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been noted in the godown Register. In the result the movement of labour within the sheds is impeded and in some cases much time has been wasted in searching for cargo the position of which has been altered in this manner. The Committee is of the opinion that the practicability of transferring to the Port Administration the work of weighing and marking export cargo should be investigated.

Measurement of export cargo.

27. The Committee understands that the Steamship Companies are prepared to issue standing instructions to the Port Administration to measure 10% of all export cargo. Such being the case it is recommended that where possible consignments of export cargo should be measured on arrival in the transit sheds, measurement certificates being issued as required from particulars recorded in a Measurement Register in order that delays in shipment from this cause may be avoided.

Shipping Orders.

28. Both the Steamship agents and the Port Administration are encountering considerable difficulties owing to the late submission of Shipping Orders. As no cargo can be shipped until a Shipping Order is produced and in many cases the working of the ship is delayed owing to non production of Shipping Orders, the Committee is of the opinion that the whole method of handling Shipping Orders should be investigated by the Port Manager with a view to eliminating this fruitful cause of delay.

"Laconia".

32. Although a matter of only temporary importance, the berthing alongside No. 2 Quay Berth of the tourist steamer "Laconia" at the height of the peak period has given rise to so many complaints that the Committee feels bound to allude to it. The advertising value of the course adopted is understood but it is considered that too great a price was paid for this type of advertisement as the "Laconia" berthed alongside on three different occasions thereby holding up cargo for shipment in No. 2 Transit Shed for a period of nearly three days and in respect of the S.S. "Ellora" alone freight to the value of over £1,000 was lost through short shipment of cargo actually on hand in the — is.

Old Port.

33. Complaints of slow working at the Old Port were received, the reason adduced being that the working of overtime had been suspended. The Committee finds no grounds for the statement that overtime at the Old Port has been suspended, the reasons for the delay resulting rather from the fact that an extra steamer per month from Bombay now serves the Old Port and that the quantity of hides shipped therefrom is much greater than formerly. At the same time it feels that before schemes for additional facilities are formulated, the maximum use should be made of those now existing either by way of overtime or otherwise in order that unnecessary expenditure in the Old Port should not be incurred.

Conclusion.

34. In conclusion the Committee wishes it to be clearly understood that this Report is

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is designed to rectify existing disabilities and should not be taken as definitely adverse comment upon the general management of the Port or on any individual member of the Port Administration. In its opinion many difficulties which have faced the Port Manager have been overcome and the fact that all have not yet been surmounted should not reflect upon his capacity to overcome them, a lack of time being the main difficulty with which he has had to contend.

Sgd/- G. WALSH CHAIRMAN

Sgd/- A.C. FREEMAN PARNETT. MEMBER

Sgd/- H. GOODRIND. MEMBER

Sgd/- J. CUMMING. MEMBER

Sgd/- J.H. EVANS.

SECRETARY.

ROMBASA

6TH APRIL, 1928.