

Ketch "Comet."—This wooden vessel was placed on the slip and the following repairs were made: Both sister-keelsons were renewed, and also the false keel; fifteen strengthening-timbers were fitted where the old timbers were weak; 14 ft. of covering-board on the port side and the ceiling in the hold were renewed; thirty planks in the hull were renewed, and the hull below the water-line was sheathed throughout with $\frac{3}{4}$ in. planking. The vessel was recaulked throughout. A new rudder-head was fitted. All the vessel's running-gear was renewed. After an extensive overhaul the vessel is now in good condition.

Ketch "Huon Belle."—On the port side of this wooden vessel three timbers and 52 ft. of planking were renewed, and 6 ft. of planking on the starboard side. The hull-sheathing was removed and the seams of the hull caulked. Several deck-planks and the forward end of the hatch-coamings were renewed. A new rudder-stock was fitted, and defective steering-chain renewed.

Barquentine "Laura."—Several new fastenings were fitted in this vessel's hull, including the forward ends of the garboard planking. A stringer of jarrah, 78 ft. by 9 in. by 6 in., was fitted to both sides of the vessel and fastened through the deck-beams and ship's sides. About 21 in. of the end of the mizzenmast, which was rotten, was cut off, and a new step and heel-band were fitted. The donkey-boiler was taken ashore and the lum-leg was repaired. The wasted parts of the firebox-crown were built up. Two sludge-hole compensating-rings were riveted. A new steam-gauge and gauge-glass mountings were fitted. The boiler was tested by hydraulic pressure. A new capstan was fitted, and the steering-gear was thoroughly overhauled. The buoyancy-tank of the lifeboat was repaired.

Barquentine "Lindstol."—This wooden vessel was surveyed for the first time in New Zealand this year. The hull was bored in various places to ascertain the condition of the timbers. The bottom was stripped and caulked and chunamed, felted, and resheathed with 5 in. by $1\frac{1}{4}$ in. totara. A new mizzenmast and foretopmast were shipped. The hatchway fore-and-afters were iron-shod, and the hatch-rests increased in width to comply with the regulations. The pumps were tested and found efficient. The provision-tank in the lifeboat was replenished.

Schooner "Saucy Kate."—35 ft. of the sister-keelsons and 28 ft. of the bilge-stringers were renewed. New steps were fitted under both masts. Two beams were reinforced. Nearly all the hull-sheathing was renewed. The hull-planking was refastened and caulked. Six new chain-plates were fitted, and new bolts were put in all the chain-plates. The sails were sent ashore and were overhauled. A cargo-gin and wire runner were renewed.

REGISTRATION OF SHIPPING.

On the 31st December last there were on the register in the Dominion 163 sailing-vessels, of 23,334 tons register, and 384 steamers, of 64,837 tons register. At the end of the previous year there were 174 sailing-vessels, of 22,216 tons, and 382 steamers, of 64,943 tons. The number of seamen and boys employed on board was 3,270, as compared with 3,292 at the end of 1918.

CERTIFICATES OF SURVEY.

Certificates have been granted to 250 steamers, 412 oil-engined vessels, and 55 sailing-vessels. For the previous year 314 steamers, 464 oil-engined vessels, and 59 sailing-vessels were granted certificates of survey. Attached is a return of the vessels to which certificates have been issued.

BREACHES OF THE SHIPPING AND SEAMEN ACTS.

Seven convictions were recorded during the year in prosecutions for breaches of the Shipping and Seamen Acts.

EXAMINATION OF MARINE ENGINEERS.

Examinations for certificates of competency as marine engineers were held at the following places throughout the Dominion during the year: Auckland, Wellington, Christchurch, Dunedin, Invercargill, Hamilton, Greymouth, Timaru, Napier, Nelson, Queenstown, Hokianga, Russell, Te Kopuru, Wanganui, Whangarei, Thames, Gisborne, Tauranga, Takaka, Palmerston North, New Plymouth, Half-moon Bay, Rotorua, and Te Aroha.

The total number of applicants who sat for examination was 414. Of these, 380 passed their examinations and 34 failed.

Examinations were held in the following grades: First-class marine engineer, second-class marine engineer, third-class marine engineer, river engineer for steam-vessels, first-class marine engineer for auxiliary-powered vessels, second-class marine engineer for auxiliary-powered vessels, and restricted-limits engineer for auxiliary-powered vessels. A return giving names of successful candidates is appended.

EXAMINATION OF MASTERS AND MATES.

The number of candidates who sat totalled 107; of this number 46 failed. A return of successful candidates is appended.

The examinations for masters and mates are carried out in Auckland by Captain Whiteford, the Examiner who is stationed there; at Wellington by Captain Hooper; and at Lyttelton by Captain Hooper, who goes there for the purpose when required.

The following report on the work of examination of masters and mates is made by Captain G. S. Hooper, Principal Examiner:—

"The examinations of masters and mates have been carried out at Auckland, Wellington, and Lyttelton—at the former port by the Examiner stationed at that place, at Wellington generally by myself, and at Lyttelton by an Examiner visiting that place when necessary to do so.