

shipping representative, the Harbour Boards' representative, and the waterside workers' representatives will surely give the public confidence that something has been accomplished and something done. I do not need to stress the interest of the whole Dominion in the prevention of accidents.

In the interests of those who suffer accident and those who depend on them, in the interest of economic progress, and in the interest of commercial prosperity, the result I am sure will be worth the price; while the fact that the watersiders themselves have been able to take part as judges in the deliberation of the Commission will show the workers themselves that the Government has been ready and willing to assist them in the efforts they are making in reducing danger and accident to a minimum.

I wish to place upon record the excellent system adopted by Mr. W. H. Hamer, Engineer of the Auckland Harbour Board, in relation to the ropes used by that Board. The life-history of every rope used by the Auckland Harbour Board is kept in a way which every Harbour Board should imitate. At a glance it is possible for any one to see and trace the machine any rope has been used on, its location, what the rope was used for, the construction of the rope, the maker's name, the circumference, the working-load in tons, the date when the rope was put into use, the number of hours it was used, the date of examination, the number of hours it was worked since last examination, the then condition, the date renewed, and, in short, the life-history of the rope. When this system becomes generally known it will be generally adopted.

In regard to the reports of accidents which happen in various ports, in my opinion the system adopted in every case except that of the Wellington Harbour Board is faulty and unreliable. The Wellington Harbour Board's system, inaugurated by Mr. H. E. Nicholls, of recording all accidents could well be copied by all those concerned in the question.

I desire to thank and to record my indebtedness to Captain McArthur and Messrs. Marchbanks, Glover, and Roberts, the gentlemen who acted with me in the Commission, for their valuable assistance. The manner in which each presented and conducted his case before the Commission was commendable, and I feel sure that the knowledge each possessed of the details of waterside work went far in producing whatever result has been attained.

In conclusion, I believe it will be found in years to come that the carrying into effect of the recommendations of the Commission will reduce "preventable" accidents, which result is of interest to all.

THOMAS M. WILFORD,
Minister of Marine.

RESOLUTIONS SUBMITTED TO AND CONSIDERED BY THE WATERSIDE ACCIDENTS COMMISSION.

1. That it is desirable that the inspection of all running-gear and all subsidiary appliances used for discharging and unloading cargo and coal from or into ships, hulks, store-ships, or lighters, or handling it on wharves, be regularly made by a qualified officer appointed by the Marine Department, and that the necessary amendments be made in the Harbours Act and Shipping and Seamen Act to give effect to such inspection.

2. That it is necessary and important that the present regulations of Harbour Boards be revised and consolidated.

3. That the inspection of all machinery (as distinguished from running-gear) used for loading and discharging ships, hulks, lighters, or store-ships, and for handling it on shore, be undertaken by an Inspector of Machinery appointed by the Marine Department, and that the necessary legislation be placed upon the statute-book to give effect to this recommendation.

4. That at the annual inspection of ships surveyed in New Zealand ship's winches shall be opened up, dismantled, inspected, and put in thoroughly good working-order.

5. That when coal is being discharged by baskets by means of a bull-rope on to a stage for loading directly into carts or other vehicles, such stage shall not be less than 3 ft. 6 in. in width, and shall be firm.

6. That when a T iron is used for working a bull-rope the T iron shall be securely bolted to the hatch-coaming. The T of such iron shall not be less than 3 in. in diameter.

7. That provision be made for shackling bridles to the ends of thwartship hatch-beams to enable such beams to be shipped and unshipped: this provision it being agreed will minimize accidents which may occur through men being required to "go out" on beams for shipping or unshipping the same.

8. Lanyards on fore and after: That where fore and after hatch-beams are used, lanyards and bridles of sufficient length shall be always available and fit for use, and shall be used for the purpose of enabling such beams, or any of them, to be shipped and unshipped from deck.

9. That all timber fore and after hatch-beams be shod with iron to minimize wear and to ensure safety.

10. That on all lighters or launches engaged in roadstead harbours, sufficient life-saving appliances, in good order, shall be carried at all times to enable all men on board to be furnished with same in case of peril. This regulation to apply to hulks when being moved from Port Chalmers to Dunedin.

11. That on all lighters and launches working in roadstead harbours a supply of blue lights shall be carried to enable signals to be made if necessary.

12. Hooks for coal-baskets: It being unanimously agreed that a new kind of hook for coal-baskets is necessary, this Commission recommends that a hook be provided to safeguard the possibility of accidents through baskets becoming unhooked.