

centres and at various country places visited by Inspectors on their periodical tours. The full list of places where examinations were held is as follows: Auckland, Blenheim, Carterton, Christchurch, Dannevirke, Dunedin, Featherston, Gisborne, Greymouth, Hamilton, Herekino, Invercargill, Manaia, Masterton, Napier, Nelson, New Plymouth, Oamaru, Otaki, Owaka, Pahiatua, Palmerston North, Takaka, Tauranga, Te Kopuru, Timaru, Waikaremoana, Wanganui, Wellington, Westport, Whakatane, Whangarei, and Whitianga. A return showing the number of candidates examined at each place is appended.

The examinations held were for extra first-class engineers, first-class engine-drivers, second-class engine-drivers, winding-engine drivers (steam and electric), locomotive-engine drivers, traction-engine drivers, and locomotive and traction engine drivers. The total number of candidates examined was 510; of this number 100 failed in their examinations. The appended return gives the names of persons to whom certificates were issued during the year. For each quarterly examination throughout the year new examination-papers for first-class engine-drivers' examinations were prepared at Head Office and issued to the various District Offices.

RECOGNITION OF ENGINE-DRIVERS' CERTIFICATES FROM ABROAD.

Under section 49, Inspection of Machinery Act, 1908, reciprocal certificates were granted, without examination, to holders of certificates from abroad, as follows: Canada, 4; Queensland, 2; Tasmania, 1; Western Australia, 1: total, 8.

EXAMINATION OF ELECTRIC-TRAM DRIVERS.

A total of fifty-seven candidates were examined for electric-tram drivers' certificates. All of these were successful. The examinations were held at Auckland, Christchurch, Dunedin, Invercargill, Napier, Wanganui, and Wellington. Generally, these examinations were held at the regular intervals provided for in the regulations—namely, during the months of May, August, November, and February, but, besides these, some special examinations were held to suit the convenience of applicants and of tramway services.

ACCIDENTS.

During the year eight fatal and 114 non-fatal accidents in connection with machinery were reported to the Department. In most cases these accidents were unavoidable, while in others they were due to carelessness on the part of persons operating machines. In all cases the machinery responsible for the accident has been inspected with a view to providing against recurrence of the accidents.

In the case of three accidents in the Westland District an inquiry was held in pursuance of the provisions of section 40 of the Inspection of Machinery Act, 1908.

In the first case a youth had sustained injury through falling between the boiler and fly-wheel of a portable engine while putting the belt on. The Court of inquiry found that the accident was not in any way due to any defect in the machinery, or to any want of guarding.

In the second case a man was hurt by the belt-fastener on the top-saw belt of the breaking-down bench striking him on the head and causing him to fall on the lower belting. The Court found that the accident occurred through the man going quite unnecessarily into an unusual and dangerous position instead of taking the usual route; and, further, that adequate protection of belting was provided, and that the accident was not due to any defect in the machinery.

In the third case, a man was severely injured through the breaking of a wooden platform erected in front of an engine, owing in some degree to an old fracture in one of the beams carrying the platform, which had not been detected although the timber comprising the platform had been frequently tested by the manager of the mill. The Court found that no blame was attachable to any one in connection with the accident.

The report of Mr. N. D. Hood, Assistant Chief Inspector of Machinery and Assistant Surveyor of Ships, is appended.

WESTPORT HARBOUR.

Pursuant to the provisions of the Westport Harbour Act, 1920, the control and management of this harbour was, on the 1st April, 1921, taken over by the Government. The maintenance of the harbour, lights, beacons, &c., and the breakwaters and dredges, is undertaken by this Department, while the Railway Department controls the wharves and railways.

The dredge "Eileen Ward" underwent an extensive overhaul at her annual survey, and considerable repairs were effected. The vessel is now in first-class order.

The dredge "Rubi Seddon," which had been chartered by the late Harbour Board to the Wanganui Harbour Board, completed her work in September last, and, after being overhauled and reconditioned pursuant to the terms of her charter, resumed work at Westport in first-class order. The other vessels belonging to the port have been kept in good working-order.

The work of the port generally has been well carried out during the year by the port officers, who were taken over with the harbour on the 1st April, 1921.

During the year 499 steamers and 4 sailing-vessels entered the port, aggregating 273,706 tons register, as against 461 steamers and 4 sailing-vessels, aggregating 247,435 tons register, during the previous year—an increase of 4 steamers and 26,271 tons register. The total tonnage entering and clearing the port during the year was 546,186, as against 494,471, an increase of 51,715 tons.

The average depth for the year on the bar at high-water was 25 ft. 2 in., as against 25 in. 3 in. for the previous year; and in the river, from the Crane wharf to the bar, it was 27 ft. 8 in., as against 27 ft. 10 in. for the previous year.