

Waikawa Bay Wharf (near French Pass).—Surveys and tentative plans for a new structure have been completed.

Portage Wharf, Kenepuru Sound.—Minor repairs to steps and decking were carried out during the year.

Tiritiri Fog Signal.—The necessary machinery for this plant, including air-receiver, two Diesel-driven compressor sets, shafting, piping, and diaphone signal, have been delivered on the island and placed in position. The pipework on the engine and compressor cooling systems, also pipes to receiver and diaphone, are now being laid out and erected. The job is in a fairly advanced state.

LIGHTHOUSES.

Baring Head.—A contract for the erection of the concrete tower and two cottages for the accommodation of the keepers has been completed, and, in addition, the power-house for machinery for generating the electric energy has been completed. The lantern-house has been placed in position, and everything was in readiness for the electrical equipment. The power is generated at the station by means of Diesel-driven generating-sets and fed through a battery of accumulators to the light itself. All parts are in duplicate, and every precaution has been taken to safeguard any possibility of failure through a breakdown of the power-supply, damage to the light source, or any other contingency.

A considerable amount of tree-planting and breakwind-construction has been carried out on the reserve.

The light was actually installed on 18th June, 1935, when Pencarrow light, which had been in use for years, ceased operations.

Castlepoint.—A cast-iron cleaning-path around the lantern-house was erected in order that the cleaning of the lantern could be carried out with greater safety.

Cape Saunders Lighthouse.—Painting and repairs to the lighthouse and repairs to the two cottages and other buildings were undertaken during the period.

Centre Island Lighthouse.—In November, 1933, a quantity of ruby glass for replacement of ruby screens was purchased, and this is held in store at the island pending the visit of the Marine Department's expert to place same in position.

GENERAL.

A number of applications have been received from local bodies and private individuals for approval of works involving marine interests. Among the various applications were the following:—

Foreshore Licenses.—Onekaka River Wharf; Kawakawa Landing-stage (Bay of Islands); Brown's Island (Hauraki Gulf—wharf); Mangarakau River (Westhaven—wharf); Taieri Mouth—wharf; Picton (Harbour—boat slip); Queenstown—jetty; Wairupe Stream (Motukaraka Wharf), Hokianga; Tangowahine, Kaipara; Lucas Creek, Auckland; Waikawa Bay, Queen Charlotte Sound; Brown's Bay, Waiheke Island—wharf; New Brighton, Hauraki Gulf; Ngaruawahia, Waikato River; Motukaraka, Hokianga; Picton.

Wharves and Jetties.—Kohimarama, Auckland; Holmes' Wharf, Oamaru; Tryphena Harbour, Great Barrier Island; Mangarakau River, Westhaven; Imlay Extension, Wanganui; Grader Wharf extension, Patea; Motukaraka, Hokianga Harbour; Lyttelton No. 1 reconstruction; Wellington Harbour.

Boat Sheds and Skids.—Picton foreshore (Picton—footbridge); Evans Bay, Wellington; Kawakawa, Bay of Islands; Port Nelson; Bastion Point, Auckland; Herne Bay, Auckland; Oaklands Road, Papakura.

Bridges.—Puhoi River, Rodney County; Maungaroa Creek, Manukau County; Orewa River, Waitemata; Waikawau Stream, Thames; Paremata River, Porirua Harbour; Limeburner's Creek, Whangaroa.

Retaining-walls.—Monck's Bay, Sumner; Motueka Harbour; Breakwater extension, Oamaru; groynes, Tauranga Harbour; Hokitika River.

Reclamations.—Point Howard, Wellington Harbour; Wairau Estuary, Takapuna.

Outfalls.—Septic tank, N.Z. Air Forces, Hobsonville; Evans Bay, Wellington; Karori Sewerage, Cook Strait.

ESTABLISHMENT OF AERODROMES.

During the year ending 30th June, 1935, in conjunction with the Royal New Zealand Air Force, the Civil Aviation Branch of the Defence Department, and the Unemployment Board, this Department has very considerably extended the development of this work. In addition to the Royal New Zealand Air Force Base at Hobsonville, and the Royal New Zealand Flying Training School at Wigram, investigations have been carried out on 112 grounds in both Islands. Of these, forty-three have been surveyed with a view to construction, and construction actually undertaken on thirty.

By far the greater proportion of the cost of construction is being met by the utilization of unemployed labour, which would otherwise, in many cases, be employed on work of little permanent value. The expenditure on materials and transport that is necessary to enable the work to be carried out, and advantage taken of the labour available, is a very small proportion of the total cost, and it is anticipated that by the utilization of what would otherwise be labour of little value a very considerable capital expenditure in future years will thus be avoided and a very sound asset created for the Dominion.

Without the very large measure of assistance that has been given by the Unemployment Board by providing labour for this work it is doubtful if the present comprehensive scheme of aerodrome and emergency landing-ground development could be undertaken for many years, with the resultant retardation of the application of air transport to the Dominion.