

The tug “ Mana ” was only required once to tow a vessel from the port, but was utilized on several occasions in dragging for submerged objects. Running repairs to the dredges and plant kept the workshops staff fully employed.

The following statement shows the coal trade, shipping, and financial statistics of Westport Harbour for each year since the Department has had control of the port :—

Year.	Net Tonnage of Shipping entered.	Tonnage of Coal shipped.	Expenditure.			Revenue.			Financial Result.			
			£	s.	d.	£	s.	d.		£	s.	d.
1921-22 ..	273,706	480,873	63,950	1	10	25,836	19	3	Deficit	38,113	2	7
1922-23 ..	332,401	573,487	50,738	17	5	38,700	8	1	„	12,038	9	4
1923-24 ..	275,762	442,070	46,619	1	11	42,285	7	4	„	4,333	14	7
1924-25 ..	334,827	556,669	44,666	14	0	50,378	11	0	Surplus	5,711	17	0
1925-26 ..	386,669	552,949	51,909	4	11	57,539	12	11	„	5,630	8	0
1926-27 ..	459,670	637,165	52,769	12	6	62,976	13	10	„	10,207	1	4
1927-28 ..	466,021	623,256	65,828	1	7	65,909	8	1	„	81	6	6
1928-29 ..	458,712	604,778	68,871	13	0	64,214	5	6	Deficit	4,657	7	6
1929-30 ..	479,623	625,835	64,877	10	5	66,274	17	3	Surplus	1,397	6	10
1930-31 ..	352,228	513,503	53,436	16	9	53,013	2	11	Deficit	423	13	10
1931-32 ..	234,936	336,873	46,803	2	4	34,602	12	9	„	12,200	9	7
1932-33 ..	223,936	282,163	40,974	8	9	30,516	6	1	„	10,458	2	8
1933-34 ..	240,132	280,080	39,783	7	4	30,886	13	9	„	8,896	13	7
1934-35 ..	253,041	291,449	39,011	8	8	30,773	2	5	„	8,238	6	3
1935-36 ..	260,111	295,067	40,298	17	9	30,891	0	7	„	9,407	17	2

An examination of this statement discloses that the Harbour was a heavily losing proposition when the administration of the port was transferred from the late Harbour Board to the Department fifteen years ago. In 1921-22 there was a deficit of over £38,000, which was substantially reduced in the two succeeding years. From 1924-25 to 1930-31 inclusive there was an average annual surplus of £2,563 16s. 11d., but during the past four years the abnormal depression in the coal trade has undermined the finances of the port. At present the revenue is sufficient to meet minimum working-expenses and interest on loans, but is unable to provide for sinking fund.

The bunkering trade continues to improve, but does not bear comparison with what it was in pre-depression years. The number of vessels which called at Westport for bunker coal during the past eleven years is as follows :—

Year.				Number of Vessels.	Quantity of Bunker Coal taken.
					Tons.
1925-26	..	..	..	20	..
1926-27	..	..	..	44	..
1927-28	..	..	..	51	54,993
1928-29	..	..	..	54	54,083
1929-30	..	..	..	57	61,546
1930-31	..	..	..	24	25,969
1931-32	..	..	..	10	7,637
1932-33	..	..	..	7	6,872
1933-34	..	..	..	14	12,703
1934-35	..	..	..	21	16,376
1935-36	..	..	..	34	20,647

Port dues on ships calling for bunker coal have been reduced to a minimum, with the object of encouraging this trade as far as possible.

Karamea Harbour.—Owing to the alteration of the course of the river at its mouth, the port is not now workable.

Little Wangamui Harbour.—Owing to the lack of sufficient floods and to adverse sea conditions, the entrance at times shoaled sufficiently to interrupt working, which is only possible during spring tides. Since the a.s. “ Fairburn ” was wrecked on the Westport Breakwater, the harbour was not used for a short period, but another vessel is now taking up the trade.

Okarito Harbour.—The Okarito Harbour Co. has continued to develop this harbour, and in doing so completed the construction of a timber training-wall north of the proposed entrance straight out from the present wall.

A cut was made in the shingle-bank, but all efforts to close the present entrance and open a new one have been unsuccessful. The company erected a dam in the north channel of the lagoon, but this was unsuccessful owing to the nature of the underlying strata ; various other temporary measures, such as the erection of scrub groynes, have been tried, but so far without success. The present wharf was demolished and a new wharf commenced. It is now the company’s intention to temporarily abandon the project of a new entrance and build a wharf to suit the present entrance.