

At the Brothers Lighthouse, which is a rock station, the lightkeepers are supplied by the Department with provisions. The average daily cost of this, per head, for the year was 2s. 3d.

*Signalling.*—A regulation was recently made requiring the examination of lightkeepers in regard to their ability to perform signalling duties at the various lighthouse stations, and these examinations are being held as opportunity offers. Several lightkeepers have submitted themselves for examination, with successful results.

*First Aid.*—A further regulation requiring light-keepers to qualify in first aid as a condition precedent to promotion was also adopted, it being considered that such knowledge is essential to the lighthouse service.

I regret to state that two principal light-keepers died during the year. Principal Keeper A. Duncan was killed at Castlepoint through falling from a ladder, and Principal Keeper W. N. Edmonds died from an attack of pneumonia. Both were very efficient officers, and their loss is deeply regretted.

During the year two light-keepers retired on superannuation, one resigned, and three were transferred to other branches of the service. Appointments were made to fill seven of the vacancies, the other two not being filled owing to reduction in staff at Castlepoint and East Cape.

A special inspection of lighthouses has been carried out during the year. This has not been done for some few years owing to shortage of staff and pressure of work, but will be done periodically in the future. Good results from the inspection have already manifested themselves. Regular inspection by a senior officer from Head Office is necessary.

The sum of £39,668 15s. has been received as light dues on shipping during the year. Such dues have not been increased at anything like a reasonable rate in proportion to the additional capital cost that has been undertaken in new lights. An increase has now been made which is moderate in comparison with some levied in other countries.

*Harbours.*—The work of overhaul and maintenance of navigation aids in harbours under the control of the Department has been satisfactorily carried out by the various Harbourmasters and by the master of the s.s. "Tutanekai." The latter has also attended to the coastal buoys and beacons under the control of the Department during the vessel's periodical trips.

The sum of £746 14s. 6d. has been collected as pilotage and port charges in respect of harbours under the control of the Department, as compared with £647 15s. 6d. during the previous year.

The following works were carried out under the direction of the Marine Engineer:—

*Little Wanganui.*—A survey was made and plans and estimates for the improvement of the harbour were prepared. New beacons were erected, the flagstaff renewed, and a tide-gauge erected.

*Okuru.*—Repairs were effected to the wharf and new mooring-piles driven.

*Bruce Bay.*—Plans were prepared and the work commenced of a landing and goods-shed on Flowerpot Rock, together with an approach bridge and road.

*Karamea.*—A considerable amount of repair work was carried out on the training-wall, a number of piles being driven and sheathed to strengthen the wall, and to prevent wave-action at the back.

*Kaikoura.*—The various works in hand towards the improvement of the boat-harbour have been completed, the principal works being the provision of a new slip and repairs to the old one; repairs to the wharf, construction of dinghy-landing, skids, &c. Certain works in connection with the removal of rocks from the berthing-area were also taken in hand, the services of some of the Defence staff used to submarine mining being secured.

*Mokau.*—The construction of a snagging-punt out of funds provided by the Government has been completed, and the punt is operating satisfactorily.

*General.*—As usual, a large number of applications were received from local bodies and private individuals for approval of works involving maritime interests. These have all been carefully investigated and dealt with, a few of the principal items being,—

Wharves: Prince's Wharf, Auckland; Castlecliff, Wanganui; Hicks Bay; Holmes Wharf, Oamaru; Bradley's Landing, Kaipara; Kawakawa Bay; Kennedy Bay; Mangarewa, Wairoa River; Manukau; New Plymouth; Onakaka; One Tree Point, Whangarei; Opuā, Bay of Islands; Tolaga Bay; Rona Bay; Aka Aka Landing and goods-shed; Kaikoura Wharf, goods-shed.

Foreshore Leases: Avānuī River; Half-moon Bay; Mangamuka; Napier Harbour; Nelson, power-house; Paremata; Paterson's Inlet; Picton; Purakanui; Half-moon Bay; Waikiki Bay; Waikawa; Wairoa River; Wanganui, power-house.

Reclamations: Dargaville; Hutt River; Kawau Island; Moturoa (New Plymouth).

Harbour-works: Gisborne Harbour; Napier; Castlecliff, wall; Whangarei Harbour; Wade River.

*Westport Harbour.*—During the year 546 steamers and 7 sailing-vessels entered the port, 332,401 tons register, as against 469 steamers and 4 sailers, 273,706 tons register, for the previous year—an increase of 80 vessels and 56,695 tons register.

The average depth of the bar for the year was 25 ft. 1 in. at high-water ordinary spring tides, as against 25 ft. 3 in. for the previous year.

The depth of the river fairway from the wharf to the bar has been well maintained, showing an average increase of 4 in. for the year.

The largest vessel to visit the port for the year was the R.A.F.A. "Biloela," of 3,366 tons net register.

Vessels drawing 22 ft. have left the port during the year.

The port facilities are well in advance of requirements; the equipment is in good order and capable of dealing with an output of 40,000 tons of coal per week.

The average weekly output for the year was 11,007 tons.

The dredger "Eileen Ward" has been kept in commission throughout the year, dredging at the entrance at a cost of £7,461 3s. 9d. During the period the vessel lifted approximately 433,610 cubic yards of material.