26	3074
Charles Cooper	,, ...	,, 26	3075
Richard Carnall Gollop	,, ...	,, 26	3076
Peter Christian Romhild	,, ...	,, 26	3077
Henry Sykes	,, ...	,, 26	3078
Ernest Hayward	,, ...	,, 26	3079
Arthur Dell	,, ...	,, 26	3080
Louis Frederick Parcell	,, ...	,, 26	3081
William Richard Parcell	,, ...	,, 26	3082
John Docton Parsons	,, ...	,, 26	3083
George Alexander Waddle	,, ...	,, 26	3084
William Henry Doughan	,, ...	,, 26	3085
Emil Eric Christian Ericksen	,, ...	,, 26	3086
George Gunn Mackay, jun.	,, ...	,, 26	3087
David Gear	,, ...	,, 26	3088
Francis Stackpool Hart	,, ...	March 29	3089
James Hamilton	,, ...	,, 29	3090
Thomas McQuinlan	,, ...	,, 29	3091
Leonard Ernest McQueen	,, ...	,, 29	3092
John Keane	,, ...	,, 29	3093
Bertram Turner Ohlsen	,, ...	,, 29	3094
Ernest Russell Seller	,, ...	,, 29	3095

No. 14.—Return of Engineers who were examined and passed for Certificates of Competency during the Year ended the 31st March, 1909.

Name of Person.	Rank.	Class for which examined.	Date of Examination.
Harold Crew Laird	First-class engineer	Foreign trade	4, 5, 6 May, 1908.
John Bruce	,,	,,	11, 12, 13 May, ,,
Henry Joseph Kelly	,,	,,	1, 2, 4 June, ,,
Martin Atridge Scott	,,	,,	1, 2, 4 June, ,,
Alexander McKenzie	,,	,,	1, 2, 4, 5 June, ,,
Charles Mayes Graham	,,	,,	13, 14, 15, 16 July ,,
Frank Naismith	,,	,,	3, 4, 5, 6 Aug., ,,
William Webb Luke	,,	,,	10, 11, 12 Aug., ,,
James Henry Fuller	,,	,,	1, 2, 3 Sept., ,,
Sidney Black Crawford	,,	,,	7, 8, 9 Dec., ,,
Wilson George Blackwell	,,	,,	5, 6, 7 Jan., 1909.
Robert Burns Aitken	,,	,,	5, 6, 7, 8 Jan., ,,
Arthur Rennie Watson	,,	,,	1, 2 February, ,,
George Moodie	,,	,,	23, 26, 27 Feb., ,,
Angus Charles McInnes	,,	,,	23, 25, 26 Feb., ,,
James Allan Knowles	Second-class engineer	,,	2, 4 May, 1908.
Andrew John Mouat	,,	,,	14, 15, 16 May, ,,
Montague Charles Alexander	,,	,,	1, 2 June, ,,
Vincent Henry Fama	,,	,,	1, 2 June, ,,
William George Thomson	,,	,,	1, 2 June, ,,
William Mowatt	,,	,,	8, 10 August, ,,
William Reid Douglas	,,	,,	12, 13 August, ,,
Paul Cuthbert Graham	,,	,,	1 September, ,,
William Patrick Whyte	,,	,,	1, 2 Sept., ,,
Wathen Wallis Houghton	,,	,,	10, 11 Sept., ,,
Stephen Collier	,,	,,	11, 14 Sept., ,,
William Young	,,	,,	11, 14 Sept., ,,
Laurance Keelan McMurrich	,,	,,	18, 21 Sept., ,,
William Peterson	,,	,,	5, 6 October, ,,
David William Bennie	,,	,,	10, 11 Nov., ,,
Cecil Willie Croll	,,	,,	3, 4 Dec., ,,
Louis Alexis Walters	,,	,,	7, 8 Dec., ,,
John Patrick Logan	,,	,,	7, 8 Dec., ,,
Arthur Russell Scott	,,	,,	7, 8 Dec., ,,
Alexander Inverarity	,,	,,	21, 22 Dec., ,,
Allan Clyde Dickie	,,	,,	7, 8 January, 1909.
David Gilmour Stephens	,,	,,	4, 8 January, ,,
Charles Evers Bell	,,	,,	4, 5, 8 Jan., ,,
Andrew Smart Young	,,	,,	1, 2 February, ,,
James William Wheatley	,,	,,	1, 2 February, ,,
Charles James McPherson	,,	,,	3, 4 February, ,,
John McLeish Maxwell	,,	,,	12, 13 February, ,,
George Luke	,,	,,	3, 4 March, ,,
William Bell McKenzie	,,	,,	1 March, ,,
William Sidney Hall	,,	,,	1 March, ,,
Sydney Sellers	,,	,,	9 March, ,,
Albert James Kelman	Third-class engineer	,,	6 April, 1908.
Edgar Vollance Meikle	,,	,,	6 April, ,,
Andrew Charles Gordon Smaill	,,	,,	6 April, ,,
Arthur Selwyn Crosbie	,,	,,	6 April, ,,
Dudley Vaughan Hood	,,	,,	30 April, ,,
Douglas Addington McGilp	,,	,,	1 May, ,,
Robert Gilmour Slade	,,	,,	1 May, ,,
Charles Albert Kunst	,,	,,	1 May, ,,
Arthur Bruce	,,	,,	1 May, ,,
Charles Stanley Wilks	,,	,,	1 May, ,,
George Duthie	,,	,,	1 May, ,,
John Owen	,,	,,	1 May, ,,
Stanley Joseph Jenkinson	,,	,,	1 May, ,,
Robert Bramwell Horsley	,,	,,	1 May, ,,
Robert Henry Whitfield	,,	,,	4 May, ,,
Francis Howard Lorking	,,	,,	4 May, ,,
Henry Allen	,,	,,	4 May, ,,
Alexander Lang	,,	,,	8 May, ,,

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.
Eric Hutchison	Third-class engineer	Foreign trade	15 May, 1908.
Thomas Goodall	,,	,,	1 June, ,,
Alfred Peter Hawkins	,,	,,	2 June, ,,
George Albert Ritson	,,	,,	2 June, ,,
Francis James Ramsden	,,	,,	15 June, ,,
Sidney James Scott	,,	,,	24 June, ,,
Ernest Richard Taylor	,,	,,	25 June, ,,
Eric Robert Booth	,,	,,	6 July, ,,
Stuart Pullan	,,	,,	6 July, ,,
Bernard Louis Arrowsmith	,,	,,	6 July, ,,
Nicol James Webster	,,	,,	6 July, ,,
Daniel McAlpine	,,	,,	7 July, ,,
Francis Percival Hewitt	,,	,,	31 July, ,,
Arthur Edmenson	,,	,,	3 August, ,,
Frederick John Newton	,,	,,	3, 4 August, ,,
Harold Eugene Melhop	,,	,,	3, 4 August, ,,
Francis Thomson	,,	,,	3, 4 August, ,,
William Herbert Cockburn	,,	,,	4 August, ,,
William Leornard Dodd	,,	,,	5 August, ,,
Hector Harry Robson	,,	,,	5 August, ,,
George Harland	,,	,,	12 August, ,,
Ernest James Seymour	,,	,,	25 August, ,,
George Gordon Smith	,,	,,	25 August, ,,
William Elliot Gordon	,,	,,	1 September, ,,
William Simpson	,,	,,	1 September, ,,
Alexander Campbell	,,	,,	1 September, ,,
Alfred Robert Millar	,,	,,	1 September, ,,
Francis John Petchell	,,	,,	2 September, ,,
Charles James Muir	,,	,,	8 September, ,,
Samuel Smith	,,	,,	18 September, ,,
Charles Arthur Elvines	,,	,,	5 October, ,,
David Henry Renton	,,	,,	5 October, ,,
William Hutson	,,	,,	5 October, ,,
John Ellis Dugdale	,,	,,	5 October, ,,
Charles Herbert John Holley	,,	,,	6 October, ,,
Pat Leonard Johnston Foster	,,	,,	12 October, ,,
Angus John McDiarmid	,,	,,	27 October, ,,
Ashleigh Bruce Fitchett	,,	,,	2 November, ,,
Oscar Camille Muller	,,	,,	2, 3 November, ,,
George Esther McNaught	,,	,,	3 November, ,,
Murdoch McDonald	,,	,,	3 November, ,,
Charles Edward Hampton	,,	,,	5 November, ,,
James Matthews	,,	,,	5 November, ,,
Joseph Frank McPherson	,,	,,	12 November, ,,
Edward Lewis Morgan	,,	,,	12 November, ,,
David John Aitken	,,	,,	7 December, ,,
William Archibald Smaill	,,	,,	7 December, ,,
Burton Wells	,,	,,	4 January, 1909.
Cecil Gladstone Downie	,,	,,	4 January, ,,
Robert Dawson Milne	,,	,,	5, 6 January, ,,
Hugh Goodrich Dobbie	,,	,,	6 January, ,,
Rawdon Somerville Rutherford	,,	,,	6 January, ,,
William Innes	,,	,,	7 January, ,,
William Daly Revington	,,	,,	1 February, ,,
Bryan Palmes	,,	,,	4 February, ,,
Sidney Herbert Perry	,,	,,	20 February, ,,
Charles Emery Taylor	,,	,,	27 February, ,,
Francis Kenworthy	,,	,,	1 March, ,,
John William Lester	,,	,,	1 March, ,,
Eric Neill Tewsley	,,	,,	2 March, ,,
John Murray Donn	,,	,,	4 March, ,,
John Harold Wilson	,,	,,	16 March, ,,
Samuel Aubrey McLernon	,,	,,	22 March, ,,
Charles Adolphus Millar	,,	,,	27 March, ,,
George Brown	,,	,,	30 March, ,,

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.
David Alexander Head	River engineer	River trade	7 April, 1908.
Otto Rudolph Neumann	,,	,,	15 April, ,,
George Anderson	,,	,,	1 May, ,,
John Albert Irwin Pearson	,,	,,	1 May, ,,
Thomas William Lapwood	,,	,,	1, 2 May, ,,
Robert Mackie	,,	,,	1, 2 May, ,,
Edward Clarence Wyness	,,	,,	1, 2 May, ,,
Robert Aitken Henderson	,,	,,	1, 2 May, ,,
Lorenzo Patterson	,,	,,	4 May, ,,
Francis Robert Nichols	,,	,,	22 June, ,,
Richard George Millar	,,	,,	28 July, ,,
Charles Doherty	,,	,,	3 August, ,,
George Ernest Barnes	,,	,,	3 August, ,,
William Gardiner	,,	,,	3, 4 August, ,,
Henry Thomas Graves Cunningham	,,	,,	3, 4 August, ,,
David Rogers	,,	,,	4 August, ,,
Edward Stone	,,	,,	4 August, ,,
James Joseph Mohan	,,	,,	1 September, ,,
Alfred Edwin Curtis	,,	,,	1 September, ,,
Adam Leopold Davies	,,	,,	1 September, ,,
Robert McDowell	,,	,,	1 September, ,,
Charles Ruff	,,	,,	1 September, ,,
Leopold Edgar John De Erneste	,,	,,	1 September, ,,
Ransom David Andrews	,,	,,	3 September, ,,
Thomas Walsh	,,	,,	3 September, ,,
Frederick William Howlison	,,	,,	12 September, ,,
Frederick William Kirby	,,	,,	2 November, ,,
Herbert William Pearce	,,	,,	4, 5 January, 1909.
Peter John Walsh	,,	,,	4, 6 January, ,,
William Henry Bricknell	,,	,,	4, 6 January, ,,
Thomas Edward Higgs	,,	,,	4, 6 January, ,,
William Arthur Tomlinson	,,	,,	1 February, ,,
Hans Christian Hansen	,,	,,	1 February, ,,
James David Smith	,,	,,	16 March, ,,
Clement Solloway Brown	First-class engineer (powered vessels other than steam)	Sea-going	1 September, 1908.
William Houston King	Ditto	,,	1 September, ,,
Arthur Cecil Bowman	,,	,,	8 September, ,,
Edwin John Tall	,,	,,	1 December, ,,
William James Mallett	,,	,,	4 January, 1909.
Allan James Rollo	,,	,,	4 January ,,
William Henderson Murdoch	,,	,,	11 January, ,,
William Bolasses Dixon	Second-class engineer (powered vessels other than steam)	Sea-going	3 April, 1908.
William George Pearce	Ditto	,,	4 May, ,,
William Henry Jackson	,,	,,	4 May, ,,
George Carey	,,	,,	1 September, ,,
Arthur Thomas Gill	,,	,,	1 September, ,,
John Arthur Palamountain	,,	,,	5 October, ,,
George Leonard Gregg	,,	,,	3 November, ,,
James Odey	,,	,,	4 November, ,,
Robert Stephen Wilson	,,	,,	10 November, ,,
William Roxburgh Eadie	,,	,,	1 December, ,,
John Russell Burr	,,	,,	4 January, 1909.
Herbert Garnet Luke	,,	,,	5, 6 January, ,,
Sidney Frank Waite	,,	,,	1 February, ,,
Sydney Herbert Biddle	Engineer (powered vessels other than steam)	River trade	6 April, 1908.
Henry Hazlewood Giles	Ditto	,,	6 April, ,,
Robert Frederick Hinton Aldworth	,,	,,	1 May, ,,
John Raymond Morris	,,	,,	4 May, ,,
Charles Cuthbert Lucius Fagan	,,	,,	4 May, ,,

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 Examinatioon.
Henry Herbert Marshall	Engineer (powered vessels other than steam)	River trade ..	4 May, 1908.
Charles Edwin Nicholson	Ditto	,, ..	7 May, ,,
Thomas Thorne Seccombe	,, ...	,, ..	1 June, ,,
Henry O'Brien	,, ...	,, ..	17 June, ,,
Geoffrey Rogers	,, ...	,, ..	4 August, ,,
Alfred Meredith Cosslett	,, ...	,, ..	1 September, ,,
Richard Edgar Neale	,, ...	,, ..	1 October, ,,
George Simpson Hackett	,, ...	,, ..	18 November, ,,
Fred Garnet Asher	,, ...	,, ..	8 December, ,,
Richard Blundell	,, ...	,, ..	4 January, 1909.
Bertram Hunter	,, ...	,, ..	4 January, ,,
Lionel Innes Stephenson	,, ...	,, ..	4 January, ,,
Charles Henry Lane	,, ...	,, ..	4 January, ,,
George William Holland	,, ...	,, ..	4 January, ,,
Samson Johanns Salamonsen ..	,, ...	,, ..	1 February, ,,
Charles Young	,, ...	,, ..	5 February, ,,

Total number of applicants, 247. Amount of fees, £227.

Failures to pass examination: For first-class engineer, 7; second-class engineer, 14; third-class engineer, 5; river engineer, 8; marine engine-driver, 2; first-class engineer (powered vessels other than steam), 1; second-class engineer (powered vessels other than steam), 1; restricted limits engineer (powered vessels other than steam), 5.

In addition to examinations for the above certificates, two master mariners sat for "master in steam," one being examined at Auckland and the other at Wellington. In each case the candidate was unsuccessful.

No. 15.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED during the Financial Year ended 31st March, 1909, with PARTICULARS of TONNAGE, &c.

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-trade Steamers only.	Description of Machinery.	Screw.	Paddle.
Admiral	121	82	28	..	Compound S. condensing	Single..	..
Advance (Auckland) ..	18	12	8	..	High pressure	,, ..	..
Advance (Kaipara) ..	47·6	36	30 B.H.P.	..	Oil-engine	,, ..	..
Ahuriri	85	31	17	..	Compound S. condensing	,, ..	..
Akaroa	76	29	28	84·6	,,	,, ..	..
Albany	..	..	8	..	High pressure	,, ..	..
Albatross (Auckland) ..	217·8	111	37	..	Compound S. condensing	Single at each end	..
Albatross (Auckland) ..	50·2	42·5	25 B.H.P.	..	Oil-engine	Single..	..
Alert	..	..	1½	..	Compound S. condensing	,, ..	..
Alexander (2) ..	377	184	72	298·4	,,	Twin ..	..
Alice	..	3	3½	..	High pressure	Single..	..
Anna	28	21	10 B.H.P.	..	Oil-engine	,, ..	..
Antelope	18·8	14	2½ B.H.P.	..	,, ...	,, ..	..
Antrim	60	35	30	..	Compound S. condensing	..	Paddle.
Aorere	72	49	16½	65·9	,,	Single..	..
Aotea	263	157	33	..	,,	,, ..	..
Apanui	243	134	27½	203·9	Triple-ex. S. condensing	,, ..	..
Arahura	1,596	771·2	145	1,696	,,	Twin ..	..
Ariel	17·2	12·9	2½ B.H.P.	..	Oil-engine	Single..	..
Atua	3,443	1,894·7	329	2,820	Triple-ex. S. condensing	Twin ..	..
Aupouri	463	220	55	416·5	,,	,, ..	..
Awaroa	344	210	62	..	,,	Single..	..
Baden Powell ..	175·29	72	30	191·9	Compound S. condensing	,, ..	..
Baroona	136	78·7	24	..	,,	,, ..	..
Beatrice	20	8	10	..	,,	,, ..	..
Bell Bird	88	52	14	..	Triple-ex. S. condensing	,, ..	..
Ben Lomond ..	46	33	15	..	Compound S. condensing	,, ..	..
Blanche	26	17·56	9	..	High pressure	,, ..	..
Bonnie Jean ..	7·6	5·7	2½ B.H.P.	..	Oil-engine	,, ..	..
Britannia (Auckland) ..	196·5	108·4	40	..	High pressure	..	Paddle.
Britannia (Bluff) ..	23·4	17·5	2½ B.H.P.	..	Oil-engine	Single..	..
Canopus	1,337	834	250	1,091·3	Triple-ex. S. condensing	,, ..	..

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-trade Steamers only.	Description of Machinery.	Screw.	Paddle.
Canterbury (Lyttelton)	..	..	24	..	High pressure	Twin ..	..
Canterbury (Lyttelton)	292	88	133	..	Compound S. condensing	" ..	..
Charles Edward ..	245·18	145·12	48	188	"	" ..	..
Chelmsford	122	79	24	67·3	"	Single..	..
Clansman	634	379	99	572	"	" ..	..
Claymore	219	99	54	378	Triple-ex. S. condensing	" ..	..
Clyde	130	..	40	..	Compound S. condensing	..	Paddle.
Cobar	158·8	57·8	35	..	"	Single..	..
Colleen	19·6	14·7	2½ B.H.P.	..	Oil-engine	" ..	..
Condor	272·14	187·76	24	..	Compound S. condensing	Single at each end	..
Corinna	1,279	820	141	1,080·9	"	Single..	..
Coromandel	99	67	25	..	"	" ..	..
Countess	141·26	56·58	28	168	"	" ..	..
Cygnet	124	66	43	180	"	" ..	..
Daphne (Auckland) ..	192	112·6	40	..	"	" ..	..
Defender	185·26	109·37	36	107	"	" ..	..
Defiance	7·11	5·34	5 B.H.P.	..	Oil-engine	" ..	..
Despatch	35	24	20	..	Compound S. condensing	" ..	..
Dolly Varden ..	31·4	17·4	30 B.H.P.	..	Oil-engine	" ..	..
Dorset	101·6	38·56	32	60	Compound S. condensing	Twin ..	..
Dot	..	..	1½	..	High pressure	Single..	..
Doto	28·5	19·4	30	..	Compound S. condensing	" ..	..
Dredge No. 404 ..	479	211	78	395	"	Twin ..	..
Dredge No. 350 ..	941	488	117	682·9	Triple-ex. S. condensing	" ..	..
Dredge No. 222 ..	1,225	500	120	553·7	Compound S. condensing	" ..	..
Dredge No. 121 ..	657	394	100	..	"	" ..	..
Duchess	308	95	81	..	Triple-ex. S. condensing	Single..	..
Duco	130	26	60	..	"	" ..	..
Durham	99	53	24	..	Compound S. condensing	" ..	..
Eagle	219	138	70	..	"	..	Paddle.
Echo	125	98	60 B.H.P.	..	Oil-engine	Twin ..	..
Eliza	..	..	3	..	High pressure	Single..	..
Elsie (Auckland) ..	27	20½	30 B.H.P.	..	Oil-engine	Twin ..	..
Elsie (Picton) ..	42·48	22·17	11	..	Compound S. condensing	Single..	..
Elsie Evans.. ..	7·8	5·8	20 B.H.P.	..	Oil-engine	" ..	..
Endeavour (2) ..	76	54·4	30 B.H.P.	..	"	" ..	..
Endon	..	..	5	..	Compound S. condensing	" ..	..
Enterprise (Bluff) ..	18·4	13·8	2½ B.H.P.	..	Oil-engine	" ..	..
Erin	..	..	3½	..	High pressure	" ..	..
Erlin	5·47	4·11	4	..	Compound S. condensing	" ..	..
Erskine	126	98	35	..	"	" ..	..
Eva (2)	..	7	20 B.H.P.	..	Oil-engine	" ..	..
Eveline (2)	..	..	8	..	High pressure	" ..	..
Excelsior (Auckland) ..	48·7	29·2	24 B.H.P.	..	Oil-engine	Twin ..	..
Excelsior (Waikato) ..	6·5	4·92	6·5	..	High pressure	Single..	..
Express	53	36	25	92	Compound S. condensing	" ..	..
Fairburn	91·8	68·5	40 B.H.P.	..	Oil-engine	Twin ..	..
Fairy	45	32	10¾	..	Compound S. condensing	Single..	..
Falcon	..	..	6	..	High pressure	" ..	..
Fanny	90	55	30	115·4	Compound S. condensing	" ..	..
Ferro	13·9	10·4	20 B.H.P.	..	Oil-engine	" ..	..
Firefloat	..	..	6	..	High pressure	" ..	..
Flora	1,273·12	838·4	180	1,161	Compound S. condensing	" ..	..
Freetrader	132	94	50	..	High pressure	..	Stern wheel.
Gael	..	55	20	..	Compound S. condensing	Single..	..
Gannet (Blenheim) ..	15	10	12	..	"	" ..	..
Gannet (Bluff) ..	23·6	17·7	5 B.H.P.	..	Oil-engine	" ..	..
Gertie	269	118	59	299·4	Triple-ex. S. condensing	Twin ..	..
Glenelg (2)	288	156	75	259	Compound S. condensing	Single..	..
Gordon	..	..	12	..	"	" ..	..
Gosford	83	56	30	..	"	" ..	..
Greyhound	107	83	50 B.H.P.	..	Oil-engine	" ..	..
Hamurana	..	..	10	..	High pressure	Twin ..	..
Haupiri	700	452	88	480	Compound S. condensing	Single..	..
Hauroto	1,988	1,276	253	1,241	"	" ..	..
Heathcote	167	94	35	..	"	" ..	..
Himitangi	323	149	45	236·7	Triple-ex. S. condensing	" ..	..
Hinemoa	..	..	6·5	..	High pressure	" ..	..
Hirere	48	32	16	..	Compound S. condensing	Twin ..	..
Hobsonville	32·5	22·8	15 B.H.P.	..	Oil-engine	Single..	..
Holmdale	266	197	20	112·3	Compound S. condensing	" ..	..
Huia (Auckland) ..	224	200	60 B.H.P.	..	Oil-engine	" ..	..
Huia (Wellington) ..	133	69	23	120·6	Compound S. condensing	" ..	..
Huia (Wellington) ..	..	..	2	..	High pressure	" ..	..
Invercargill ..	223	123	41	250	Compound S. condensing	" ..	..
Ithaca	17·7	13·2	9	..	"	" ..	..
Jane Douglas ..	95	74	22	70	"	" ..	..
J.D.O.	129	88	28	..	"	" ..	..
John Anderson ..	52	36	20	..	"	" ..	..
John Townley ..	..	85	39	..	"	Twin ..	..
Kaeo	184	146·38	60 B.H.P.	..	Oil-engine	" ..	..
Kahu (Auckland) ..	55·46	26·5	24 B.H.P.	..	"	" ..	..

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-trade Steamers only.	Description of Machinery.	Screw.	Paddle.
Kahu (Napier) ..	175	99	40	238·8	Compound S. condensing	Single..	..
Kaiaia	44·95	24·36	24 B.H.P.	..	Oil-engine	Twin ..	..
Kaiapoi	2,003	1,246	201	1,016	Triple-ex. S. condensing	Single..	..
Kaipara	..	..	3·8	..	Compound S. condensing	" ..	..
Kaipatiki	53	19·8	9½	..	Triple-ex. S. condensing	" ..	..
Kaitangata	1,983·35	1,232·64	200	940·3	"	" ..	..
Kaituna (Auckland) ..	8	6	10 B.H.P.	..	Oil-engine	" ..	..
Kaituna (Dunedin) ..	1,976	1,246	200	1,034	Triple-ex. S. condensing	" ..	..
Kamona	1,425	903	117	740·4	"	" ..	..
Kanieri	202	115	20	139·5	Compound S. condensing	" ..	..
Kapanui	128·8	63	32	..	"	" ..	..
Kapiti	242	113	35	220·5	"	" ..	..
Karoro	76	51	17	..	"	" ..	..
Kate	..	..	5	..	High pressure	" ..	..
Kawau (Auckland) ..	99	52·7	20	..	Compound S. condensing	" ..	..
Kawau (Auckland) ..	47	37	14	..	"	" ..	..
Kennedy	188	131	38·9	207	"	Twin ..	..
Kekeno	37	18	6 B.H.P.	..	Oil-engine	Single..	..
Kereru	127·7	96·2	55 B.H.P.	..	"	Twin ..	..
Kestrel	342	203	43	..	Compound S. condensing	Single at each end	..
Kina	7·28	5·46	10 B.H.P.	..	Oil-engine	Single..	..
Kini	1,122	702	130	647·3	Triple-ex. S. condensing	" ..	..
Kiripaka	105	75	24	107·4	Compound S. condensing	" ..	..
Kittawa	1,246	707	120	719·2	Triple-ex. S. condensing	" ..	..
Kiwi (2)	..	..	3	..	High pressure	" ..	..
Koi..	123	53	32	..	Compound S. condensing	Twin ..	..
Komata	1,993·8	1,194·5	260	1,150	Triple-ex. S. condensing	Single..	..
Koonya	1,090	662	115	737·2	"	" ..	..
Kopu	..	18	13	..	High pressure	..	Paddle.
Koputai	153	5	120	491	Compound S. condensing	Single..	..
Koroi	..	..	9·2	..	Triple-ex. S. condensing	" ..	..
Koromiko	2,479·21	1,541·15	313	1,357·7	"	" ..	..
Kotare (2)	141	79	20	111	Compound S. condensing	" ..	..
Kotiti	58	42	14	..	"	" ..	..
Kotuku	1,053	662	112	716·7	Triple-ex. S. condensing	" ..	..
Kuaka	45	33	90 B.H.P.	..	Oil-engine	" ..	..
Lady Barkly ..	55	39	20	81·1	Compound S. condensing	" ..	..
Lauderdale	1,668	1,071	155	742	Triple-ex. S. condensing	" ..	..
Lena (Ngunguru) ..	..	..	5	..	High pressure	" ..	..
Lena (Auckland) ..	..	13·21	8 B.H.P.	..	Oil-engine	" ..	..
Little Jack (2) ..	..	..	1½	..	High pressure	" ..	..
Lomen	..	..	6	..	Compound S. condensing	" ..	..
Loyalty	100·6	24	35	66·2	"	" ..	..
Lyttelton	190	39	80	244	"	..	Paddle.
Magic	93	58·3	60 B.H.P.	..	Oil-engine	Twin ..	..
Maheno	35	24	90 B.H.P.	..	"	" ..	..
Mahurangi	203·11	94·51	39	..	Compound S. condensing	Single..	..
Mahutu	29	13	10¾	..	"	" ..	..
Maidi	16	21	35 B.H.P.	..	Oil-engine	" ..	..
Maitai	3,393	1,888	490	3,431	Triple-ex. S. condensing	" ..	..
Makarora	45	..	13	..	High pressure	" ..	..
Mana (Wellington) ..	99	77	25	107·5	Compound S. condensing	" ..	..
Mana (Westport) ..	196	50	90	..	"	..	Paddle.
Manapouri	2,060	1,288	220	1,523·8	Quadruple-ex. S. conden.	Single..	..
Manaroa	122	77	24	150·2	Compound S. condensing	" ..	..
Manchester	882	366	160	..	Triple-ex. S. condensing	Twin at each end	..
Mangapapa	146	87	28	220·4	Compound S. condensing	Single..	..
Manukau	65	45	20	..	"	" ..	..
Manuwai	117	94	30	..	High pressure	..	Stern wheel.
Maori (Dunedin) ..	3,398·7	1,432·5	..	5,859	Turbines	Triple ..	..
Maori (Hokianga) ..	25	17	8	..	High pressure	Single..	..
Mapourika	1,202	718	130	1,201·7	Triple-ex. S. condensing	" ..	..
Mararoa	2,598	1,380	530	3,720·7	"	" ..	..
Mascotte (Auckland) ..	..	..	5	..	High pressure	" ..	..
Mascotte (Wanganui)	..	..	12	..	"	" ..	..
Matara	21	13	4	..	"	" ..	..
Matarere (2).. ..	..	..	1·7	..	Compound S. condensing	" ..	..
Matariki	100·14	66·2	26	..	"	" ..	..
Matuku	..	..	4	..	High pressure	" ..	..
Mavis (2)	..	..	4½	..	"	" ..	..
Mawhera	647·95	291·56	168	1,012	Triple-ex. S. condensing..	Twin ..	..
May Howard ..	64	55	45 B.H.P.	..	Oil-engine .. .	Single..	..
Mere Mere (2) ..	..	..	3	..	High pressure	" ..	..
Moa	188·5	95·	33	186	Compound S. condensing	" ..	..
Moana (Dunedin) ..	3,914·7	2,414	372	4,352·5	Triple-ex. S. condensing..	" ..	..
Moana (Lake Brunner)	7·8	5·8	7	..	High pressure	" ..	..
Moeraki	4,392	2,714	357	4,036·9	Triple-ex. S. condensing	Twin ..	..
Moerangi	24	15	27½ B.H.P.	..	Oil-engine	Single..	..
Mokoia	3,502	2,153	255	3,580·7	Triple-ex. S. condensing	" ..	..
Monowai	3,433	2,136	290	2,775	"	" ..	..
Moturoa	..	..	10	..	Compound S. condensing	" ..	..

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-trade Steamers only.	Description of Machinery.	Screw.	Paddle.
Mountaineer ..	109	66	50	..	Compound S. condensing	..	Paddle.
Mullogh	69	46	15	..	High pressure	Single..	..
Muriel	58·99	15·56	18	..	Compound S. condensing	" ..	..
Murihiku	558	368	70	533·7	Triple-ex. S. condensing	Twin ..	..
Muritai	224	133	45	224	Compound S. condensing	Single..	..
Mystery	9·4	7·1	6 B.H.P.	..	Oil-engine	" ..	..
Napier	70	48	30	93	Compound S. condensing	" ..	..
Naumai	47	28·6	12	..	"	" ..	..
Nautilus	41	29	18	..	"	" ..	..
Navua	2,929	1,812	221	1,875·5	Triple-ex. S. condensing	Twin ..	..
Nellie Mason ..	20	13	15 B.H.P.	..	Oil-engine	Single..	..
Ngapuhi (2).. ..	691	299	160	710	Triple-ex. S. condensing	Twin ..	..
Ngatiawa	451	220	55	400·2	"	" ..	..
Ngahere	1,090·2	556	118	681·9	"	Single..	..
Ngunguru	105	68	25	100	Compound S. condensing	" ..	..
Nile	43·5	21·2	20	32	"	" ..	..
Niobe	..	..	3½	..	High pressure	" ..	..
Nina	..	..	2½	..	Compound S. condensing	" ..	..
Nora Niven	116	56·6	40	204	Triple-ex. S. condensing..	" ..	..
Ohinemuri	114	73	26	120	Compound S. condensing	" ..	..
Ohura	50	34	25	..	Quadruple-ex S. conden.	Twin ..	..
Ongarue	..	10	16 B.H.P.	..	Oil-engine	Single..	..
Onslow (2)	23	16	14	..	Compound S. condensing	Twin ..	..
Opawa	110	64	18	68·5	"	Single..	..
Opoutia	..	..	5	..	High pressure	" ..	..
Orewa	59	37	17	..	Compound S. condensing	" ..	..
Osprey	219	138	70	..	"	..	Paddle.
Paeroa	91	46	15	64	"	Single..	..
Pahiki	..	13·82	10 B.H.P.	..	Oil-engine	" ..	..
Pania	40	27	11	..	Compound S. condensing	" ..	..
Pateena	1,212	550	250	1,939	"	" ..	..
Pearl (Kaipara) (2) ..	14	9	6	..	High pressure	" ..	..
Pelorus	24	18	40 B.H.P.	..	Oil-engine	" ..	..
Penguin	836	517	180	849	Compound S. condensing	" ..	..
Petone	708	388	82	545	Triple-ex. S. condensing	" ..	..
Phantom	44	18	11	..	Compound S. condensing	" ..	..
Pilot (Napier) ..	30	10	13	..	"	" ..	..
Pilot (Wellington) ..	39	26	15	..	Triple-ex. S. condensing	" ..	..
Piraki	10	..	7	..	High pressure	" ..	..
Pitoitoi (Waitara) ..	72·5	19	13½	..	Compound S. condensing	" ..	..
Planet	23	13	8	..	Compound jet condensing	" ..	..
Plucky	81	29	40	267	Compound S. condensing	" ..	..
Poherua	1,174	749	128	710	Triple-ex. S. condensing	" ..	..
Portare	11.34	8·5	15 B.H.P.	..	Oil-engine	" ..	..
Presto	..	..	3	..	Compound S. condensing	" ..	..
Pukaki	1,444	917	110	563·6	Quadruple-ex. S. conden.	" ..	..
Purau	51	38	18	..	Compound S. condensing	Twin ..	..
Putiki	408	157	60	296	"	Single..	..
Queen of Beauty ..	20·7	9·4	35 B.H.P.	..	Oil-engine	" ..	..
Queen of the South ..	197	121	40	196·3	Compound S. condensing	" ..	..
Rakanoa	2,246	1,393	200	921·6	Triple-ex. S. condensing	" ..	..
Rakiura (Dunedin) ..	127	80	25	147	Compound S. condensing	" ..	..
Rakiura (Stewart Isl'd)	17·8	13·4	10 B.H.P.	..	Oil-engine	" ..	..
Rarawa	1,071	460	140	979	Triple-ex. S. condensing	Twin ..	..
Regulus (2)	584·14	227·22	150	697·5	Compound S. condensing	" ..	..
Reremoana	19·2	14·4	50 B.H.P.	..	Oil-engine	Single..	..
Result	28	18	10	..	Compound S. condensing	" ..	..
Rimu	358	144	95	478	Triple-ex. S. condensing	Twin ..	..
Rio Loge	249·7	241	60 B.H.P.	..	Oil-engine	" ..	..
Ripple	412	187	80	240	Triple-ex. S. condensing	Single..	..
Rita	40	17	11	..	Compound S. condensing	" ..	..
Riwaka	31	19	10½	..	"	" ..	..
Rob Roy	95	34	19	126·7	"	" ..	..
Rosamond	721	462	90	431·7	"	" ..	..
Rosetta	12·8	9·6	5 B.H.P.	..	Oil-engine	" ..	..
Rotoiti (Auckland) ..	..	..	2½	..	Triple-ex. S. condensing	" ..	..
Rotokohu	14·6	11	8	..	Compound S. condensing	" ..	..
Rotomahana(Auckland)	183	139	45	..	"	" ..	..
Rotomahana (Dunedin)	1,763	915	450	2,452·8	"	" ..	..
Rotorua	7·6	5·7	25 B.H.P.	..	Oil-engine	" ..	..
Ruahine	16·4	12·3	2½ B.H.P.	..	"	" ..	..
Rubi Seddon ..	528	348	108	521	Triple-ex. S. condensing	Twin ..	..
Ruru (Auckland) ..	31	11	10	..	Compound S. condensing	Single..	..
Ruru (Napier) ..	166	57	28	219·5	"	" ..	..
Ruruhau	21·4	16	2½ B.H.P.	..	Oil-engine	" ..	..
Scout	14	10	10 B.H.P.	..	"	" ..	..
Settler (2)	16·6	8·3	7	..	Compound S. condensing	" ..	..
Shamrock	109	60	120 B.H.P.	..	Oil-engine	Twin ..	..
Sir William Wallace ..	44	30	20	..	Compound S. condensing	Single..	..
Sonoma (2)	..	..	13	..	High pressure	" ..	..
Southern Cross ..	682	403	117	561·3	Triple-ex. S. condensing	" ..	..
Sparrow	..	..	1½	..	Compound S. condensing	" ..	..
Squall	368	133	60	300	"	" ..	..
Stella	268	157	90	228·3	"	" ..	..
Sterling	96	26	39	174	"	" ..	..

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-trade Steamers only.	Description of Machinery.	Screw.	Paddle.
Storm	405	185	70	270	Compound S. condensing	Single	
Stormbird	217	129	40	208·8	"	"	
Sumner	167	94	35		"	"	
Sunbeam	9·4	7·5	5 B.H.P.		Oil-engine	"	
Swan	23·78	16·17	10		Compound S. condensing	"	
Sylph (2)		5	8		High pressure	"	
Tainui	128	59	24	140	Compound S. condensing	"	
Takapuna (Auckland)	77	57	25		High pressure		Paddle.
Takapuna (Dunedin)	930	472	265	1,408	Compound S. condensing	Single	
Talune	2,000	1,370	255	1,723	Triple-ex. S. condensing	"	
Tangaroa	189	109	70		Compound S. condensing	Twin	
Tangihua (2)	31	20	15		Ordinary condensing	Single	
Taniwha (Auckland) (2)	263	191	40		Compound S. condensing	Twin	
Taniwha (Timaru)		16	16		Ordinary condensing	Single	
Tarakihi			4		High pressure	"	
Tawera (Auckland)			8		"	"	
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	1,146·4	"	"	
Te Awhina	220	1·52	90		Triple-ex. S. condensing	Twin	
Terawai	22	11	11		Compound S. condensing	Single	
Terawhiti	259·8	46·8	90		Triple-ex. S. condensing	"	
Theresa Ward	194	9	95	530	"	"	
Thistle (Wanganui)	96	77	90 B.H.P.		Oil-engine	Twin	
Thomas King	98	70	16		High pressure	Single	
Togo			14		Compound S. condensing	Twin	
Tongariro	20	4·04	8·2		"	Single	
Traveller			7¾		"	"	
Tuatea	112	58	28	225·6	"	"	
Tu Atu	40	30	54 B.H.P.		Oil-engine	Twin	
Tuhara	97·21	63	60 B.H.P.		"	"	
Tui (Helensville)		35·86	40 B.H.P.		"	Single	
Tui (Ngunguru) (2)		20	6½		High pressure	"	
Tuirangi	124·4	71·8	22·5		Triple-ex. S. condensing	"	
Tukua	13·9	10·5	9 B.H.P.		Oil-engine	Twin	
Tuna (Gisborne)			14		Compound S. condensing	"	
Tuna (Kaipara) (2)			3½		"	Single	
Te Waipounamu	26·6	19·9	2½ B.H.P.		Oil-engine	"	
Uira			3½		High pressure	"	
Uta (2)	30·9	23·2	50 B.H.P.		Oil-engine	"	
Variance	25·1	18·8	2½ B.H.P.		"	"	
Vesper		36	16 B.H.P.		"	Twin	
Victoria (Auckland)	147	92	40		High pressure		Paddle.
Victory	32·57	16·76	16 B.H.P.		Oil-engine	Twin	
Violet	11	8·2	6 B.H.P.		"	Single	
Vivid	21	6	13		Compound S. condensing	"	
Waiapu	67	57	15 B.H.P.		Oil-engine	"	
Waihi	97	66	20	77	Compound S. condensing	"	
Waihora	4,637·9	2,993	410	1,934	Triple-ex. S. condensing	"	
Waikare	3,070·8	1,901·2	229	2,395·2	"	"	
Waikato			4		High pressure	"	
Waimarie (Auckland)	245	159	48		Compound S. condensing	Twin	
Waimarie (Wanganui)	92	65	20		High pressure		Paddle.
Waione	70	48	80		Triple-ex. S. condensing	Twin	
Waiora			5		Compound S. condensing	Single	
Waiotahi	278	167	56	295	"	Twin	
Waipori	1,918	1,229	180	1,029·5	Triple-ex. S. condensing	Single	
Wairau	143·23	59·2	20	151·4	Compound S. condensing	"	
Wairere	65	41	25		High pressure		Paddle.
Wairoa (Auckland)	99	49	24	128·6	Compound S. condensing	Single	
Wairoa (Nelson)	69·8	47·5	20	52	"	"	
Wairuna	3,947	2,529	396	2,069	Triple-ex. S. condensing	"	
Wairua			5		Compound S. condensing	"	
Waitangi (Auckland)	171	34	66	297·8	"	Twin	
Waitangi (Auckland)	45	30	15		"	Single	
Waitemata	5,431·5	3,459·6	258	2,304	Triple-ex. S. condensing	"	
Waitohi	24	18	10		Compound S. condensing	"	
Waiwera (Auckland) (2)			6		"	"	
Waiwera (Henley)			16 B.H.P.		Oil-engine	"	
Wakapai			10		Compound S. condensing	"	
Wakatere	441	157	140		"		Paddle.
Wakatu	157	95	23	133·2	"	Single	
Wanaka	2,421	1,572	280	1,211	Triple-ex. S. condensing	"	
Warrimoo	3,529	2,076	490	3,730	"	"	
Waterlily	25·64	18·1	10 B.H.P.		Oil-engine	"	
Wave	39·8	28·8	18 B.H.P.		"	"	
Waverley	156	93	25	105·4	Compound S. condensing	Twin	
Weka (Auckland)	127	86	27		"	"	
Weka (Napier)	89	52	20	106·9	"	Single	
Whakapara (2)			2¼		"	"	
Whakarire	819	449	120	601	"	Twin	
Whangape	2,931	1,900	280	1,006·2	Triple-ex. S. condensing	Single	
Whati			1¾		Compound S. condensing	"	
Wootton	151	89·6	33	96	"	"	
Young Bungaree	69	47	35	162·5	"	"	
Zingara (2)	218·82	99	14	80	"	Twin	

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, 1909, with Particulars of Tonnage, &c.

Name of Vessel.	Tons Measurement.		Description.	Times surveyed.
	Gross.	Register.		
Advance	47·67	36	Schooner	1
Dartford	1,327	1,274	Ship	1
Era I	26·29	19·93	Schooner	1
Ganymede	583·55	568·6	Barquentine	1
Hazel Craig	495	467	Barque	1
Ilma	..	318	Barquentine	1
James Craig	670·9	646	Barque	1
Jessie Craig	680	634	"	1
Jessie Nicol	92·89	92·89	Schooner	1
Joseph Craig	751	694	Barque	1
Kereru	123·7	99·77	Ketch	1
Laira	492·4	458·3	Barque	1
Louisa Craig	710	682	"	1
Manurewa	371	327	"	1
Rona	678·1	617·6	"	1
Selwyn Craig	..	486	Barquentine	1
Senorita	350	324	Barque	1
Whangaroa	142·9	131·9	Schooner	1
Ysabel	148·5	148·5	"	1
Total	..	..	..	19

The "Advance," "Dartford," "Era I," "Ilma," "Kereru," "Manurewa," "Selwyn Craig," "Senorita," and "Whangaroa" have been surveyed for the first time.

The "Advance" is an oil-engine vessel, having her engines sealed up.

The "Kereru" was an oil-engine vessel formerly, but the engines have been taken out of the vessel.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS, &c., from the 1st April, 1908, to the 31st March, 1909.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1908.			
April 1	S.s. Blenheim	Wellington	On the voyage from Blenheim to Wellington, on the 24th March, this vessel grounded on the Wairau Bar, remaining fast until the 29th at 3 p.m. She came off by means of her engines. The straining of the vessel whilst on the bar caused the main steam-pipe to develop a crack at the neck of the flange next to the stop-valve. On arrival at Wellington the pipe was taken ashore for repairs. The flange was shifted back beyond the fracture, and brazed. The pipe after repairs was tested by hydraulic pressure to double the working-pressure before being put into position on board.
April 2	" Rakiura	Wellington	This vessel was on a voyage from Dunedin to Invercargill on the 12th March, and at 6.45 p.m. on the same date she grounded on a mud-bank in the New River estuary. The weather being thick at the time, the master was unable to pick up the beacons. She remained aground until 7 p.m. on the 13th March, when she came off with the assistance of her kedge-anchors and her own engines. After 35 tons of cargo was discharged a survey was made of the vessel, when it was found she had sustained no damage.
April 5	Louisa Craig (barque)	Auckland	Whilst on a voyage from Melbourne to Kaipara, and when beating down the West Channel, Port Phillip, Melbourne, on the 10th March, this vessel took the ground. The weather was fine and the sea smooth at the time, and she was successfully floated off on the 12th March by the aid of her kedge-anchors. On arrival at Auckland, 125 tons of ballast shingle was removed from the holds, and the limbers cleaned out. A survey was made on the 5th April, when the vessel was found to be perfectly seaworthy.
April 8	S.s. Tasman	Wellington	On the 6th April, as this vessel was proceeding on a voyage from Motueka to Wellington, and when near the French Pass, the main steam-pipe of the port engine cracked close to the neck of the flange, owing perhaps to the straining of the vessel in bad weather. When the crack was discovered the steam was shut off, and a covering-gland fitted over the defect. After this was done the vessel proceeded on her voyage to Wellington under reduced steam-pressure. On arrival, the pipe was taken ashore, and the defective part cut out and the flange rebrazed. The pipe was then tested, before being put on board, by hydraulic pressure to double the working-pressure.
April 13	" Squall	Auckland	This vessel was on a voyage from Gisborne to Auckland on the 12th April, when she lost one blade off her propeller; the propeller was a solid-cast one, and the blades were found to be weak at the root. A new propeller was fitted. The shaft was in good order.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1908.			
April 13 ..	S.s. Mokoia ..	Auckland ..	This vessel was surveyed for extra passenger accommodation, ventilation, the electric light, and the necessary equipments were provided to the satisfaction of the surveyor.
April 16–29	„ Maori ..	Auckland ..	On the 1st April, whilst this vessel was on a voyage from London to Auckland, it was noticed that the after peak was full of water. The cargo, which consisted of gelignite, was removed to the 'tween-decks, when it was found that a plate on the port quarter was fractured. On the same day the chief engineer noticed the stern gland leaking badly. The propeller had evidently lost a blade, which had struck the hull-plating at port quarter, piercing it. Temporary repairs were effected at sea to enable the vessel to reach Auckland. A sheathing-patch was riveted over the hole in hull-plating, and repairs made to the propeller.
April 22 ..	May Howard (aux. schooner)	Auckland ..	On the passage from Mahurangi to Auckland, on the 5th April, and whilst steaming slow, inside the Auckland Harbour, at 6.30 a.m., the vessel grounded on a sandy beach during a dense fog. She floated off the bank the same day at 5.30 p.m. The vessel was surveyed on her arrival at Auckland, when it was found that she had received no damage affecting her seaworthiness.
April 23–27	S.s. Taniwha ..	Timaru ..	On the 23rd April a crack 3 in. long was discovered in the top shell-plating of the vertical boiler of this vessel. A covering-patch was riveted over the crack, and an extra stay fitted.
May 6, 15 ..	„ Maheno ..	Dunedin ..	A survey was made of this vessel's two low-pressure turbines. It was found necessary to renew the dummy casings and casing-rings of both the low-pressure engines.
May 14 ..	„ Pareora ..	Wellington ..	The owners wished to have the certificate for this vessel changed from home to foreign trade. The necessary equipments were put on board, and the boats provisioned.
May 16, 18..	„ Togo ..	Nelson ..	A survey was made of this vessel to enable her to make a voyage from Nelson to Wanganui. She was placed on the beach for survey. A few defective rivets and one angle iron below belting were renewed. The necessary equipments were provided, and a certificated master and engineer appointed for the trip, and permission was given for the vessel to proceed from Port Hardy to Wanganui.
May 22 ..	„ Ionic ..	Wellington ..	On the 20th May, when this vessel was lying alongside the Glasgow Wharf, at Wellington, a fire started in No. 1 hold amongst the cargo. After the fire was suppressed a survey was made, when it was ascertained that, excepting a few bulges to the deck-plating and one or two frames slightly buckled, the vessel had received no material damage affecting her seaworthiness.
June 5, 8 ..	„ Tainui ..	Lyttelton ..	This vessel had grounded several times in the Mokau River, and on arrival at Lyttelton she was placed on the slip. A survey was made of the hull, and a false keel was fitted the whole length of the vessel. The rudder was repaired, and a new propeller-shaft fitted. Other minor repairs were effected to make the vessel seaworthy.
June 6 ..	„ Toroa ..	Wellington ..	The owners of this vessel asked for her certificate to be changed to foreign from home trade. The hull of the vessel was specially surveyed, when a number of loose rivets were renewed, and one new butt-strap fitted to hull-plating. The boats were provisioned as required for a foreign-going certificate, and all other necessary equipments put on board.
June 8, 11 ..	„ Maori ..	Lyttelton ..	Whilst mooring at Lyttelton on the 8th June this vessel collided with the wharf and twisted the forward rudder. The rudder was taken out, straightened, and replaced.
June 11, 13..	„ Storm ..	Lyttelton ..	On the arrival of this vessel at Lyttelton on the 11th June it was found that the furnaces of the main boiler were much out of shape. They were set back by pressure to the satisfaction of the Surveyor.
June 22 ..	„ Gertie ..	Foxton ..	On a voyage from Westport to Foxton, and whilst proceeding up the Foxton River, this vessel touched the edge of the bank, and stripped off some of her propeller-blades. The rudder and rudder-post were twisted, which prevented the helm being put hard over on one side. The vessel was put on the river-bank at high water, and repairs effected.
June 24 ..	„ Akaroa ..	Auckland ..	This vessel, on a voyage from Waipu to Auckland, on the 23rd June, during a fog, went ashore on Takapuna Beach. She got off by her own steam the same day. The vessel, which was leaking slightly, proceeded to the Takapuna Wharf, Auckland, where a survey of the vessel was made. A small hole was found in the hull, which was temporarily patched up.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1908.			
June 24, 25	S.s. Aupouri ..	Auckland ..	Whilst this vessel was on a voyage from Tauranga to Auckland, on the 24th June, she lost her port propeller, the shaft breaking off clean at the neck of the taper. The vessel proceeded to Auckland with her starboard engine. A new propeller and propeller-shaft were fitted to the satisfaction of the Surveyor.
June 24–30..	,, Dorset ..	Invercargill ..	On the 21st June, on a voyage from Dunedin to Invercargill, this vessel's port-propeller shaft broke, and the starboard-propeller blades were stripped off. The port tail-shaft broke in the stern-tube, the broken portion with propeller slipped aft, and, as the propellers overlap one another, the port one, being the forward one, came in contact with the starboard one, thus stripping off the blades. The vessel was picked up and taken in tow by the s.s. "Invercargill" at 2.30 a.m. on the 24th June, arriving at Invercargill at 1.30 p.m. the same day. A new starboard propeller and a new port-propeller shaft were fitted to the satisfaction of the Surveyor.
June 30 ..	Dartford (sailing-ship)	Lyttelton ..	A special survey was made of this vessel to enable her to make the trip to Sydney and back. The necessary equipments were placed on board, and all boats provisioned.
July 2 ..	S.s. Clyde ..	Balclutha ..	On the 13th June this vessel collided against the railway-bridge piers at Balclutha. The river was in flood at the time, and to prevent her from sinking she was run ashore. The vessel was refloated on the 27th June. On being surveyed it was found necessary to renew 16 ft. of the port-side top strake of hull-plating, 9 ft. on the starboard side forward, and seventeen of the frames were straightened, and all other minor damages made good.
Aug. 19 ..	,, Victoria ..	Port Chalmers ..	This vessel was on a voyage from Dunedin to Lyttelton on the 18th August, and when abreast of Taiaroa Heads the engines developed a heavy knock. The cylinder-cover was removed, when it was found that a piece was broken off the flange of the piston of intermediate cylinder.
Aug. 20 ..	,, J.D.O. ..	Napier ..	On the 8th July this vessel was lying at Napier breakwater, when the moorings carried away, and she drifted on shore before being secured. The vessel came off with her own steam two hours afterwards. On a survey being made it was found that six of the hull-plates were slightly dented. The vessel was put on the slip some days afterwards, when several faulty rivets were renewed in hull-plating, and repairs to rudder effected.
Aug. 1, 24 ..	,, Moa ..	Wellington ..	This vessel was on a voyage from Westport to Wanganui, and on the 5th July, when crossing the Wanganui Bar, she stranded. The rudder and rudder-post were lost, and propeller and propeller-shaft bent. The hull received considerable damage during the time vessel was stranded. Temporary repairs were made to the hull at Wanganui after vessel came off the beach to permit of her being towed to Wellington. On the 12th August she was placed on the Wellington slip, when all defects were made good.
Aug. 26–28..	,, Rosamond ..	Auckland ..	On a voyage from Westport, on the 25th August, this vessel collided with the end of the Onehunga Wharf, tearing away three plates in top sides of the hull-plating and three angle-frames. A survey of the damage was made, and the following repairs were found necessary: One bulwark-plate at the foremast of the raised deck 6 ft. 9 in. by 3 ft. 6 in. by $\frac{5}{16}$ in., one plate abutting the above and running along the side cabins 8 ft. by 3 ft. 8 in. by $\frac{1}{2}$ in., and one above this 13 ft. by 3 ft. 2 in. by $\frac{5}{16}$ in., were all renewed. The latter plate carries the side ports to the cabins. Three angle-frames 6 ft. by $3\frac{1}{2}$ in. by $3\frac{1}{2}$ in. by $\frac{3}{8}$ in., and one angle-bar along the top deck, 18 ft. by $2\frac{1}{2}$ in. by $2\frac{1}{2}$ in. by $\frac{3}{8}$ in., had also to be replaced, and several other minor defects were made good.
Aug. 29 ..	,, Arahura ..	Wellington ..	On the 26th August, on a voyage from Nelson to Picton, and when off the end of the Picton Wharf, the starboard-propeller shaft broke. The engines had been put from ahead to astern, and just when commencing to go full speed astern the shaft broke. The vessel returned from Picton to Wellington with the port engine. She was placed on the Patent Slip, and a new propeller and shaft fitted.
Sept. 3 ..	,, Kapanui ..	Auckland ..	On a voyage from Auckland to Whangarei, on the 11th August, this vessel struck a sandspit through Bream Tail having been mistaken for Bream Head. The vessel went on the bank at 4 a.m., and floated off again at 5 a.m. the same day. The vessel was surveyed on her arrival in Auckland on the 3rd September, and was found to have received no damage.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1908.			
Aug. 31 ..	S.s. Navua ..	Auckland ..	On the voyage from Rarotonga to Raiatia, and whilst getting under weigh at Raiatia at 5.10 a.m. of 12th August, this vessel appeared to touch some submerged object, presumably a mushroom coral reef, resulting in a slight leak in No. 5 ballast-tank. Again, on a continuation of the same voyage from Aitutaki to Mauki at 12.28 p.m. on the 19th August, the vessel glided on a reef and remained fast until 1.20 p.m., when she floated off. A slight leak was found in No. 1 ballast-tank. The ballast-tanks were examined in Auckland by a Surveyor, and after survey this
Sept. 22 ..	,,	Port Chalmers ..	vessel was allowed to proceed to Port Chalmers for docking and repairs. The damage was to the plating at keel, to the strakes of plating on either side of keel, and to the floor-plates and frames in areas affected, and the riveting. On port side fifteen plates were set up, some of them so badly that they had to be removed and straightened; on the starboard side eleven plates were affected. A great many frames and floor-plates were straightened, and a great deal of riveting-work done. The strakes of plates affected were K, A, B, C,—K being the garboard strake. The tanks were recemented and tested after completion of repairs. The damage was mostly confined to tank-spaces. The whole of the extensive repairs was carried out to the satisfaction of the Department's Surveyor at Dunedin.
Sept. 26 ..	,, Kapiti ..	Lyttelton ..	On the 18th September, on a voyage from Wellington to Patea, this vessel grounded on the Patea Bar through there being insufficient depth of water. She floated off on the 20th September. The vessel was docked at Lyttelton and surveyed, when it was found that, with the exception of a few loose rivets, the vessel had received no damage. A new propeller-blade was fitted.
Sept. 21, 29	,, Ngapuhi ..	Auckland ..	On a voyage from Whangarei to Auckland, on the 19th September, the combustion-chamber of the main boiler of this vessel began to leak very badly. A survey was made at Auckland, when it was found that a defect had developed at the back landing of the starboard furnace. The defective portion was cut out.
Aug. 17; Oct. 1	,, Petone ..	Lyttelton ..	This vessel was on a voyage from Lyttelton to Greymouth on the 16th August. When about forty miles from Lyttelton the crank-shaft broke in the after bearing, and considerable damage was also done to the engine-bedplate. The vessel was returning to Lyttelton under sail when she was picked up and towed into port. A new bedplate and a new crank-shaft were fitted.
Sept. 29 ..	,, Mana ..	Wellington ..	On the voyage from Wellington to Patea, on the 24th September, as this vessel was crossing the bar at Patea she touched ground just outside the Western Spit wall. She then went ahead a little, and drifted between the Western Spit wall and the wooden wall. When 50 tons of cargo had been discharged, an attempt was made to get the vessel off at 1 p.m. on the same day, which proved successful. She proceeded to the wharf at Patea. It was found on survey that she was leaking slightly. Temporary repairs were effected at Patea to enable the vessel to proceed to Wellington to go on the Patent Slip. Several defective hull-plates were cut out, frames straightened, and new plates fitted. Repairs to propeller were also effected, and several rivets throughout the hull renewed.
Oct. 12 ..	,, Oswestry Grange	Port Chalmers ..	Some time during the voyage of this vessel from Liverpool to New Zealand the crown of the centre furnace in the forward starboard boiler partially collapsed. The furnace was set up by pressure in Port Chalmers to the satisfaction of the Surveyor.
Oct. 28 ..	,, Takapuna ..	Wellington ..	Whilst berthing at New Plymouth on the 24th October, on a trip from Onehunga, the vessel collided with the wharf. The hull-plating was severely dented above the main deck and in a line with the forecastle ports. The fourth and sixth frames from the bow were buckled, and the fifth frame broken. The frames were cut out from the main deck up and renewed. The damaged hull-plating was removed and straightened. No damage was done to the vessel below the water-line.
Oct. 8; Nov. 10	,, Petone ..	Wellington ..	At 1.45 a.m. on the 7th October this vessel was on a voyage from Wellington to Greymouth. When eighteen miles north of Cape Foulwind the low-pressure-crank pin bolts broke, causing considerable damage to the main engines. The low-pressure cylinder was cracked round the bottom flange for a length of 4 ft. The piston and junk-ring were broken, and the piston-rod bent. The circulating discharge-pipe was broken off at the neck of the flange. The condenser was cracked on front side at the after end for a length of 2 ft. The vessel reached Wellington under easy steam, where all defects were made good to the satisfaction of the Surveyor.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1908.			
Oct. 23 ..	S.s. Kaituna ..	Wellington ..	During the voyage of this vessel from Dunedin to Greymouth, at 9.40 p.m. on the 12th October, all the propeller-blades were stripped off. At midnight she was picked up by s.s. "Charles Edward" and towed to Westport, arriving on the 15th October. The vessel was tipped at the stern at the Westport wharf, and four new propeller-blades fitted. When the vessel arrived in Wellington on the 20th October her stern was again tipped up at the Railway Wharf, when the spare propeller-shaft and a solid propeller were fitted.
Oct. 24 ..	,, Kapiti ..	Wellington ..	On the 19th October, on a voyage from Wellington to Patea, this vessel is supposed to have struck a submerged spar in the vicinity of Cape Terawhiti, resulting in the hull being pierced on the starboard side. On placing the vessel on the Patent Slip at Wellington, it was found that there was a deep scratch along the hull-plating on the starboard side, terminating in a rectangular hole, 8 in. by 4½ in., piercing the hull into the forward hold, about 3 ft. forward of the stokehold bulkhead, and about 6 ft. from line of keel. A similar scratch recently made was discovered on the port side in about a line with the foremast along the bottom; also about 6 ft. from the line of keel, but no special damage was done here beyond the starting of a few rivets. The vessel also showed signs of having touched something on the keel immediately under stern-post. The propeller had also lost one half-blade. A patch about 2 ft. square was riveted over the hole in the hull, a shoe 4 ft. long fitted on keel forward of propeller-aperture, and the loose rivets renewed in various parts of the hull. A new propeller was also fitted.
Oct. 12–30 ..	,, Whangape ..	Auckland ..	At 5.30 p.m. on the 18th September, on a voyage from Wellington to Suva, the tail-shaft broke at a part about 3 ft. from the stern-post in the stern-tube. The stern-tube was drilled and split open, and a Thompson's patent coupling fitted and clamped over the broken shaft. The vessel returned to Auckland, where a new stern-tube, stern-bush, and propeller-shaft were fitted. A spare propeller-shaft was placed on board.
Oct. 28; Nov. 10	,, Akaroa ..	Auckland ..	On a trip from Whangarei to Auckland, on the 25th October, and when between Takatu Point and Rodney Point, the propeller-shaft broke inside the stuffing-box, fracturing the stern-tube. The vessel anchored, and was later taken in tow by the s.s. "Paeroa." On the vessel's arrival at Auckland, a new propeller-shaft and stern-tube were fitted.
Nov. 12 ..	,, Mana ..	Wellington ..	When crossing the Patea Bar on her way from Wellington to Patea, on the 3rd November, this vessel touched the ground at 5 p.m., and remained fast until the 7th November. She was got off by means of hawsers carried to the breakwater and by the use of her own machinery. When the vessel arrived in Wellington she was placed on the Patent Slip for survey. Some forty rivets were found to be loose. The rudder-stock, which was twisted, was straightened, and the defective rivets renewed.
Dec. 8, 9 ..	,, Kaituna ..	Lyttelton ..	On the voyage from Newcastle, N.S.W., to Wellington, this vessel's propeller became loose, caused probably by the engines racing heavily during the bad weather which she encountered. On arrival at Lyttelton the propeller was taken off and refitted to the propeller-shaft.
Dec. 15, 17..	,, Kennedy ..	Wellington ..	This vessel left Wellington for Nelson at 8 p.m. on the 14th December, and shortly after leaving broke her starboard thrust-shaft just inside the after collar. The appearance of the shaft showed that there had been an old flaw, which, just prior to the break, had extended about three-fourths through the shaft. A new end was welded on the shaft, the thrust-collars turned and fitted to former bearing, and a new set of coupling-bolts fitted.
Dec. 19 ..	,, Arahura ..	Wellington ..	At 7.23 a.m. on the 16th December, about fifteen miles north of Westport, on a voyage from Westport to Nelson, the port-propeller shaft broke at the large part of the taper, the propeller being lost. The low-pressure-valve spindle was bent and the guide-bracket broken through the racing of the engine when the shaft broke. A new propeller-shaft and a new propeller were fitted. The damaged portions of the engines were effectively repaired.
1909.			
Jan. 4 ..	,, Daldorch ..	Wellington ..	On the 31st December, at 5.15 p.m., whilst on a voyage from Auckland to Wellington, this vessel went aground in Auckland Harbour. She floated off without assistance, and proceeded to Wellington, where the vessel was surveyed. It was found that no damage had been done affecting her seaworthiness.
Jan. 8 ..	,, Waimarie ..	Auckland ..	At 8.30 p.m. on the 11th January this vessel was lying alongside No. S Quay, Auckland. A fire broke out in the main saloon, which destroyed the fittings and upholstery. The damage to the saloon was made good. The hull of the vessel sustained no material damage.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1909.			
Jan. 7, 9 ..	S.s. Ngatiawa ..	Auckland ..	On a trip to Auckland, on the 30th December, when attempting to cross the Opotiki bar, the vessel grounded on the Spit. She floated off on the 6th January, when the tides made, and upon arrival in Auckland on the 7th January was docked and surveyed. It was found that the only damage done was the loosening of a few rivets about the centre of the hull. The stern bushes had been scoured out by the action of the sand while the vessel was on the bar. New lignum-vitæ was fitted into the stern bush, and other necessary repairs to the vessel were effectively carried out.
Jan. 15 ..	,, Wairoa ..	Auckland ..	Whilst proceeding from Whangarei to Auckland, on the 14th January, this vessel broke her crank-shaft through the web of the after crank in a line with the crank-pin. A new web was made and shrunk on, the shaft straightened, and other defects made good.
Jan. 18 ..	,, Holmdale ..	Nelson ..	On the 17th January, on a voyage from Patea to Greymouth, the main steam-pipe fractured at the neck of the flange. The vessel returned to Nelson under reduced steam, where the necessary repairs to the pipe were effected. An hydraulic test of the pipe was made to double the working-pressure before being put on board.
Jan. 18 ..	,, Ngapuhi ..	Auckland ..	This vessel was lying at Auckland wharf on the 17th January when a fire destroyed the saloon fittings and upholstery. The fire was apparently caused by the upsetting of a kerosene-lamp in the saloon. The necessary saloon-fittings were replaced. The hull of the vessel sustained no material damage.
Jan. 19, 20..	Helga (barque) ..	Wellington ..	The owners of this vessel desired a survey to be made of the donkey boiler on board. On the 18th January a piece was blown out of the bottom of the firebox, leaving a hole 2 in. in diameter. The boiler was surveyed, when it was found that the firebox bottom plate was very thin and defective over a large area. The outer shell-plate was also in such a condition that it would not warrant a new firebox being fitted to the boiler. A new donkey boiler was therefore put on board, and the old boiler condemned. This vessel did not have a New Zealand certificate.
Jan. 25 ..	S.s. Arapawa ..	Wellington ..	On the 19th January, whilst entering the Patea River on a trip from Wellington, this vessel went aground on a sandy bottom with the tide ebbing. She remained in an upright position until floated off next morning. On her return to Wellington the vessel's hull was surveyed, when it was found that no damage affecting her seaworthiness had been sustained.
Jan. 25 ..	,, Star of Australia	Wellington ..	This vessel was lying at the Queen's Wharf, Wellington, on the 24th January, when the auxiliary steam-pipe, which is also the main steam-pipe to the cold-air freezing-machine, split. The fracture extended some 3 in. around the pipe at the neck of the flange. The defective portion of the pipe was repaired. This pipe, together with the whole length of the steam-piping, was then subjected to an hydraulic-pressure test equal to double the working-pressure. The test proved satisfactory.
Jan. 26–27..	,, Marama ..	Port Chalmers ..	Just after the vessel left the Bluff on her voyage to Dunedin, on the 25th January, she touched some unknown obstruction, which resulted in a leak in No. 5 water-ballast tank, and on the starboard side. A survey was made of the inside of the tank, and it was discovered that a hull-plate was cracked for a distance of 11 in. between the third and fourth floor-plates from the after end of the tank. A plate was bolted to the outside of hull-plating over the crack, and cemented up inside the tank. This made the vessel seaworthy, and she was permitted to proceed on her voyage.
Feb. 2, 3 ..	Zingara (schooner)	Auckland ..	Whilst crossing the Tairua Bar on the 15th January, on her way to Auckland, this vessel was struck by a heavy squall which drove her on a rock. Thirteen plates on her bottom were broken. Two longitudinal wooden stringers 18 ft. by 9 in. by 6 in. and thirteen new planks of various lengths from 8 ft. to 12 ft. by 6 in. by 2 in. were fitted. The whole of the bottom of the vessel was caulked, and other necessary repairs were effected at the Port of Auckland.
Feb. 3, 4 ..	S.s. Gertie ..	Wanganui ..	On the 3rd February, whilst berthing alongside the Town Wharf at Wanganui, after a voyage from Westport, this vessel ran into the stern of the s.s. "Huia." The port hawse-pipe on the "Gertie" was fractured. Repairs were effected to the "Gertie" to enable the vessel to run until a new hawse-pipe was made. This has since been fitted to the satisfaction of the Surveyor.
Feb. 23 ..	,, Aupouri ..	Auckland ..	On the 22nd February, on a voyage from Kawau to Auckland, the port crank-shaft broke in No. 4 main bearing. On arrival at Auckland a survey was made, when it was found that the forging of the shaft had been faulty. The spare crank-shaft was fitted after being thoroughly examined.

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1909. Jan. 29; Feb. 23	Isabella de Fraine (ketch)	Dunedin ..	This vessel, whilst on a voyage from Whangape to Dunedin, on the 15th January, and when off Banks Peninsula, sprung a leak. It was thought to be due to straining, through the heavy gales the vessel encountered. On arrival at Port Chalmers she was placed on the slip for examination. It was found that the leakage was caused through two defective butts, one on each side, abreast of the mainmast in the fourth plank below the shear strake. The necessary repairs were carried out to the satisfaction of the Surveyor.
Mar. 26; April 1	S.s. Wakatu ..	Lyttelton ..	On the night of the 25th March, on a trip from Kaikoura to Lyttelton, this vessel came into collision with the s.s. "Storm" at sea. The bow was very much damaged. On arrival at Lyttelton temporary repairs to the stem were made and completed, to enable the vessel to proceed to Wellington to undergo her annual overhaul and survey.

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, 1909.

Receipts.	£	s.	d.
Inspection of boilers and machinery (less refunds)	7,996	5	0
Certificates of land-engine drivers (less refunds)	595	7	6
Survey of steamers (including auxiliary-powered vessels)	2,072	0	0
Survey of sailing-ships	99	0	0
Survey of vessels for seaworthiness ..	296	0	0
Examination of marine engineers (less refunds)	221	0	0
	£11,279	12	6

Expenditure.	£	s.	d.
Salaries (less credits)	8,014	2	7
Advertising, books, &c.	12	10	6
Supplying and repairing office-fittings ..	31	3	2
Collection of inspection-fees	150	0	0
Office equipment and requisites	88	2	4
Postage and telegrams	280	1	2
Rent, cleaning offices, fuel, and light ..	320	7	4
Telephones	64	18	9
Travelling-expenses (less credits) ..	2,576	4	3
Contingencies	32	19	5
	£11,570	9	6

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

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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.				
Adams, J. H.	Auckland	Idle	16	Two 9	Second class	Late Maratoto Gold-mining Company, Maratoto.
Allen, J.	Dargaville	Sawmill	30	11	,,	Late Mennie and Day, Auckland.
Auckland City Council	Auckland	Electric light	115	15 and 22	First class	Size of cylinders amended.
,,	,,	Destructor	124	13 and 22	,,	Additional.
,,	Otahuhu	Steaming	45	Two 6, two 10	Second class	,,
Auckland Electric Tramway Company	Auckland	Electric traction	123	18¾, 27, and 38½	First class	,,
,, ,,	,,	,,	123	18¾, 27, and 38½	,,	Size of cylinders amended.
,, ,,	,,	,,	123	18¾, 27, and 38½	,,	,,
,, ,,	,,	,,	123	18¾, 27, and 38½	,,	,,
,, ,,	,,	,,	123	18¾, 27, and 38½	,,	,,
,, ,,	,,	,,	123	18¾, 27, and 38½	,,	,,
,, ,,	,,	,,	123	17 and 34, 18¾, 27, and 38½	,,	,,
,, ,,	,,	Pumping	45	14	Second class	Late G. E. King, Auckland.
,, ,,	,,	Electric traction	123	17 and 34, 18¾, 27, and 38½	First class	Additional.
Auckland Farmers' Freezing Company	,,	Refrigerating	45	Two 11, two 20	,,	Size of cylinders amended.
Auckland Harbour Board	,,	Pile-driving, &c.	20	Two 8¼	Second class	Additional.
,,	,,	Pumping	22	12	,,	Size of cylinders amended.
,,	,,	,,	22	12	,,	,,
Auckland Hospital	,,	Laundry and cooking	45	5	,,	,,
Batty, J.	Drury	Traction and general	8	Two 6½, two 10	Locomotive and traction	Additional.
Bayly and Pellow	Auckland	Hauling, &c.	6	8	Ditto	,,
Browne, S. J.	Taia	Log-hauling	8	7 and 11½	,,	Size of cylinders amended.
Campbell, Ehrenfried, and Co.	Auckland	Steaming	60	Nil	Second class	Additional.
Cashmore Bros.	Cox's Creek	Sawmill	64	14¼	First class	Size of cylinders amended, late Maraetai Brick Company, Thames.
Clarke, R. O.	Hobsonville	Pottery-works	74	20 and 38	,,	Additional.
Clow, T. R.	Papatoetoe	General work	5	8	Locomotive and traction	,,
Colonial Sugar-refining Company	Chelsea	Sugar-refining	168	24	First class	Size of cylinders amended.
,, ,,	,,	,,	168	24	,,	,,
,, ,,	,,	,,	190	Two 11, two 18½	,,	Additional.
,, ,,	,,	,,	35	24	,,	Size of cylinder amended.
,, ,,	,,	,,	35	24	,,	,,
,, ,,	,,	,,	35	24	,,	,,
,, ,,	,,	,,	35	24	,,	,,
,, ,,	,,	,,	35	24	,,	,,
,, ,,	,,	,,	35	24	,,	,,
,, ,,	,,	,,	35	24	,,	,,
,, ,,	,,	,,	35	24	,,	,,

No. 19.—RETURN showing the NAMES of OWNERS OF ADDITIONAL BOILERS AND TRANSFERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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.*				
Comrie, James	Pukekohe	Threshing and chaff-cutting	5	8	Locomotive and traction	Late H. and B. Andrews (Limited), Pukekohe.
,,	,,	Ditto	6	8½	Ditto	,, ,, ,,
Crane, Finlayson, and Co.	Ruatangata Swamp	Priestman dredge	8	Two 9	Second class	Late Hauraki No. 2 Gold-mining Company.
Dominion Canning Company	Helensville	Preserving fish	16	10	,,	Late W. H. Jury, Rangiriri.
Faithfull, McConnell, Dykes, and Co.	Tairua	Log-hauling	18	Two 8½	,,	Additional.
Ferguson Mining and Smelting Company	Waiomo	Smelting	59	Two 13, two 16	First class	,,
,, ,,	,,	,,	59	Two 13, two 16	,,	,,
Ferro-Concrete Company	Auckland	Pumping	59	Nil	Second class	,,
Gibbons, R. P.	Tangowahine	Sawmill	52	14	,,	Size of cylinder amended.
Gilberd, D.	Auckland Province	Well-sinking	3	3½ and 6	Locomotive and traction	Additional.
Gisborne Sheep-farmers' Frozen Meat Company	Gisborne	Freezing	160	9, 16, 12, and 22	First class	,,
Henderson, M.	Taringamutu	Hauling	12	Two 10	Locomotive and traction	,,
Kare Kare Sawmill Company	Waikumete	Sawmill	51	Two 11	First class	,,
Kauri Timber Company	Auckland	,,	23	11¾	Second class	,,
,,	Bay of Islands	Log-hauling	20	Two 8¾	Locomotive and traction	,,
,,	Tairua	Fire-engine	24	7	Second class	Size of cylinder amended.
,,	Te Kopuru	Sawmill	50	11 and 20	First class	Size of cylinders amended.
King, G. E.	Tangowahine	Locomotive	11	Two 6½	Locomotive and traction	Additional.
Komata Reefs Gold-mining Company	Komata	Quartz-crushing	25	14¼	First class	Size of cylinder amended.
,, ,,	,,	,,	38	13	Second class	,,
Lamb, R. S., and Co.	Hoanga	Sawmill	105	18 and 36	First class	Late Kaipara Timber Company, Grahamsfern.
,,	,,	Locomotive	9	6¼	Locomotive and traction	Late R. P. Gibbons, Auckland.
Manakau Water-supply Board	Onehunga	Pumping	25	Two 9½ and 16	First class	Size of cylinders amended.
Masefield Bros.	Auckland	Shop-tools	20	7	Second class	Late T. Masefield and Co., Auckland.
Mephan and Ferguson	New Lynn	,,	75	8	,,	Additional.
Mitchelson Timber Company	Whangape	Sawmill	25	14¼	First class	Late Smith Bros. and Co., Whangape.
Morningside Quarries (Limited)	Morningside	Stone-crushing	67	13	Second class	Size of cylinder amended; late J. Wilson and Co., Warkworth.
McCormick, W.	Tararu Creek	Air-compressor and quartz-crushing	35	14⅜ and 16	First class	Late Day Dawn and Norfolk Mines, Thames.
McLennan, M.	Kaiaua	Hauling	8	6¾ and 11½	Locomotive and traction	Additional.
New May Queen Gold-mining Company	Thames	Winding	20	9 and 16	Winding	Late New May Queen Gold-dredging Company.
New Zealand Government Lands Department	Piako Swamp	Dredging	9	Two 9½	Exempt	Additional.
,, ,,	,,	,,	9	Two 9½	,,	,,

New Zealand Government Mines Department (lent to Thames Drainage Board)	Thames	Pumping and winding	40	18 and 29½, 30 and 60, two 14	Exempt ..	Size of cylinders amended.
Ditto	,, ...	Ditto	40	18 and 29½, 30 and 60, two 14	,, ..	,,
New Zealand Paper-mills	Riverhead	Paper-making ..	42	11½ and 23	First class ..	,,
,, ...	,, ...	,, ..	42	11½ and 23	,, ..	,,
New Zealand Portland Cement Company ..	Limestone Island ..	Making cement ..	96	16$\frac{5}{16}$ and 30	,, ..	,,
,, ,, ..	,, ..	,, ..	96	16$\frac{6}{16}$ and 30	,, ..	Additional.
Northern Coal Company	Hikurangi	Mining purposes ..	14	Two 8¾	Second class ..	Size of cylinders amended.
,, ...	Kiripaka	Winding and pumping	50	Two 9½	,, ..	Size of cylinders amended; late Waitekauri Gold-mining Company, Waitekauri.
,, ...	,, ...	Winding and pumping	65	Two 9½	Second class ..	Size of cylinders amended.
,, ...	,, ...	Hauling coal ..	20	Two 5¾	Locomotive and traction	,,
Northern Timber Company	Auckland	Log-hauling ..	15	Two 9	Second class ..	Additional.
Northern Wairoa Timber Company	Northern Wairoa ..	,, ..	9	Two 6	Locomotive and traction	,,
,, ,, ...	Tatarariki	Sawmill	40	14	Second class ..	Late H. McKenzie and Co., Kaipara.
,, ,, ...	,, ...	,, ...	48	30	First class ..	Size of cylinder amended.
,, ,, ...	,, ...	,, ...	48	30	,, ..	,,
Old Hauraki Gold-mining Company	Coromandel	Winding and pumping	25	Two 8, one 20	First class and winding	Size of cylinders amended.
,, ,, ...	,, ...	Ditto	25	Two 8, one 20	Ditto ..	,,
Palmer, T. E.	Maitai Bush	Sawmill	14	Two 9	Second class ..	Late A. L. Smith, Puke.
Pinker, B. G.	Maketu	Chaffcutting ..	4	4⅜ and 6¾	Locomotive and traction	Additional.
Rawene Sawmill Company	Hokianga	Sawmill	22	Two 10	Second class ..	,,
,, ...	Rawene	,, ...	40	Two 10	,, ..	,,
,, ...	,, ...	,, ...	70	16	First class ..	Late Dive and Ramsay, Rawene.
Slater and King	Kauri	Hauling logs ..	8	6½ and 10	Locomotive and traction	Late Seater and Co., Kauri.
Smith, A.	Tererenga	Flax-mill	9	7¾	Second class ..	Late Kauri Timber Company, Auckland.
Stokes, A. L.	Whakapara	Sawmill	20	Two 10½	First class ..	Size of cylinders amended.
Sutcliffe and Mounce	Auckland Wharf ..	Stone-crushing ..	40	Two 8¼	Second class ..	Additional.
Sulenta, George	Awanui	Sawmill	42	11	,, ..	Late Subritzky and Hansen, Awanui.
Talisman Consolidated Gold-mining Company ..	Karangahake	Driving mining machinery	95	Two 18 and 34	First class ..	Additional.
,, ,, ..	,, ...	Ditto	95	Two 18 and 34	,, ..	,,
,, ,, ..	,, ...	,, ...	95	Two 18 and 34	,, ..	,,
,, ,, ..	,, ...	,, ...	95	Two 18 and 34	,, ..	,,
Thomas Bros.	New Lynn	Brickworks ..	13	12⅝	Second class ..	Size of cylinder amended.
Waihi Gold-mining Company	Waihi	Mining machinery ..	145	Two 60 and 110	First class ..	Additional.
,, ...	,, ...	,, ..	145	Two 60 and 110	,, ..	,,
,, ...	Waihi Battery	Sawmill	40	14½	,, ..	Size of cylinder amended.
,, ...	,, ...	Quartz-crushing ..	50	12 and 20, 15 and 30, 12¼ and 20	,, ..	Size of cylinders amended.
,, ...	No. 2 shaft, Waihi ..	Winding	70	Two 11¼, two 9, two 9½, two 8	Winding ..	,,
,, ...	No. 5 shaft, Waihi ..	Winding and pumping	64	15 and 30, 35 and 70, 60 and 110, two 12, two 10, two 8, one 6, one 9, one 17	First class and winding	,,

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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.*				
Waihi Gold-mining Company	No. 5 shaft, Waihi	Winding and pumping	64	15 and 30, 35 and 70, 60 and 110, two 12, two 10, two 8, one 6, one 9, one 17	First class and winding	Size of cylinders amended.
,,	,, ,,	Ditto	56	Ditto	Ditto	,,
,,	,, ,,	,,	56	,,	,,	,,
Waihi Beach Gold-mining Company	Thames	Winding	85	Two 8	Winding	Additional.
Waihi-Paeroa Gold-extraction Company	Waihi	Gold-separating	50	20 and 12	First class	Late Waitekauri Gold-mining Company, Waitekauri.
,, ,,	,,	,,	50	20 and 12	,,	Ditto.
Waiotahi Gold-mining Company	Thames	Winding and quartz-crushing	35	14 and 14	Winding	Size of cylinders amended.
Whangarei Borough Council	Whangarei district	Hauling	8	6½ and 10	Locomotive and traction	Late Slater and Co., Kauri.
Whangarei County Council	,,	,,	8	6½ and 10	Ditto	Additional.
Whangarei Dairy Company	Whangarei	Dairy factory	23	Two 8	Second class	,,
Whangaroa Copper Company	Whangaroa	Copper-mining	27	Two 9⅝	Winding	,,
Whitechurch Bros.	Waituna	Flax-mill	14	Two 8½	Second class	,,
White-pine Company	Naumai	Hauling logs	8	Two 8	Locomotive and traction	Late Kauri Timber Company, Te Kopuru.
Wilson's Portland Cement Company	Auckland	Cement-works	70	17½ and 29½	First class	Additional.
,, ,,	Warkworth	,,	70	Two 17½ and 29½	,,	,,
,, ,,	,,	,,	67	14 and 28	,,	Late J. Wilson and Co., Warkworth.
,, ,,	,,	,,	68	14 and 28	,,	,, ,,
		AUCKLAND SOUTH DISTRICT.				
Anderson and Co. (Limited)	Ohakune	Sawmill	33	14	Second class	Additional.
Alwell, J.	Hautapu	Threshing	10	7 and 11	Locomotive and traction	,,
Barnett, G. M.	Waotu	Sawmill	16	Two 9	Second class	Late Waotu Timber Company, Putaruru.
Butler, M.	Morrinsville	Chaffcutting	5	7½	Locomotive and traction	Late Jarrett Bros., Cambridge.
Ellis and Burnand	Mangapehi	Sawmill	16	Two 8¾	Second class	Size of cylinders amended.
Gamman and Co.	Ohakune	,,	55	16	First class	Additional.
Hoko Patena Kirehi	Pukete	Flax-mill	14	Two 9	Second class	Late Te Heu Heu Tukino, Tokaanu.
Melville and Goldsworthy	Te Awamutu	Threshing	6	7½	Locomotive and traction	Additional.
,,	,,	,,	6	8	Ditto	,,
Mountain Rimu Timber Company	Mamaku	Sawmill	51	16	First class	,,
Ongarue Sawmilling Company	Main Trunk	,,	38	18	,,	,,
Roe, A. W.	Mamaku	,,	15	13	Second class	Late Rowe and Co., Mamaku.
Roper and Winger	Taumarunui	,,	16	Two 9	,,	Late Andrews and Greening, Taumarunui.

Seifert, F.	Towai	Flax-mill	12	7 and 11¼	Second class	Late F. Seifert and Co., Morrinsville.
Selwyn Timber Company	Ngatira	Sawmill	20	13¼	,,	Late Alexander Bell, Morrinsville.
Steele, W.	Oxford Bush	,,	24	13	,,	Late Steele Bros., Mamaku.
Taringamutu Timber Company	Taringamutu	,,	44	16	,,	Additional.
,, ,,	,,	,,	44	16	,,	,,
Taupiri Coal Company	Kimihia	Pumping	5	Two 13	First class	Size of cylinders amended.
Taupo Totara Timber Company	Mokai	Log-hauling	13	Two 8½	Second class	Additional.
,, ,,	,,	Sawmill	58	14¼	First class	Size of cylinder amended.
,, ,,	,,	Traction	10	Two 8⅛	Locomotive and traction	Additional.
,, ,,	Putaruru	Sawmill	55	13	Second class	,,

CANTERBURY DISTRICT.

Andrews, S. P.	Heathcote	Stone-crushing	16	8 and 12½	First class	Size of cylinders amended.
Aulsebrook and Co.	Christchurch	Confectionery	18	8 and 12¾	,,	,,
Bennett, H.	Lincoln	General	8	6½ and 10	Locomotive and traction	,,
Boag, John, jun.	Brookside	,,	9	6 and 10½	Ditto	Late Ellesmere Grain Agency, Doyleston.
,,	,,	,,	9	6½ and 10½	,,	,, ,,
Bowron Bros.	Woolston	Tannery	16	12, 21½, and two 8	First class	Additional.
,,	,,	,,	17	12, 21½, and two 8	,,	,,
,,	,,	,,	20	12, 21½, and two 8	,,	,,
Burgess, W.	Dunsandel	Chaffcutting only	8	9	Locomotive and traction	Late J. Burgess, Dunsandel.
Busch, H. H. W.	Christchurch	General	8	6 and 10½	Ditto	Late W. McCrostie, Greendale.
Canterbury Frozen Meat Company	Belfast	Boiling-down	36	Nil	Second class	Size of cylinder amended.
,, ,,	,,	,,	36	,,	,,	,,
,, ,,	,,	,,	15	,,	,,	,,
,, ,,	,,	,,	15	,,	,,	,,
,, ,,	,,	,,	15	,,	,,	,,
Christchurch Brick Company	St. Martins	Brickmaking	50	12¼	,,	,,
Christchurch City Council	Christchurch	Electricity	208	$\frac{3}{7}$, $\frac{3}{12}$, $\frac{3}{8}$, $\frac{3}{14}$, $\frac{3}{10}$, $\frac{3}{17}$	First class	Size of cylinders amended.
,,	,,	,,	208	$\frac{3}{16}$ and $\frac{3}{17}$	,,	,,
Christchurch Dairy Company	,,	Dairy	24	7	Second class	Additional.
Christchurch Gas Company	,,	Gasworks	35	9, 7, and 10	,,	,,
,,	Springfield	Pumping	20	Four 5	,,	Size of cylinders amended.
,,	Christchurch	Gasworks	36	9, 7, and 10	,,	,,
Christchurch Hospital	,,	Heating and pumping	16	11½	,,	Late North Canterbury Hospital Board. Christchurch.
,,	,,	Ditto	12	11½	,,	Ditto.
,,	,,	,,	50	11½	,,	,,
Christchurch Meat Company	Islington	Locomotive	10	7 and 7	Locomotive and traction	Size of cylinders amended.
,,	,,	Electricity	80	16 and 30, 10 and 18, 15 and 27, 10 and 17	First class	,,
,,	,,	,,	80	Ditto	,,	,,
,,	,,	,,	40	,,	,,	,,
,,	,,	Freezing	40	,,	,,	,,
,,	,,	,,	40	,,	,,	,,
Christchurch Press Company	Christchurch	Printing	20	8 and 12½	,,	,,
,,	,,	,,	15	8 and 12½	,,	,,

No. 19.—RETURN showing the NAMES of OWNERS OF ADDITIONAL BOILERS AND TRANSFERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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 DISTRICT—*continued.*				
Christchurch Tramway Board	Christchurch	Hauling	8	7 and 7	Locomotive and traction	Size of cylinders amended.
,, ...	,, ...	,, ...	8	7½ and 7½	Ditto ..	Late Canterbury Tramway Company, Christchurch.
,, ...	,, ...	,, ...	8	7½ and 7½	,, ..	Ditto.
Cook, H. H., and Co.	Leeston	General	8	9	,, ..	Late Ellesmere Machinery Company, Leeston.
Crump, D.	Springston	,, ...	8	6 and 10½	,, ..	Additional.
Davies, H. E.	Irwell	Threshing, &c. ..	9	6½ and 10	,, ..	Size of cylinders amended.
Dean, John	Glentunnel	Heating	15	14¼	First class ..	Additional.
Downer, Hill	Sockburn	Roadwork ..	4	5 and 9	Locomotive and traction	Late S. P. Andrews, Heathcote.
Duncan, P. and D.	Christchurch	Steam-hammer ..	30	8 and 8	Second class ..	Size of cylinders amended.
Evans, R.	Kaiapoi	General	10	9⅛	Locomotive and traction	Size of cylinder amended.
Fryer, P. W.	Prebbleton	Chaffcutting only ..	6	8	Ditto ..	Additional.
Gilbert, John, and Son	Dunsandel	General	8	9	,, ..	,,
Gillanders, W.	Darfield	Threshing ..	8	9½	,, ..	Late Gillanders Bros., Darfield.
Glenmore Brick Company	Woolston	Brickmaking ..	50	16	First class ..	Late Glenmore Brick and Tile Company, Woolston.
Goss, W. and Co.	Christchurch	Sawmill	30	12 and 23	,, ..	Late James Goss, Christchurch.
,, ...	,, ...	,, ...	30	12 and 23	,, ..	,, ,,
Hadler, H. M.	Amberley	General	5	7⅝	Locomotive and traction	Late Watkins Bros., Tinwald.
Humm Bros.	Waddington	Chaffcutting ..	6	8	Ditto ..	Size of cylinder amended.
Hutchison, Foster, and Jarman	Greendale	Threshing, &c. ..	8	6½ and 10½	,, ..	Late J. Gough, Greendale.
Kimber, H.	Springston	General	8	6¼ and 10½	,, ..	Size of cylinders amended.
Lavers, Charles E.	Prebbleton	,, ...	8	6 and 10½	,, ..	Late A. E. Body, Christchurch.
Lyttelton Harbour Board	Lyttelton Dock ..	Pumping ..	20	6½, 13⅛, and 13⅛	Second class ..	Size of cylinders amended.
Lyttelton Times Company (Limited)	Christchurch	Printing and electric light	15	8 and 13	First class ..	,,
Maindonald, M.	West Eyreton	General	8	6¼ and 10½	Locomotive and traction	Additional.
,, ...	,, ...	,, ...	8	9	Ditto ..	,,
Moffett, R.	Spreydon	,, ...	8	6 and 10½	,, ..	,,
McCartney, R.	Tai Tapu	,, ...	10	6½ and 11	,, ..	Size of cylinders amended.
McConnel, R.	Killinchy	,, ...	6	8	,, ..	Late Maw and Hampton, Doyleston.
McCrostie, J. W.	Greendale	,, ...	10	7 and 11	,, ..	Late J. W. Costie, Christchurch.
McVeigh and Walker	Ellesmere	,, ...	6	6 and 10	,, ..	Additional.
New Zealand Oleo and General Produce Company	Belfast	Soapmaking ..	17	9	Second class ..	Size of cylinder amended.
Nicholas, W.	,, ...	Fellmongery ..	30	11	,, ..	Late Timaru Milling Company, Timaru.
Purbrook, H. J.	Christchurch	Clearing weeds ..	9	Two 9 1/16	,, ..	Late John Brightling, Christchurch.
Reid, Robert	Bennett's	General	8	6½ and 10½	Locomotive and traction	Size of cylinders amended.

Robson, T. T.	Avonside	Fellmongery	22	Nil	Second class	Size of cylinder amended.
Scott, George	Christchurch	Confectionery	24	,,	,,	Additional.
Scott, W.	,,	Woodwork	26	12	,,	Late Scott and Sellers, Christchurch.
Shipley, B.	Greendale	General	8	$8\frac{11}{16}$	Locomotive and traction	Late Barton and Shipley, Greendale.
Smith, Hay	Clarkville	,,	8	6 and 10	Ditto	Size of cylinders amended.
Wardell Bros.	Christchurch	Freezing	35	9 and 14	First class	,,
,,	,,	,,	50	9 and 14	,,	,,
Watts, T. J.	Rakaia	General	8	9	Locomotive and traction	Late S. Watt, Rakaia.
Westport Coal Company	Lyttelton	Hoisting	18	One 8, two 7, one 9	Second class	Additional.
Withell, W.	Brookside	Threshing, &c.	8	$6\frac{1}{4}$ and $10\frac{1}{2}$	Locomotive and traction	Late Withell Bros., Brookside.
Wright, G. F.	Annat	Chaffcutting	4	$6\frac{1}{2}$	Ditto	Size of cylinder amended.

CANTERBURY SOUTH DISTRICT.

Adams, S. J.	Waimate	Sawmill	16	9	Second class	Size of cylinder amended.
Ashburton Woollen Mills	Ashburton	Woollen-mill	30	18	First class	,,
,,	,,	,,	30	18	,,	,,
Batchelor, R. F.	St. Andrew's	General	8	$8\frac{1}{2}$	Locomotive and traction	Late James Rae, St. Andrews.
Bell, W. H.	Tinwald	,,	8	$6\frac{1}{2}$ and $10\frac{1}{2}$	Ditto	Size of cylinders amended.
Campbell Bros.	Totara Valley	Threshing	8	9	,,	Late McLeod and Worner, Geraldine.
Canterbury Farmers' Co-operative Association	Timaru	,,	9	$8\frac{1}{2}$	,,	Late James Stewart, Timaru.
Canterbury Frozen Meat Company	Fairfield	Freezing-work	180	14 and 25	First class	Size of cylinders amended.
,, ,,	,,	Hauling	15	Two $8\frac{1}{4}$	Locomotive and traction	,,
,, ,,	,,	Freezing, &c.	180	9, 14, and 25	First class	Additional.
,, ,,	Timaru	,,	150	14, 22, and 36	,,	,,
Capon Bros.	Winchmore	General	8	$6\frac{1}{2}$ and $10\frac{1}{2}$	Locomotive and traction	Late H. Anderson, Ashburton.
Chinnery, John	Ashburton	,,	6	6 and 10	Ditto	Late M. Lagan, Tinwald.
Clark, W. J.	Levels	,,	8	$6\frac{1}{2}$ and 11	,,	Size of cylinders amended; late W. H. Clark, Levels.
Crothers, H. J.	Ashburton	,,	9	$6\frac{5}{8}$ and $10\frac{5}{8}$	,,	Late D. H. Crowther, Ashburton.
Fitzgerald Bros.	,,	Road-rolling	8	6 and 10	,,	Late Nicholas Fitzgerald, Tinwald.
Grigg, E. F.	Eiffelton	General	8	$6\frac{1}{2}$ and 10	,,	Size of cylinders amended.
Grigg, John	Longbeach	,,	10	$6\frac{3}{4}$ and $11\frac{3}{4}$	,,	,,
Hammond and Walker	Geraldine	Chaffcutting	6	$7\frac{3}{4}$	,,	Late T. H. Love, Geraldine.
Hayman, W. H.	Studholme Junction	General	8	$6\frac{1}{2}$ and $10\frac{1}{2}$	,,	Late P. and D. Duncan, Christchurch.
Holland, H.	Tinwald	,,	10	$6\frac{3}{4}$ and $11\frac{1}{2}$	,,	Additional.
Keane, J. B.	Pleasant Point	,,	8	$6\frac{1}{4}$ and $10\frac{1}{2}$	,,	Size of cylinders amended.
Kellahan Bros.	Fairlie	Chaffcutting	6	8	,,	Late Saunders and Heuchan, Pleasant Point.
Kellahan, W.	Timaru	,,	7	$5\frac{1}{2}$ and $9\frac{1}{2}$	,,	Late Kellahan Bros., Timaru.
King, George	Washdyke	,,	7	9	,,	Size of cylinder amended.
Lithgow, J.	Waimataitai	General	8	9	,,	Late David Hunter, Timaru.
Lyons, W., and Son	Temuka	Threshing	8	$6\frac{1}{2}$ and $10\frac{1}{2}$	,,	Late Talbot and Lyons, Temuka.
Martin, Alexander	,,	Chaffcutting	6	8	,,	Additional.
Meredith and Co.	Waimate	General	8	6 and 10	,,	Late H. Hayman, Studholme Junction.
Murdoch, John	Timaru	Sawmill	20	$12\frac{1}{2}$	Second class	Additional.

No. 19.—RETURN showing the NAMES of OWNERS OF ADDITIONAL BOILERS AND TRANSFERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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 SOUTH DISTRICT—*continued.*						
McLeod, Alexander	Geraldine	General	7	8⅛	Locomotive and traction	Size of cylinder amended.
Peache, Executors of late A. E.	Mount Somers	Hauling	10	Two 7¼	Ditto	Late Mount Somers Coal Company, Mount Somers.
Pelvin, Bros.	Glenavy	General	8	6⅝ and 10⅝	„	Size of cylinders amended.
Pulley and Feather	North Loburn	„	8	8¾	„	Size of cylinder amended; late R. Bailey.
Quinn, W.	Makikihi	„	8	9	„	Size of cylinder amended.
Rainey, Thomas	Ashburton	„	8	6½ and 11¾	„	Size of cylinders amended.
Reid and Gray	Timaru	In stock	8	6½ and 11	„	Additional.
Robertson and Co.	Ashburton	Flour-mill	14	8½ and 12¾	First class	Late Thomas Rollit, Ashburton.
Scott Bros.	Timaru	Electric light	57	14 and 24	„	Additional.
„	„	„	57	14 and 24	„	„
„	„	„	57	14 and 24	„	„
Sheppard Bros.	St. Andrew's	Chaffcutting	8	9	Locomotive and traction	„
Sheppard and Douglas	Temuka	General	8	9¼	Ditto	Late Cartwright and Douglas, Temuka.
Smith, J. E.	Claremont	„	6	7¼	„	Size of cylinder amended.
Soper, George	Waimate	„	8	9⅝	„	Late F. J. Slee, Waimate.
South, J. C.	Geraldine	„	6	8½	„	Late Wigley and Thornley, Timaru.
Stewart, J.	Chertsey	„	8	8¾	„	Late J. Stewart and Son, Chertsey.
Ward, Thomas	Fairview	Threshing	8	6½ and 11	„	Additional.
Wilson, T.	Tinwald	General	6	8	„	„
HAWKE'S BAY DISTRICT.						
Andrew and Eggleton	Takapau	Sawmill	14	Two 9	Second class	Additional.
Amner, W. A.	Napier	Hauling	7	Two 7	Locomotive and traction	Size of cylinders amended.
Barry, D.	Gisborne	Brewing	30	10	Second class	Late J. J. Niven and Co., Port Ahuriri.
Broad and Griffiths	Wanstead	Flax-mill	16	Two 8½	„	Late A. Spiers, Wanstead.
Brown, Gloyn, and Co.	Makaretu	Sawmill	16	Two 9¾	„	Late Brown and Gloyn, Makaretu.
Carr, S.	Ongaonga	Hauling	7	5¾ and 9	Locomotive and traction	Additional.
Cattanach Bros.	Takapau	„	6	8	Ditto	Late E. Orbell, Makotoku.
Collins, A. V.	Kaikora North	„	6	8	„	Late J. Collins, Kaikora North.
Ferro-Concrete Company	Napier	Pile-driving	30	Two 8¼	Second class	Additional.
Gamman and Co.	Dannevirke	Sawmill	45	14	„	„
„	Rakaiatai	„	28	17	First class	Late G. A. Gamman and Co., Dannevirke.
Gisborne Borough Council	Gisborne	Steam motor-wagon	6	Two 5¼	Locomotive and traction	Additional.
Gisborne Oil Company	„	Oilworks	28	10	Second class	„
Hawke's Bay Timber Company	Napier	Hauling	7	6 and 10	Locomotive and traction	Late A. G. Williams, Rissington.

Hawke's Bay Timber Company	Napier	Hauling	7	6 and 10	Locomotive and traction	Additional.
„ „	Tahoraite	Sawmill	35	16⅞	First class ..	Size of cylinder amended; late Dannevirke Sawmilling Company.
„ „	Puketitiri	„	35	15¼	„ ..	Additional.
Holt, John	Hastings	Hauling	6	6 and 10½	Locomotive and traction	„
Jones, W. S.	Puketapu	„	5	5¾ and 10	Ditto ..	„
Kia Ora Co-operative Dairy Company ..	Mahauri	Creamery ..	21	9	Second class ..	„
Powdrell Bros.	Hastings	Hauling	6	6 and 10½	Locomotive and traction	„
Rapley, A. P.	Woodville	„	7	Two 7	Ditto ..	„
Turpin, E.	Dannevirke	„	6	5½ and 9	„ ..	„
Waikopiro Sawmill Company	Rakaiatai	Sawmill	35	14	Second class ..	Late Waihopiro Sawmilling Company.
Wakarara Timber Company	Wakarara	„	20	Two 10	„ ..	Additional.
Wilkinson, W. D.	Rakauroa	„	16	Two 9	„ ..	„
Williams, A. G.	Rissington	Hauling	6	6 and 10	Locomotive and traction	„
MARLBOROUGH DISTRICT.						
Barton Bros.	Brooklyn Bay	Sawmill	12	Two 8½	Second class ..	Late C. Sutton, Mahakipawa.
Bishell, D.	Blenheim district ..	Traction-engine, threshing, &c.	8	6½ and 10¾	Locomotive and traction	Additional.
Brownlee and Co.	Pelorus and Rai Valleys ..	Locomotive ..	10	Two 8	Ditto ..	„
„	„ ..	„ ..	10	Two 8	„ ..	„
„	Ronga Valley	Hauling	15	Two 8¾	Second class ..	Size of cylinders amended.
Christchurch Meat Company	Picton	By-product plant ..	12	12	„ ..	Size of cylinder amended.
„	„	„ ..	12	12	„ ..	„
„	„	Freezing	106	10½, 12, and 20	First class ..	Size of cylinders amended.
Cooke, William	Clinton Valley	Sawmill	20	12	Second class ..	Late W. E. L. Langesen, Kaikoura.
Daikee, H. G.	Picton	Brickmaking ..	16	9	„ ..	Late W. S. Osgood, Picton.
Litchfield, A. J.	Blenheim district ..	Chaffcutting ..	8	6½ and 11	Locomotive and traction	Additional.
Marlborough Timber Company	Nydia Bay	Log-hauling ..	29	Two 8	Ditto ..	„
„ „	„	Sawmill	21	Two 7¾	Second class ..	„
Opouri Timber Company	„	„	73	17	First class ..	„
Pike, W. D. and T.	Blenheim	Traction-engine and chuffcutting	6	6½ and 10½	Locomotive and traction	Size of cylinders amended.
Redwood Bros.	Spring Creek	Traction-engine, hoisting and wood-cutting	14	Two 7⅞	Ditto ..	„
Smart, Charles W.	Wakamarina	Sawmill	36	16¼	First class ..	Late Smart and Lodge, Canvastown.
Smart Bros.	Blenheim	Planing-mill ..	15	7 and 11¼	Second class ..	Late Wakamarina Gold-dredging Company, Blenheim.
Snowden Bros.	Awatere	Traction-engine ..	6	6 1/16 and 10	Locomotive and traction	Additional.
Soper, R.	Takaka	Traction-engine, threshing, &c.	6	8	Ditto ..	Late E. Ham, Takaka.
NELSON NORTH DISTRICT.						
Anchor Foundry Company	Nelson	Engineering-works	23	9, 6, and 8	Second class ..	Size of cylinders amended.
Baigent, H.	East Takaka	Sawmill	14	Two 9¼	„ ..	Late H. and T. Baigent, Takaka.
Bassett, John	West Wanganui ..	„	16	Two 10	„ ..	Late Hyland and Kirk, Takaka.

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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 NORTH DISTRICT—*continued.*						
Currin, Francis	Wangapeka	Sawmill	28	7 and 11	Second class	Size of cylinders amended.
Nelson City Council	Nelson	Air-compressor	20	8	,,	Additional.
,,	,,	,,	20	8	,,	,,
Nelson Freezing Company	Stoke	Boiling-down and heating	24	Two 8	,,	,,
Satherly and Nieman	Appleby	Traction-engine and general work	6	8	Locomotive and traction	Late Cook and Satherly, Appleby.
Snowden, John	Waimea	Ditto	6	8	Ditto	Late Snowden Bros., Seddon.
Stilwell and Co.	Motueka	Sash and door factory	16	8½	Second class	Late Stilwell and Hewetson, Motueka.
Watson, G. B.	Pakawau	Sawmill	21	10	,,	Additional.
Wilson, J. and A.	Tonga Bay	Stone-cutting	16	7 and 11¼	,,	Late Tonga Bay Granite Company, Nelson.
NELSON SOUTH DISTRICT.						
Blackball Coal Company	Blackball	Coal-mining	52	Two 15	First class	Additional.
,,	,,	Driving-fan	20	14	Second class	Size of cylinder amended.
,,	,,	Aerial tram	20	12	,,	,,
Consolidated Goldfields of New Zealand (Limited)	B shaft, Globe Mine	Winding, dynamo engineers' shop, air-compressing	85	Two 16, two 14, one 6½	First class and winding	Size of cylinders amended.
,, ,,	,, ,,	Ditto	85	Two 16, two 14, one 6½	Ditto	,,
,, ,,	Blackwater reefs	Winding	50	Two 14	Winding	Second class and winding drivers required last year.
,, ,,	Energetic Mine	Winding, dynamo, and air-compressing	50	Two 18, one 13, one 5	,,	Size of cylinders amended.
,, ,,	Golden Fleece Battery	Quartz battery and air-compressing	60	Three 14, one 22	First class	,,
,, ,,	,,	Ditto	60	Three 14 one 22	,,	,,
Cowan, A.	No Town Creek	Dredging	20	8 and 12¾	,,	Late No Town Creek No. 1 Gold-dredging Company, No Town Creek.
Dobson Sawmilling Company	Dobson	Sawmill	25	8 and 12¾	,,	Late Jamieson's Reward Gold-dredging Company, Greymouth.
Greymouth Brick Company	Greymouth	Brickmaking	16	7 and 11¼	Second class	Late Hessey, Cameron, Tacon, and Co., Greymouth.
Hansen and Party	Buller River	Dredge	30	8½ and 15½	First class	Size of cylinders amended.
New Big River Gold-mining Company	Big River	Winding	14	Two 8⅞	Winding	Late Big River Gold-mining Company, Big River.
New Mokoia Gold-dredging Company	Buller River	Dredge	30	8 and 12¾	First class	Late Stephen de Filippi, Three-channel Flat.
New Zealand Government State Mines	Westport	Air-compressor	64	Two 18, two 16, one 7, one 11, one 5	Exempt	Size of cylinders amended.
,, ,,	,,	,,	64	Ditto	,,	,,
,, ,,	,,	,,	64	,,	,,	,,

New Zealand Government State Mines	State collieries	Air-compressor ..	55	Two 18, two 16, one 7, one 11, one 5	Exempt ..	Additional.
,, ,, ...	Runanga	Hauling	14	Two 10, one 7, and 11	,, ..	Size of cylinders amended.
,, ,, ...	,, ...	Winding and pumping	49	Two 4, two 9, one 7, one 11, one 10	,, ..	,,
,, ,, ...	,, ...	Ditto	49	Ditto	,, ..	,,
,, ,, ...	,, ...	Hauling	49	Two 10¼	,, ..	,,
Paparoa Coal Company	Paparoa	Air-compressor ..	19	12 and two 6	Second class ..	,,
Point Elizabeth Coal Company	Brunner	Coal-mining and brick-making	35	12, 13¼, two 8, two 7½	First class ..	,,
,, ,, ...	,, ...	Ditto	35	12, 13¼, two 8, two 7½	,, ..	,,
Reefton Electric Lighting and Power Company ..	Reefton	Driving dynamos ..	40	10 and 16	First class ..	Additional.
Simpson, J. R.	Oparara Beach	Flax-mill	17	10	Second class ..	,,
Taylor, Joseph	Greymouth	Gold-dredge ..	20	8 and 12¾	First class ..	Late N. Beach Gold-dredging Company, Cobden.
Westport Borough Council	Westport	Road-wagon ..	6	5 and 7	Locomotive and traction	Size of cylinders amended.
Westport Coal Company	Brake Lead	Steam-receiver		One 16, two 18, two 12, two 8, four 6, three 5	First class ..	Additional.
,, ...	Cascade Creek	,, ...		Two 12, two 8	,, ..	,,
,, ...	Coalbrookdale	Air-compressor, fan, and hauling	80	Three 14½, one 16, two 12, two 8	,, ..	Size of cylinders amended.
,, ...	,, ...	Ditto	80	Ditto	,, ..	,,
,, ...	,, ...	,, ...	84	,,	,, ..	,,
,, ...	Denniston	Main haulage and electric light	84	One 16, two 18, two 12, two 8, four 6, three 5	,, ..	,,
,, ...	,, ...	Ditto	84	Ditto	,, ..	,,
,, ...	,, ...	,, ...	84	,,	,, ..	,,
,, ...	,, ...	,, ...	84	,,	,, ..	,,
,, ...	Kiwi	Air-compressor and fan	50	Three 14½, one 12	,, ..	,,
,, ...	,, ...	Ditto	50	Three 14½, one 12	,, ..	,,
Westport Stockton Coal Company	Ngakawau	Driving dynamos ..	95	Two 12, two 17, two 26, two 8, one 6, one 5½	,, ..	Additional.
,, ,, ...	,, ...	,, ..	95	Ditto	,, ..	,,
,, ,, ...	,, ...	,, ..	95	,,	,, ..	,,
,, ,, ...	,, ...	,, ..	95	,,	,, ..	,,

OTAGO DISTRICT.

Alexandra Coal Company	Alexandra	Hauling coal ..	20	8½ and 17	First class ..	Size of cylinders amended.
Allandale Coal Company	Shag Point	,, ..	18	Two 10	Locomotive and traction	Additional.
Ardmore Gold-dredging Company	Kelso	Gold-dredging ..	20	9 and 13	First class ..	First class and two second class drivers required last year.
Barewood Gold-mining Company	Barewood	Mining	20	Two 8	Second class ..	Late Wilson and Party Gold-dredging Company, Waipori.
Benjamin and Malcock	Greymouth	Sawmill	12	Two 8½	,, ..	Late T. Telford, Balclutha.
Bicken and Co., George	Otanomomo	Flax-mill	20	8 and 12¾	First class ..	Late Olrig Gold-dredging Company, Manuherikia.
Brown Bros.	Mosgiel	Threshing ..	7	8½	Locomotive and traction	Additional.
Brown, A. and R.	Blue Mountains ..	Sawmill	14	7¼ and 11¼	First class ..	Late Imperial Gold-dredging Company, Waitahuna.

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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—*continued.*				
Brown, G. E.	Balclutha	Hauling and chaffing	8	9	Locomotive and traction	Late G. C. Brown, Warepa.
Bruce Coal Company	Milton	Hauling	12½	Two 8	Ditto	Additional.
,,	Coombhey	,,	16	9	Second class	Late Woronui Coal Company, Milton.
Burt, A. and T.	Dunedin	Machine tools	30	Nil	,,	Size of cylinders amended.
,,	,,	,,	25	,,	,,	,,
,,	,,	,,	30	,,	,,	,,
Chicago Gold-dredging Company, No. 2	Alexandra	Gold-dredge	20	8⅛ and 12¾	One first class and two second-class	,,
Christchurch Meat Company	Burnside	Freezing	80	12 and 22	First class	,,
Clark Bros.	Maheno	General	8	9	Locomotive and traction	Late R. B. Clark, Maheno.
Crossan and Sutherland	Kelso	Chaffing	8	9	Ditto	Late Todd Bros., Heriot.
Currie Bros.	Waiwera South	Chaffing and threshing	8	9	,,	Late James Steadman, Mangatua.
Dunedin Drainage and Sewerage Board	Dunedin	Pumping	16	7 and 11	Second class	Size of cylinders amended.
Dunedin Engineering Company	,,	Machine tools	72	14	,,	Size of cylinder amended.
Empire Gold-dredging Syndicate	Kelso	Gold-dredge	20	8¼ and 12¾	First class	Additional.
Gormack, J.	Clinton	General hauling	8	9	Locomotive and traction	,,
Gormack and Main	,,	,,	8	9	Ditto	Late J. Gormack, Clinton.
,,	,,	Threshing	8	9	,,	Additional.
Haggart, D.	Wangaloa	,,	6	6 and 10½	,,	Late William Kirkland, Mosgiel.
Hamilton, H.	Milton	General	8	9	,,	Size of cylinder amended.
Harris and Watts	Kyeburn	General hauling	8	9	,,	Additional.
Heenan, T. D.	Greenfield	,,	7	8½	,,	Late Mrs. Heenan, Maungatua.
Hogg and Co.	Dunedin	Sawmill	27	9 and 14	First class	Size of cylinders amended.
Kahikatea Sawmill Company	Kahikatea	,,	18	10	Second class	Late Shaw, Savill, and Albion Company, Dunedin.
Kain Bros.	Berkeley	Pumping	16	7 and 13½	First class	Late New Zealand Trust and Loan Company, Henley.
Lambert Bros.	Kensington	Pottery	16	7 and 11	Second class	Late G. Lambert and Co., Kensington.
Leonard, J.	Balclutha	General hauling	8	9	Locomotive and traction.	Late Messrs. Leonard, Hill End.
[illegible]	,,	,,	8	9⅛	Ditto	Size of cylinder amended; late Messrs. Leonard, Hillend.
Macadie Bros.	Poolburn	Threshing	8	9	,,	Additional.
Manning, F. R.	Dunedin	Steaming	6	8	,,	Late James Wilson, Balclutha.
Manuherikia Gold-dredging Company	Alexandra Gorge	Gold-dredge	39	8 1/16 and 12⅞	One first class and two second class	Size of cylinders amended.
Mitchell, J. H.	Otago Central	Threshing	8	9	Locomotive and traction	Additional.

Mornington Borough Council	Mornington	Hauling	50	Two 13, one 15½	First class ..	Size of cylinders amended.
Moss, H. F.	Ratanui	Sawmill	30	16	,, ..	Additional.
Murdoch and Co., J.	Dunedin	,, ...	25	Two 16	,, ..	Late John Murdoch, Dunedin.
McDonald, Miss	Weston	Motor-wagon ..	6	Two 7¼	Locomotive and traction	Additional.
McLeod Bros.	Dunedin	Soap-works ..	20	5	Second class ..	Size of cylinder amended.
,, ...	,, ...	,, ..	20	12 and 8	,, ..	Size of cylinders amended.
McSkimming and Son	Benhar	Pipe and tile making	20	Two 8⅜	,, ..	,,
Newbigging Bros.	Moneymore	Threshing ..	6	8	Locomotive and traction	Late Robinson and Newbigging, Milton.
New First Chance Gold-dredging Company ..	Alexandra Gorge ..	Gold-dredge ..	20	8 and 12¾	One first class and two second class	Late First Chance Gold-dredging Company, Alexandra.
New Zealand Oil and Coal Company	Kaitangata	Hauling	20	Two 30	First class ..	Size of cylinders amended; late Kaitangata Coal Company, Kaitangata.
,, ,, ...	,, ...	Fan and winding ..	16	Two 10	Winding ..	Size of cylinders amended.
,, ,, ...	,, ...	Hauling	20	Two 30	First class ..	,,
,, ,, ...	,, ...	Fan and winding ..	16	Two 8	Winding ..	Late E. Ellis, Kaikorai Valley.
New Zealand Government Public Works Department	Lawrence	Air-compressor ..	20	9⅞	Exempt ..	Additional.
Ngapara Extended Gold-dredging Company ..	Alexandra	Gold-dredge ..	20	8¼ and 13	One first class and two second class	Size of cylinders amended.
Old Man Gold-dredging Company	Manuherikia River ..	,, ..	14	7 and 11	Second class ..	Size of cylinders amended; late Enterprise No. 1 Gold-dredging Company, Alexandra.
Otago Dock Trust	Port Chalmers	Refrigerating ..	30	9 and 10	,, ..	Size of cylinders amended.
Otago No. 1 Gold-dredging Company	Miller's Flat	Gold-dredge ..	20	7½ and 14	One first class and two second class	,,
Pearson, L.	Glenledi	Threshing ..	7	8½	Locomotive and traction	Late Alexander Leslie, Glenledi.
Pink, A. J.	Waitahuna	Gold-dredge ..	16	7½ and 11	One first class and two second class	Late Havelock Gold-dredging Company, Waitahuna.
Port Chalmers Dock Trust	Port Chalmers	Pumping ..	20	6	Second class ..	Additional.
Reid, J. B.	Otokia	General	8	9⅜	Locomotive and traction	Size of cylinder amended.
Richardson and Moir	Ratanui	Sawmill	8	9½ and 9½	Second class ..	Size of cylinders amended; late Thomas Bates, Houipapa.
,, ...	,, ...	,, ...	7	9½ and 9½	,, ..	Ditto.
Ross and Glendining	Dunedin	Steam-wagon ..	5	Two 4½	Locomotive and traction	Size of cylinders amended.
Ross and McLintock	Waitaki Plain	Threshing ..	8	6¼ and 10½	Ditto ..	Additional.
Ryan Bros.	Miller's Flat	,, ..	8	8⅝	,, ..	Size of cylinder amended; late E. Ellis, Kaikorai Valley.
Scott Bros.	Port Chalmers	Pumping ..	20	6¾ and 11¾	First class ..	Late Luttrell and Scott, Port Chalmers.
Smith, Charles	Tapanui	Threshing ..	8	9	Locomotive and traction	Additional.
Stevenson and Cook	Port Chalmers	Machine tools ..	30	8 and 13	First class ..	Size of cylinders amended.
,, ...	,, ...	,, ..	50	8 and 13	,, ..	,,
,, ...	,, ...	Forge	26	Nil	Second class ..	Late Oamaru Woollen Factory Company, Oamaru.

No. 19.—RETURN showing the NAMES of OWNERS OF ADDITIONAL BOILERS AND TRANSFERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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—*continued.*				
Sutherland, A.	Balclutha	Hauling and chaffing	5	6	Locomotive and traction	Size of cylinder amended.
Taieri Drainage Board	Maungatua	Pumping	16	Two 8¼	Second class	Late Maungatua Drainage Board, Henley.
Taratu Coal Company	Taratu	Winding	16	Two 10	Winding	Size of cylinders amended.
,,	,,	Hauling	13	Two 8	Locomotive and traction	Additional.
,,	,,	Winding	16	Two 10	Winding	Late Dunedin City Corporation, Dunedin.
Thurston, F. C.	Kelso district	Threshing	8	9	Locomotive and traction	Late Denniston and Thurston, Kelso.
Wallis Gold-dredging Syndicate	Upper Ida Valley	Gold-dredging	14	7 and 11	Second class	Late Cairntrodlie Gold-dredging Company, Gore.
Wigram, H. F.	Anderson's Bay	Sand bricks	56	16	First class	Late Otago Granite Brick Company, Dunedin.
Wilkie and Co.	Mosgiel	Flour-mill	30	12	Second class	Size of cylinder amended.
		SOUTHLAND DISTRICT.				
Albert Town Gold-dredging Company	Queensberry	Gold-dredge	16	6½ and 11½	Second class	Late Prince Albert Gold-dredging Company, Queensberry.
Alpine Gold-dredging Company	Lowburn	,,	20	8 and 12¾	First class	Late Alpine No. 2 Gold-dredging Company, Cromwell.
Balloch Bros.	Riversdale district	Hauling and general work	7	5¾ and 9½	Locomotive and traction	Late Donaldson Bros., Macrae's Flat, Otago.
Bird Bros.	Aparima	Sawmill	20	Two 10	Second class	Additional.
Bonnie Dundee Syndicate	Waikaia	Gold-dredge	14	7 and 11¼	Three second class	Late Hessey's Gold-dredging Company, Waikaia.
Butler, C. J.	Winton	Traction	3½	6½	Locomotive and traction	Additional.
Cain, A.	Waikaia	Pumping and hauling on incline	12	7 and two 4½	Winding	Late J. Holland, Gore.
Crane, Thomas	Edendale	Threshing	7	6 and 10	Locomotive and traction	Additional.
Cromwell and Bannockburn Coal Company	Bannockburn	Coal-mine	16	10	Second class	Size of cylinder amended.
,, ,,	,,	,,	16	10	,,	,,
Crooks, John	Thornbury	General work	8	9	Locomotive and traction	Late Adam Fleck, Riverton.
Denniston, John	Riversdale district	Hauling and general work	8	9	Ditto	Late J. Williams, Waikaka.
Excell and Co.	East Chatton	Gold-dredge	16	8 and 13	One first class and two second class	Late Garden Gully Gold-dredging Company, Waikaka.
Fleming and Co. (Limited)	Invercargill	Flour-mill	25	10 and 16	First class	Late Fleming and Gilkinson, Invercargill.
Girdler and Son, E.	West Plains	Flax-mill	16	7 and 11	Second class	Additional.
Hanley, P.	Mandeville	Threshing	9	9	Locomotive and traction	,,

Hughes, J.	Landslip Mine, Waikaia	Hauling on incline	8	Two 8	Winding	Late Landslip Coal Company, Waikaia.
Hutton Bros.	Waikaia	Sawmill	8	9	Locomotive and traction	Additional.
Jarvis, Ross, and Co.	Riverton Beach	Flax-mill	25	12	Second class	Late Ross, Jarvis, and Co., New River.
Jenkins, A. R.	Wallacetown district	Traction and general work	8	9	Locomotive and traction	Late A. and J. Jenkins, Wallacetown.
Jones, W. and E.	Waikaka Valley	Pumping and hauling on incline	16	Two $7\frac{1}{4}$	Winding	Late W. H. Patterson, Gore.
Junction Waikaka Gold-dredging Company	,,	Gold-dredge	20	8 and $12\frac{3}{4}$	One first class and two second class	Three drivers required this year; working shifts.
Keith, J. A.	Winton	Traction and general work	8	9	Locomotive and traction	Additional.
,,	,,	Ditto	8	9	Ditto	Late A. W. Keith, Winton.
Kilkelly Bros.	Forest Hill	Sawmill	13	Two $8\frac{1}{2}$	Second class	Additional.
Knowles, W.	Gore district	Threshing	8	9	Locomotive and traction	Late Reid and Gray, Gore.
Knucky and Junker	Muddy Terrace	Hauling on incline	3	$6\frac{1}{4}$	Winding	Late Southland Engineering Company, Invercargill.
Kura Gold-dredging Company	Waikaia	Gold-dredge	20	$8\frac{1}{4}$ and $12\frac{3}{4}$	One first class and two second class	Size of cylinders amended.
Lady Florence Gold-dredging Company	Waikaka Valley	,,	16	7 and 11	Three second class	,,
Lillies Leaf Gold-dredging Syndicate	,,	,,	16	$7\frac{3}{16}$ and $11\frac{9}{16}$	Ditto	,,
Massey, H. A.	Woodend	Sawmill	28	Two 15	First class	,,
,,	,,	,,	28	Two 15	,,	,,
Milne, Alex.	Greendale district	Chaff-cutting	7	$8\frac{1}{2}$	Locomotive and traction	Additional.
Moffett Bros.	Waikawa	Sawmill	16	Two $9\frac{1}{2}$	Second class	Late McCallum and Co., Invercargill.
Muddy Creek Gold-dredging Company, No. 2	Waikaia	Gold-dredge	20	$8\frac{1}{8}$ and $12\frac{7}{8}$	One first class and two second class	Late Welshman's Gold-dredging Company, Waikaia.
Murison and Hankinson (leased to Bluff Harbour Board)	Bluff	Rock-breaker	12	Two 9	Second class	Additional.
Murray, W. T., and Co. (Limited)	Underwood	Milk-preserving	130	One 10, one 10, one 10, one 7	,,	Size of cylinders amended.
McGeorge's Freehold No. 1 Gold-dredging Company	Waikaka Valley	Gold-dredge	39	8 and $12\frac{3}{4}$	One first class and two second class	Three drivers required this year; working shifts.
McGeorge's Freehold No. 2 Gold-dredging Company	,,	,,	20	8 and 13	Ditto	Ditto.
McGregor and Party	Little Waikaka	,,	12	$7\frac{1}{4}$ and $11\frac{1}{2}$	Two second class	Late Ibbotson and party, No. 2 Gold-dredging Company, Waikaka.
McIntosh, N.	Fortrose	Chaff-cutting	7	7	Locomotive and traction	Late George Knipe, Clifton.
McKinnon, Alex.	Gore	Chaff-cutting and threshing	8	$6\frac{1}{2}$ and $10\frac{1}{2}$	Ditto	Late A. McKinnon, jun., Gore.
Nees and Scott	Charlton Valley	Gold-dredge	16	7 and $11\frac{1}{4}$	Three second class	Late Charlton Valley Gold-dredging Company, Charlton Valley.
,,	,,	,,	20	$8\frac{1}{2}$ and 13	One first class and two second class	Late Mill Creek Freehold Gold-dredging Company, Gore.

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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.*				
Niagara Sawmilling Company	Niagara	Sawmill	16	8 and 13	First class ..	Late Murdoch and Roff, Invercargill.
Ocean Beach Freezing Company	Ocean Beach	Freezing-works ..	70	14 and 22½, 16 and 28	,, ..	Size of cylinders amended.
Paterson, W. J.	Mossburn	Traction and general work	9½	9	Locomotive and traction	Additional.
Patterson's Freehold Gold-dredging Company, No. 1	Waikaka	Gold-dredge ..	16	8 and 12¾	One first class and two second class	Size of cylinders amended.
,, ,, No. 2	,, ...	,, ..	20	8 and 13	Ditto ..	,,
Petrie, J. and W.	Wyndham district ..	Traction and general work	8	9¼	Locomotive and traction	Additional.
Pioneer Gold-dredging Company	Waikaka	Gold-dredging ..	20	7 and 11¼	Two second class	Late Pioneer No. 2 Gold-dredging Company, Waikaka.
Rise and Shine Gold-dredging Company, No. 2 ..	Cromwell	Gold-dredge ..	39	8½ and 17	First class ..	Size of cylinders amended.
Royds, J. C.	Otatara	Flax-mill	14	Two 8½	Second class ..	Late Edwards and Royds, Invercargill.
Soper, G. A.	Athol	Threshing ..	8	6 and 9½	Locomotive and traction	Size of cylinders amended.
Speden, Adam	Gore	Woodworking ..	14	6½ and 10	Second class ..	,,
Southland Engineering Company	Invercargill	Engine-shop ..	23	7 and 13 9/16	First class ..	,,
Southland Frozen Meat Company	Bluff	Freezing and electric light	102	11 and 22, 13 and 24	,, ..	,,
Southland Timber Company	Waikouro	Sawmill	20	Two 10	Second class ..	Late Harrington Bros., Waicola.
South Waikaia Gold-dredging Company ..	Waikaia	Gold-dredge ..	20	8 and 12¾	One first class and two second class	Additional.
Sutherland and Co.	Caroline	Flax-mill	14	6½ and 12½	Second class ..	Late Palmer Bros., Dipton.
Tippett, R. A.	South Hillend district ..	Traction and general work	8	9	Locomotive and traction	Late J. G. and W. Hazlett, South Hillend.
Trail Bros., and Smithies	Longwood	Sawmill	20	Two 10	Second class ..	Additional.
Waikaka Syndicate (Limited) No. 1	Waikaka Valley ..	Gold-dredge ..	16	7 and 11	Three second class	Late Syndicate No. 1 Gold-dredging Company, Waikaka Valley.
,, ,, No. 2	,, ...	,, ..	40	8 and 12¾	One first class and two second class	Late Syndicate No. 2, Gold-dredging Company, Gore.
Waikawa Sawmilling Company	Waikawa	Sawmill	14	Two 8½	Second class ..	Late Keith Ramsay, Invercargill.
		TARANAKI DISTRICT.				
Cameron and Brooking	Stratford	Traction	5	5½ and 8½	Locomotive and traction	Additional.
Derrett Bros.	Patea district	Threshing and chaff-cutting	6	9	Ditto ..	,,
Joll, T. L., Co-operative Dairy Company ..	Kapuni	Cheese-factory ..	20	9	Second class ..	,,
,, ,, ..	Okaiawa	Dairy factory ..	16	9	,, ..	Late T. L. Joll, Okaiawa.

Kaponga Co-operative Dairy Company	Riverlea	Creamery and cheese-factory	17	8	Second class	Additional.
McKenna and Mathews	Patea	Brickworks	22	10½	,,	Late Patea Steam Brickworks.
Quin Bros.	Hawera	Sawmill	67	19	First class	Additional.
,,	,,	Sash and door factory	20	12 and 24	,,	Size of cylinders amended.
Rahotu Co-operative Dairy Company	Near Rahotu	Dairy and cheese-factory	17	9	Second class	Additional.
Stratford County Council	Stratford	Hauling	6	4½ and 7	Locomotive and traction	,,
Taranaki Oil and Freehold Company	Carrington Road	Oil-boring	12	Two 8½	Second class	Late Ramsay and Co., Eltham.
Taranaki Producers' Freezing Company	Moturoa	Freezing	30	9 and 15, 10½ and 21½	First class	Late Taranaki Freezing Company, New Plymouth.
,, ,,	,,	,,	42	9 and 15, 10½ and 21½	,,	Additional.

WELLINGTON DISTRICT.

Allen, Isaac, jun.	Masterton	Threshing	8	9	Locomotive and traction	Late J. G. Chamberlain, Masterton.
Allen, Isaac, sen.	Upper Plain	,,	6	6 and 10	Ditto	Late Isaac Allen and Son, Upper Plain.
Armstrong Bros.	Akitio	Sawmill	25	14	Second class	Late Akitio Totara Timber Company, Akitio.
Bartholomew and Co., G.	Kimbolton Road	Woodworking	37	12 5/16	,,	Size of cylinder amended; late Bartholomew Bros., Feilding.
Bell, Reginald F.	Parawanui	Flax-mill	25	12	,,	Late Bell and Co., Bull's.
Bell and Levien	Oroua Bridge	,,	12	7¾ and 11½	,,	Size of cylinders amended.
Blackball Coal Company	Wellington	Hoisting	18	Two 6, two 7, two 7, one 7½, one 8	,,	Additional.
Broad and Reeves	Oroua Bridge	Flax-mill	24	11¼	,,	Size of cylinder amended.
Campbell Land and Timber Company	Moonshine	Sawmill	37	14¼	First class	,,
Campbell, N.	The Ranges	,,	25	12	Second class	Late Campbell Land and Timber Company, Te Horo.
Chapman, W., and Co.	Martinborough	Hauling	8	6¼ and 10¾	Locomotive and traction	Additional.
Daniell, C. E.	Masterton	Sash and door factory	25	11 and 12⅝	First class	Size of cylinders amended.
Diamond Confectionery Company	Wellington	Lollie-factory	38	11	Second-class	Additional.
Ewington, J. C.	Masterton	Hauling	6	5 and 8	Locomotive and traction	Size of cylinders amended.
Excelsior Laundry	Holland Street, Wellington	Laundry-work	25	9	Second class	Late Maurice Lyons, Wellington.
Falkner, A.	Kaiparoro	Sawmill	40	10½	,,	Size of cylinder amended.
Featherston Co-operative Dairy Company	Featherston	Dairy factory	21	8	,,	,,
Gear Meat Company	Petone	Freezing	65	17 and 34	First class	Size of cylinders amended.
,,	,,	,,	65	17 and 34	,,	,,
,,	,,	,,	65	17 and 34	,,	,,
,,	,,	Hauling	28	Two 8¾	Locomotive and traction	,,
Hall, C., and Bust	Kaiparoro	Sawmill	12	Two 8½	Second class	Additional.
Halley and Ewing	Wellington	,,	23	12	,,	Size of cylinder amended; late Taupo Totara Timber Company, Wellington.
,,	,,	,,	33	12	,,	Ditto.
Hanson, John	Bonny Glen district	General	6	8	Locomotive and traction	Late Hussey, Hansen, and Co., Bonny Glen.
Humphries Bros.	Wellington	Wood-drying	22	Nil	Second class	Late W. Naismith and Co., Wellington.

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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.*				
Keeling and Wyn-Williams	Weraiti	Hauling and stone-crushing	6	8	Locomotive and traction	Lately at Masterton.
Levin Co-operative Dairy Company	Levin	Butter-factory ..	18	11	Second class ..	Additional.
Longburn Freezing Company	Longburn	Freezing	40	10 and 20	First class ..	Late National Mortgage and Agency Company, Longburn.
Martin, Hurrell, and Snaddon	Wainui-o-mata	Stone-crushing ..	40	14	Second class ..	Additional.
McEwan and Carter	Petone	Motor-wagon ..	6	4 and 9	Locomotive and traction	Size of cylinders amended.
McGregor Bros.	Ngutuawa	General traction work	6	8	Ditto ..	Late Alex. Mutrie, Kuripuni.
McGregor, J. B.	Around Wanganui ..	Threshing, chaff-cutting, and ploughing	6	7¾	,, ..	Late McGregor and Burr, No. 2 Line, Wanganui
McHarvey, W. J.	Marton district ..	General	7	8½	,, ..	Late G. M. Harvey, Marton.
McLean, J., and Son	Clyde Quay	Pile-driving ..	6	Two 6⅞	,, ..	Additional.
Neilsen, Murray, and Wolstenholme ..	Wellington	Engineers' tools ..	17	4, 4½, and 6	Second class ..	Late McKeegan Bros., Wellington.
Newton, J., and Sons	Kaiwarra	Soap-works ..	22	Nil	,, ..	Size of cylinders amended.
New Zealand Candle Company	,, ...	Candle-works ..	45	8½	,, ..	Additional.
New Zealand Government Mental Hospital ..	Mount View	Steaming ..	30	10	Exempt ..	Size of cylinder amended.
,, ,, ..	,, ...	,, ..	30	10	,, ..	,,
New Zealand Government State Coal-mines ..	Wellington	Hauling	6	5 and 7	,, ..	Size of cylinders amended.
New Zealand Farmers' Motor Company (Limited)	Around Feilding ..	,, ..	6	4 and 7	Locomotive and traction	Additional.
Papakiri Fibre Company	Manawatu	Flax-mill	14	7 and 12	Second class ..	Size of cylinders amended.
Powell, J. J. K.	Brooklyn	Brickworks ..	33	12	,, ..	Late Fitchett and Lowe, Brooklyn.
Priest, A.	Rongokokako	Sawmill	20	13	,, ..	Late Priest Bros., Eketahuna.
Rand, J.	Wellington	Woodworking ..	32	12	,, ..	Additional.
Smith, W. G. C.	Oroua Bridge	Flax-mill	12	7 and 11	,, ..	Size of cylinders amended.
Taupo Totara Timber Company	Near Rotorua	Log-hauling ..	13	Two 8½	,, ..	Additional.
Union Steamship Company	Wellington	Hoisting; hulk "Arawata"	21	6 and 7	,, ..	Size of cylinders amended.
,, ...	,, ...	Hoisting; hulk "Dilpussund"	20	Two 7½, two 7½, two 7½	,, ..	,,
,, ...	,, ...	Hoisting; hulk "Occident"	46	Two 10	,, ..	,,
Wanganui Harbour Board	Wanganui	Steam-crane ..	6¾	Two 8½	Locomotive and traction	Additional.
,, ...	,, ...	,, ..	6¾	Two 8½	Ditto ..	,,
Wellington City Council	Wellington	Electric trams ..	65	17, 24, and 37½	First class ..	Size of cylinders amended.
,, ...	,, ...	Electric lighting ..	130	10 and 30	,, ..	Size of cylinders amended; late Electric Lighting Syndicate.

Wellington City Council	Lyell Bay	Pumping	14	8½	Exempt	Cylinders two 8¾ last year, and second class driver required.
,,	,,	Stone-crushing	25	9	Second class	Late Mitchell and King, Wellington.
,,	Wellington	Electric trams	65	12, 14, and 26	First class	Size of cylinders amended.
,,	Destructor	Pumping	88	9½, 15, and 23	,,	,,
,,	,,	,,	88	9½, 15, and 23	,,	,,
,,	,,	,,	88	9½, 15, and23	,,	,,
,,	Power-house	Generating electricity	65	17, 24½, and 37½	,,	Additional.
,,	,,	,,	65	17, 24½, and 37½	,,	,,
Wellington Gas Company	Wellington	Pumping	36	7, 8, and 10	,,	Engines now combined; separate last year.
Wellington Meat Export Company	Ngahauranga	Fellmongery	60	Nil	Second class	Size of cylinders amended.
,, ,,	,,	,,	100	,,	,,	,,
,, ,,	Wellington	Hauling	5	Two 4, two 7	Locomotive and traction	,,
Wellington and Manawatu Railway Company	,,	,,	88	Two 10½	Ditto	,,
,, ,,	,,	,,	80	Two 16	,,	,,
Whiteman, G. and Co.	Admirals	Sawmill	28	11	Second class	Size of cylinder amended.
Wills, P.	Wellington	Laundry	87	7⅞ and 7	,,	Size of cylinders amended.

WELLINGTON NORTH DISTRICT.

Booth and Co., William	Utiku	Sawmill	42	16	First class	Additional.
Brice, Broad, and Co.	,,	,,	50	10	Second class	Additional; late Wakelin and Hadley, Wellington.
Egmont Co-operative Box Company	Ohutu	,,	14	Two 8½	,,	Additional.
Gamman and Co.	Ohakune	,,	45	16	First class	,,
,,	,,	,,	45	16	,,	,,
,,	,,	,,	55	20	,,	,,
,,	,,	,,	20	20	,,	,,
Goodbehere and Eng.	Mangaweka	,,	25	10½	Second class	,,
Manawatu Timber Company	Potaka	,,	18	Two 10	,,	,,
New Zealand Powell Wood Process Company	Rangataua	Wood-preserving	32	8 and 13	First class	,,
,, ,,	,,	,,	32	8 and 13	,,	,,
Pukenaua Sawmilling Company	Taihape	Sawmill	30	14	Second class	Additional; late Brown and Anderson, Wellington.
,, ,,	,,	,,	15	Two 8½	,,	Ditto.
Syme, G.	Waitangi	Hauling logs	8	Two 6½	Locomotive and traction	Additional.

WESTLAND DISTRICT.

Baxter Bros.	Ho Ho	Sawmill	32	14¼	First class	Size of cylinder amended.
Benjamin and Malcock	Greymouth	,,	12	Two 8½	Second class	Additional.
Greenstone 3 Mile Gold-dredging Company	Kumara	Dredging	20	7¼ and 11¼	,,	Size of cylinders amended.
Grimmond and Co., Joseph	Totara Creek	Sawmill	32	12	,,	Late Joseph Grimmond, Ross.
Ikamatua Sawmill Company	Ikamatua	,,	20	Two 11	First class	Additional.
,,	,,	Locomotive	8	Two 7	Locomotive and traction	,,
Kumara-Kapitea Sawmill Company	Kapitea	Sawmill	20	16	First class	Late Westland Sawmill Company, Hokitika.
,, ,,	,,	,,	20	16	,,	,, ,,
,, ,,	Awatuna	,,	20	Two 10	Second class	Additional.
,, ,,	Kumara	Bush locomotive	9	Two 7	Locomotive and traction	,,
Manson and Co.	Te Kinga	Sawmill	60	Two 12¼	First class	,,

No. 19.—Return showing the Names of Owners of Additional Boilers and Transfers which require to be in Charge of Certificated Engine-drivers—*continued.*

Name of Owner.	Where Boiler used.	Purposes for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engine, 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.*				
Morris, William	Teremakau	Sawmill	25	14	Second class	Size of cylinder amended.
McLean, J., and Son	Otira	,,	27	Nil	,,	Additional.
New Zealand Stove Pipe Company	Hokitika	Pipe-factory	16	7 and 13½	First class	Late Mahinapua Sawmilling Company, Hokitika.
Red Jacks Sawmilling Company	Red Jacks	Locomotive	7	Two 7	Locomotive and traction	Additional.
Robertson and Party	Donahue's	Dredging	30	9, 14, and two 6	First class	Late Robertson Gold-dredging Company, Ross.
Ruatapu Sawmilling Company	Ruatapu	Sawmill	20	8 and 12¾	,,	Late D. H. Roberts, Greymouth.
Slab Hut Creek Gold-dredging Company	Slab Hut Creek	Dredging	20	7 and 11¼	Second class	Late Slab Hut Gold-dredging Company, Greymouth.
Stoney Mosquito Gold-dredging Company	Greymouth	,,	20	8 and 12¾	First class	Size of cylinders amended.
Stratford, Blair, and Co.	Arahura	Sawmill	17	8 and 12¾	,,	Late Arahura Sawmilling Company, Greymouth.
,,	,,	Hauling	6	Two 7	Locomotive and traction	Ditto.
,,	Greymouth	,,	23	Two 8	Ditto	Additional; late New Zealand Government Railways.
,,	Snowy River	Locomotive	22	Two 8	,,	Additional.
,,	,,	Sawmill	16	Two 10	Second class	,,
Stuart and Chapman	Rimu	,,	35	14	,,	Size of cylinder amended; late New Woodstock Gold-dredging Company, Woodstock.
,,	,,	Locomotive	6	Two 5	Locomotive and traction	Size of cylinders amended.
,,	,,	,,	25	Nil	Second class	,,
Westland Stone Company	Dobson	Stonecutting	20	8 and 12¾	First class	Late Bignell's No Town Gold-dredging Company, No Town Road.

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