

REF	The Sydney Harbour
387.16/	Commissioners' thirty-third
SYD	report being for the year ended
4045	30th June, 1933.



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1933.

NEW SOUTH WALES.

THE

SYDNEY HARBOUR TRUST COMMISSIONERS'

THIRTY-THIRD REPORT

BEING FOR THE

YEAR ENDED 30th JUNE, 1933.



SYDNEY : ALFRED JAMES KENT, I.S.O., GOVERNMENT PRINTER.

1933.

THE SYDNEY HARBOUR TRUST.

PRESIDENT:

E. W. AUSTIN.

COMMISSIONERS :

R. T. MCKAY, M.Inst. C. E.

W. P. O'CONNOR

OFFICERS:

SECRETARY:

S. C. BARNES.

ENGINEER-IN-CHIEF:

A. J. DEBENHAM, B.E., M.Inst.C.E., M.I.E.(Aust.), M.Inst.T.

HARBOUR MASTER:

CAPTAIN J. R. STRINGER.

CHIEF SURVEYOR AND LAND VALUER:

E. H. O. DUNLOP, L.S.

TREASURER AND ACCOUNTANT:

L. C. MILGATE, A.I.C.A.

COLLECTOR OF WHARFAGE AND TONNAGE RATES:

F. MATTHEWS.

SOLICITOR:

H. P. WOOD.

PROPERTY OFFICER:

T. M. CANVIN.

MANAGER OF BONDS:

W. J. BEGG.

1933.

THIRTY-THIRD REPORT

OF THE

SYDNEY HARBOUR TRUST COMMISSIONERS,

BEING FOR THE

YEAR ENDED 30TH JUNE, 1933,

Sydney Harbour Trust Office,
Circular Quay,
23rd November, 1933.

The Sydney Harbour Trust Commissioners have the honour to submit to the Colonial Treasurer their report for the year ended 30th June, 1933 :—

FINANCIAL .

The following is a summary of the Trust's Finances for each of the last three years:—

	Year ended 30th June, 1931.			Year ended 30th June, 1932.			Year ended 30th June, 1933.		
	£	s.	d.	£	s.	d.	£	s.	d.
Income	840,077	17	11	832,186	9	2	880,011	18	11
Administration and Maintenance Expenses ...	269,831	3	0	244,580	17	2	213,984	16	2
Exchange	20,858	6	4	147,360	0	0	99,409	7	1
Loans Management Expenses	4,946	16	6	1,920	18	8	8,508	4	4
Total Working Expenses	295,636	5	10	393,861	15	10	321,902	7	7
Surplus on Working	544,441	12	1	438,324	13	4	558,109	11	4
Interest on Capital Debt	597,172	0	0	554,696	11	6	527,542	16	8
Net Deficit	91,130	7	11	157,373	18	2	11,090	17	2
Reserve Account	36,070	7	6	.....			.....		
Net Deficiency Account ... ..	.....			121,303	10	8	132,394	7	10
Capital Expenditure	69,773	4	3	22,610	6	7	4,983	2	5
Capital Debt	11,622,200	5	5*	11,611,904	15	4*	11,596,314	18	8*
Liquidation of Capital Debt Account (Accumulated)	149,630	15	1	166,178	18	5	182,574	3	9
Contribution for Year by Trust to Sinking Fund	38,400	0	0	.....			.....		
Contribution for Year by Commonwealth to Sinking Fund	33,648	18	7	17,929	4	10	18,676	7	9
Sinking Fund (Accumulated)	157,012	15	4	173,185	2	10	188,405	1	10
Balance in Sinking Fund Investment Account at end of Year	7,382	0	3	7,006	4	5	5,830	18	1
Ratios—	Per cent.			Per cent.			Per cent.		
Administration and Maintenance to Income	32.11			29.39			24.31		
Total Working Expenses to Income ...	35.19			47.30			36.58		
Income to Capital	7.23			7.16			7.59		
Surplus on Working to Capital ...	4.68			3.77			4.81		
Net Deficit to Capital Debt	.78			1.35			.06		

* After allowing for balance in liquidation of Capital Debt Account.

Income.—The net income earned during the year amounted to £880,011 18s. 11d., being £47,825 9s. 9d. more than that of the previous year (£832,186 9s. 2d.).

The principal source of the increase was in the overseas section of trade and shipping. The revival of imports was responsible for the increase of the inward overseas wharfage rates from £151,203 3s. 2d. to £197,249 1s. 11d., an increase of £46,045 18s. 9d. or 30 per cent. Similarly the heavier volume of overseas exports was reflected in the wharfage revenue from that source, which amounted to £117,598 6s. 10d. as compared with £107,878 2s. 3d. for the previous year, an increase of £9,720 4s. 7d. or 9 per cent.

In the inter-state and intra-state trades the revenue from inward and outward wharfage rates and transshipment rates showed increases, the principal item being inter-state inward wharfage rates which at £112,980 12s. 11d. was higher by £10,094 15s. 4d. than for the previous year (£102,885 17s. 7d.).

The improved income from trade and shipping was to some extent counteracted by the decline in receipts from rents, which amounted to £255,803 2s. 5d. as compared with £278,386 9s. 9d. for the previous year, a reduction of £22,583 7s. 4d. The income from charges at bonds and free stores also declined to £10,604 18s. from £14,679 10s. 2d. for the previous year.

The following is a summary of the income earned from various sources, together with the similar figures for the previous year :—

Year ended 30th June, 1932.					Year ended 30th June, 1933.			
£	s.	d.	Per cent.		£	s.	d.	Per cent.
328,574	7	8	39.5	Inward Wharfage and Transshipment Rates	387,272	4	3	44.01
155,827	6	0	18.8	Outward Wharfage Rates	169,578	14	3	19.28
36,431	18	6	4.4	Tonnage Rates and Berthing Charges	39,511	9	1	4.38
2,728	0	0	.3	License Fees	2,830	4	9	.33
828	8	2	.1	Storage Charges	751	18	10	.09
1,057	1	3	.1	Miscellaneous Recoveries	541	16	5	.07
13,673	7	8	1.6	Miscellaneous Services	13,117	10	11	1.49
278,386	9	9	33.4	Rents	255,803	2	5	29.09
14,679	10	2	1.8	Bond Charges	10,604	18	0	1.26
832,186	9	2	100		880,011	18	11	100

Capital Expenditure.—The expenditure on capital work during the year was £4,983 2s. 5d.

Revenue Expenditure.—The revenue expenditure amounted to £891,102 16s. 1d., and the following table shows its composition, together with comparative figures for the previous year :—

Year ended 30th June, 1932.								Year ended 30th June, 1933.				
£	s.	d.	Per cent.					£	s.	d.	Per cent.	
393,861	15	10	40	Working Expenses	...	...	...	...	321,902	7	7	36
554,696	11	6	56	Interest on Capital Debt	...	...	...	...	527,542	16	8	59
41,002	0	0	4	Sinking Fund Contribution	...	...	...	...	41,657	11	10	5
989,560	7	4	100						891,102	16	1	100

The following is a sub-division of the working expenses, together with that of the preceding year :—

Year ended 30th June, 1932.								Year ended 30th June, 1933.			
£	s.	d.	Per cent.					£	s.	d.	Per cent.
33,505	3	8	8.5	Administration Charges	...	...	...	30,529	9	10	9.48
15,048	13	2	4.1	Collection of Wharfage, etc.		...	...	14,647	18	1	4.58
13,805	16	8	3.4	Control of Port	...	...	...	12,820	0	3	3.98
6,963	10	6	1.8	Survey of Port	...	...	...	6,601	9	2	2.05
76,377	6	3	19.2	Maintenance of Property and Plant		...	...	67,215	9	1	20.88
11,147	1	8	2.8	Maintenance of Services	...	...	...	11,312	11	10	3.51
7,563	1	2	1.9	Dredging	...	...	...	7,225	18	8	2.24
81	14	10	.....	Demolitions	...	...	...	44	2	8	.01
230	10	5	.1	Motor Garage, Working Expenses		...	...	151	4	11	.04
10,422	0	0	2.6	Wheat Conveyors, Maintenance and Operating Expenses.				7,471	15	7	2.32
17,416	7	8	4.5	Bonded and Free Stores, Working Expenses	...			12,904	12	10	4.01
52,019	11	2	13.2	General Charges	...	...	...	43,060	3	3	13.37
244,580	17	2	62.1					213,984	16	2	66.47
147,360	0	0	37.4	Exchange on Interest, etc.		...	...	99,409	7	1	30.89
1,920	18	8	.5	Loans Management Expenses		...	...	8,508	4	4	2.64
393,861	15	10	100					321,902	7	7	100

The strictest economy was again exercised by the Commissioners in the items of controllable expenditure, and this is reflected in the reduction of the working expenses (not including exchange and loans management expenses) from £244,580 17s. 2d. to £213,984 16s. 2d. The following is a summary of the administration and maintenance expenditure for each of the past four years :—

Year ended 30th June—	Income.	Administration and Maintenance Expenses.	Percentage Expenses of Income.
	£	£	
1930	1,017,934	381,420	37
1931	840,077	269,831	32
1932	832,18 6	244,581	29
1933	880,012	213,985	24

The administration and maintenance expenses include such items as pensions, city rates, water and sewerage rates, insurance premiums, etc., and, if those items be disregarded, the percentage reduction in controllable expenditure for the past three years when compared with the year ended 30th June, 1930, is as follows :—

Year ended 30th June—	Amount.	Percentage Reduction.
	£	
1930	312,592	Basis.
1931	200,147	36
1932	181,410	42
1933	162,890	48

INTEREST.—The item of interest has always been a serious one with the Trust, and even in pre-depression years absorbed an undue proportion of the income; in the year ended 30th June, 1930, it represented 53 per cent. of the revenue, or 10s. 7d. in the £. Some relief was afforded during the year under review by the further reduction from 4 85673 per cent. to 4 37804 per cent. of the Treasury rate, which is applicable to the capital indebtedness of the Trust, and the interest payable was £527,542 16s. 8d. as compared with £554,696 11s. 6d. for the previous year. The following particulars of the amounts of interest payable by the Trust in each of the last three years, together with the percentage of income absorbed, clearly show that owing to the lessened income of the Trust the payments are still extremely onerous in spite of the relief which has been afforded in the interest rate:—

Year ended 30th June—	Interest.	Percentage of Income.	In the £.
	£		s. d.
1931	597,172	71	14 2
1932	554,696	66	13 4
1933	527,543	60	12 0

EXCHANGE.—The amount debited by the State Treasury against the Trust in respect of its share of the exchange on interest payable abroad on Government loans was £99,409 7s. 1d., as compared with £147,360 for the previous year; of the latter amount £39,900 was applicable to the year ended 30th June, 1931.

SINKING FUND.—The sinking fund contribution amounted to £41,657 11s. 10d., as compared with £41,002 for the previous year.

BURDEN OF INTEREST, EXCHANGE AND SINKING FUND COMBINED.—When, in addition to interest, consideration is given to the items of exchange and sinking fund contributions, the extent to which income is absorbed is shown in the following table :—

Year ended 30th June—	Interest, Exchange, and Sinking Fund.	Percentage of Income.	In the £.
	£		s. d.
1931	656,430	78	15 7
1932	743,058	90	17 10
1933	668,610	76	15 2

RESULT OF OPERATIONS.—The year's operations resulted in a deficit of £11,090 17s. 2d., which, however, would have been converted into a surplus of £88,315 9s. 5d. but for the extraneous item of exchange (£99,409 7s. 1d.).

The Trust's accumulated deficit now stands at £132,394 7s. 10d., and the financial position was such that the sum of £64,117 16s. 8d. for interest remained unpaid at the end of the year under review, as well as the whole of the sinking fund contributions for that and the preceding year, amounting for both years to £82,659 11s. 10d.

SHIPPING AND TRADE.

SHIPPING.—During the year under review the total number of vessels that entered the port was 6,315 as compared with 5,840 during the previous year, an increase of 475. The gross registered tonnage was 16,303,678, or 1,821,816 more than the previous year (14,481,862), and only 223,120 tons or 1 3 per cent, less than the port's record year, that ended 30th June, 1927, when the gross tonnage of vessels entered was 16,526,798.

The figures for each of the last two financial years and those of the peak year 1926-27 and the pre-depression year 1928-29 are as follow:—

Number of Vessels.				
	1926-27.	1928-29.	1931-32.	1932-33.
Oversea	2,626	1,458	1,173	1,298
Interstate		1,040	951	1,039
Intra-state	5,740	4,564	3,716	3,978
Total	8,366	7,062	5,840	6,315

Gross Tonnage of Vessels.				
	1926-27.	1928-29.	1931-32.	1932-33.
Oversea	13,097,522	9,792,555	9,019,801	10,269,034
Interstate		2,990,224	2,894,752	3,324,079
Intra-state	3,429,276	2,845,826	2,567,309	2,710,565
Total	16,526,798	15,628,605	14,481,862	16,303,678

The largest vessel which entered the port during the year was the R.M.S. "Strathnaver" (22,547 gross tonnage), and the deepest draft vessel to enter or leave was the S.S. "Ceramic" drawing 32 feet. The greatest number of vessels which entered the port on any one day was 31, on the 10th April, 1933, and the greatest number in port on any one day (not including vessels out of commission) was 82, on the 21st February, 1933, of which 33 were oversea, 11 interstate and 38 intra-state vessels.

Oversea Shipping.—It will be seen that there was a considerable increase in the number and gross tonnage of vessels which arrived from overseas, the number increasing by 125 and the gross tonnage by 1,249,233. Although, as will be seen later, there was an improvement in the volume of imports from overseas this was not sufficient to necessitate more shipping, and the reason for the increase is that vessels had to be sent out, usually only partially filled, in order to lift the exports of the Commonwealth.

Comparing the oversea shipping of last year with that of the pre-depression year 1928-29 the number of vessels was less by 160 or 11 per cent., but the tonnage capacity was greater by 476,479 or say 5 per cent., which clearly reflects the increased size of the vessels placed in the Australian trade.

Interstate and Intra-state Shipping.—There was an improvement in the number and the gross tonnage of the vessels which arrived from both interstate and intra-state ports, which is probably an indication of increased business activity within the Commonwealth, due in some measure to the encouragement given to Australian industry by the enforced curtailment of imports from abroad and partly to seasonal conditions.

TRADE.—There was a definite improvement in the trade of the port during the year, and the total volume of goods imported and exported (including transshipments) amounted to 6,053,542 tons, as compared with 5,459,844 tons. The improvement took place in all three sections of the trade, oversea, interstate and intra-state, but was particularly pronounced in the first mentioned.

Oversea Imports.—The volume of goods imported (including transshipments) was 1,232,891 tons, as compared with 990,887 tons for the previous year, an increase of 24 per cent., and the value, as shown by Customs figures, rose from £18,403,136 to £23,125,102, an increase of 25 per cent. The

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An indication of the extent of the maintenance work of the Trust will be gathered from the following list of properties maintained by the Commissioners :—

- 188 commercial wharves, representing 64,000 lineal feet.
- 25 ferry wharves, representing 3,427 lineal feet.
- 2,000,000 square feet of wharf area.
- Nearly 3,000,000 square feet of shed area.
- 745 buildings—stores, bonds, shops, hotels, etc.

GENERAL.

PORT CHARGES.—During the year under review the charges levied on shipping at the Port of Sydney again came under public notice in the press. While some of the criticism which was published showed a lack of appreciation of the facts, the Commissioners have reason to believe that since the statements which have been made by them on this subject in their annual reports and otherwise there has been a better understanding generally of the true position regarding port charges and a realisation by at least those people directly associated with shipping that the charges levied at the Port of Sydney on vessels are lower than those at any other of the principal ports on the mainland of Australia and the largest ports in the United Kingdom.

The opinion has been expressed by some critics that because of the excellent natural advantages of the Port of Sydney the charges for the use of its facilities should be particularly low in comparison with those of other ports. It is not appreciated by such critics, however, that a large capital expenditure has been necessary in the development of this port. While its unique natural advantages make it an ideal haven for shipping, it is not a port that has been capable of development at small cost, and the topography of the foreshores has rendered the construction of wharves, jetties and approaches very costly. It is not generally appreciated that nearly a million pounds has been expended in developmental dredging in order to bring the port into line with modern requirements and another million pounds in the construction of roadways along the waterfront.

When the Trust was created in 1901 it assumed a capital debt of nearly £4,700,000 in respect of the land and structures vested in the Commissioners, and the capital expenditure in the ensuing thirty-two years aggregated £7,800,000, making a total capital investment of upwards of £12,000,000.

The financial position of the Trust, in relation to which its charges have necessarily been fixed, has differed from that of many other Port Authorities in two important respects. The first is that at certain other ports of the Commonwealth and at ports overseas, notably San Francisco, the foreshore lands were handed over without cost to the Port Authority. The second is that at most of the leading ports of the World the controlling authority is empowered to write down its capital indebtedness from year to year. Despite the absence of those financial advantages and although the capital expenditure in developing the port has been heavy, the charges of the Sydney Harbour Trust still compare favourably with those levied at other ports of the Commonwealth and abroad.

The Commissioners desire to emphasise that the Trust's receipts from overseas shipping average only approximately 1s. per ton on the goods carried in overseas vessels to and from Sydney, and that this cannot be regarded as having any appreciable effect upon the overseas rates of freight.

While the Commissioners are responsible only for certain of the charges on shipping at the Port of Sydney, they share the view of other Port Authorities in the Commonwealth that the Governmental port charges in Australia compare favourably with those in other parts of the world when the services rendered are taken into consideration.

The difficulty which confronts overseas shipowners operating in both Australia and New Zealand is the number of ports at which it is necessary for their vessels to call, and, while investigation by different authorities has shown that the charges at the individual ports are not unduly high for the services rendered to shipping, it is admitted that when the charges payable at four or more ports for similar and unavoidable services such as pilotage, towage, etc., are totalled the aggregate is a very high figure. This difficulty in the conduct of the overseas shipping business constitutes an argument in support of the concentration of the overseas trade at a limited number of large ports; that condition of affairs obtains to a greater degree in Australia than in New Zealand where for many years strenuous efforts have been made in certain quarters, but seemingly with little avail, to localise the overseas trade at a few major ports. In the present stage of the development of Australia it is difficult to see how any further concentration of overseas trade at the principal ports could be accomplished, and, desirable as it might be from the individual point of view of the shipping companies, there has not been any general demand for such a movement in the Commonwealth; on the other hand, expressed public feeling on the subject has favoured decentralisation rather than additional concentration.

The Commissioners take this opportunity of suggesting that a matter of primary importance to overseas shipping companies is the Suez Canal charges, to which considerable publicity has recently been given, and which appear to the Commissioners to constitute a much more serious hindrance to overseas shipping visiting Australia than do the charges levied at the ports in the Commonwealth.

RAILWAY FACILITIES ON WHARVES.

The Commissioners again draw attention to the fact that the Port of Sydney is well equipped with railway wharfage for the handling of traffic which is required to pass direct from ship to rail and vice versa.

From statements which have been made it is apparent to the Commissioners that many people are ill-informed as to the peculiar position of Sydney in this respect.

The following percentages of the rail-borne cargo of the port have been arrived at from figures which have been furnished officially to the Trust by the Railway Department, and show the position at a glance :—

	1923.	1929.	1932.	1933.
	per cent.	per cent.	per cent.	per cent.
<i>General Cargoes (omitting coal, coke and wheat)—</i>				
Imports	1.55	2.19	1.10	1.16
Exports	5.76	7.29	10.34	9.44
Imports and exports (combined)	2.60	4.14	5.23	4.85
<i>All Cargoes—</i>				
Imports	1.55	2.19	5.27	3.94
Exports	50.25	36.69	46.29	44.41
Imports and exports (combined)	21.20	15.36	23.62	21.94

It will be seen that the proportion of the “ general ” inward cargo of the port which goes direct from ship to rail is only slightly more than 1 per cent., and has not shown any tendency to increase. Most of the imports in question are discharged from inter-state and intra-state vessels, the quantity from overseas being negligible. In the case of exports, after deducting the coal, coke and wheat shipments, for which special facilities have been provided, only about 10 per cent. is shown to go direct from rail to ship.

The circumstances of ports vary as to the necessity for railway wharfage. In countries, as for example South Africa, where ports serve large inland commercial or industrial centres, and goods are indented direct to those centres, the provision of a large proportion of rail berths at the ports is essential. Ports which exist primarily for the export of rail-borne goods, such as coal, obviously need a preponderance of rail berths. At Sydney, however, the conditions are entirely different as the following facts show:—In the case of the inward trade half the population which consumes the imports is in the metropolitan area, and those imports which are consumed inland are almost entirely indented to Sydney where they are first warehoused and later distributed to the various parts of the interior. In the case of exports adequate railway facilities have been provided at Pyrmont and Glebe Island for what is necessarily rail-borne cargo, such as coal, wheat, meat, etc. The facilities at Pyrmont are also availed of for frozen meat and butter, which on arriving from the country are placed in neighbouring cold stores (with rail connection) prior to being brought to ship’s side.

The Commissioners are of opinion that, if rails existed at every wharf in the port, they would not be used to any greater extent for the import trade than is the case at present, and that in the case of the export trade the existing wharfage with rail connection is sufficient for the present needs of the port. In order, however, to meet the prospective increase of rail-borne exports the Commissioners have made provision for the construction at Pyrmont of additional berths with rail connection.

NOISES CAUSED BY COALING OF VESSELS AT NIGHT TIME.—During the year under review complaints continued to be received from Municipal Councils and residents of certain suburbs bordering on the harbour of the inconvenience caused by the coaling of vessels at night time, and the Commissioners consider it desirable to direct attention to certain features of which the complainants are probably unaware.

In the first place, the Port of Sydney is unique in that residences have been erected along practically the entire length of the foreshores, whereas in most large ports the commercial activities are confined to areas remote from residential districts. Consequently, while the port possesses unrivalled natural advantages as a haven for shipping, and its potentialities for future commercial development are such that the Commissioners cannot foresee the time when they will be exhausted, it is a fact that the port has a definite limitation in the matter of width. This is of course an advantage in that it enhances the security of shipping, but it is a decided disadvantage inasmuch as little room is left, after providing a fairway for moving traffic and special areas for naval, quarantine and explosives purposes, for the mooring and working of vessels “ in the stream.” In the upper part of the harbour the bays are narrow, and in such localities as Balls Head Bay, Balmain, and Cockatoo Island, the existence of oil depots and docking establishments, to and from which large vessels are constantly moving, necessitates a considerable area of water being kept free of stationary shipping.

Under these circumstances, the mooring of vessels fairly close to the foreshore cannot be avoided, and when coaling or other operations proceed at night time the residents in the vicinity are inevitably disturbed, as they are also when such operations take place at certain wharves in the port which are contiguous to residential districts. The working of a vessel under these circumstances is invariably responsible for a protest by the residents who demand its removal to some other part of the harbour, but, for the reasons peculiar to Sydney already mentioned, the Commissioners have found from experience that it is impossible to transfer the vessel to another place in the port without being inundated with complaints from the residents in the second locality.

The Commissioners are sympathetic with those residents who are disturbed by night coaling operations, but have been faced with the adoption of one of only two alternatives, viz., either to prohibit the practice for the sake of the comfort of a limited number of individual citizens, or to foster the business activities of the port by allowing a vital adjunct to its shipping and commerce to be conducted in the most economical manner.

The shipping industry is passing through probably the most difficult time in its history, and the quick despatch of a vessel from a port in many cases represents the difference between a profit and a loss on a voyage. The Commissioners are assured that coaling at night time, which is infrequent and involves additional expense in the form of overtime, is resorted to by the shipping and bunkering companies only in cases of emergency; that its total prohibition would be injurious to the name and trade of the Port; and that such a course of action would be undesirable in normal times but would be particularly inexpedient under existing conditions in the shipping industry.

It cannot be too greatly stressed that the Port is one of the links of commerce which bind Australia to the outside world, and that the provision of modern, efficient and economical facilities for the handling of the trade and commerce of the State has a material bearing on the general prosperity of the people.

Under all the circumstances, the Commissioners have deemed it their duty, as custodians primarily of the commercial interests of the leading port of Australia, not to place such a serious restriction upon shipping as to prohibit coaling operations at night time.

IDLE SHIPPING.—In a port of the magnitude of Sydney and particularly a terminal port, it is only to be expected that there will always be vessels out of commission. Idle shipping is to be seen in all the large ports of the world, and is incidental to fluctuations in the shipping industry. Many vessels such as those generally used for the carriage of coal, sugar and ore are placed only temporarily out of commission owing to the exigencies of trade, and anchorage accommodation is required for them until they are re-commissioned. Other vessels, having reached the end of their sea-going careers, have to be temporarily moored somewhere for dismantling prior to destruction.

Registration of Vessels out of Commission.—In accordance with Port Regulation No. 245, the owners of vessels placed out of commission are required within fourteen days to register them with the Trust. During the year 80 new registration certificates were issued, but at the end of the year there were less certificates in force than at the end of the previous year. The heavy cancellation of certificates was due, firstly, to a considerable number of vessels being again placed in commission, which reflected the improvement in trading conditions during the year, and, secondly, to the unprecedented number of vessels destroyed.

Vessels Temporarily out of Commission.—As in the case of noises, idle shipping presents a problem in the Port of Sydney by reason of the extensive use made of the foreshores for residential purposes. Residents of certain suburbs complain of the unsightliness of idle vessels anchored in Rose Bay, which is admitted to be a beautiful part of the harbour, and such residents are doubtless concerned not merely with the aesthetic consideration of the interference with beauty but also with the possibly detrimental effect upon the value of property owned by them.

The Commissioners need hardly point out that it is uneconomic to accommodate idle vessels at expensive wharves, consequently they must be moored in the stream and at some distance from the shore where there is an adequate depth of water and where, incidentally, they are seen from the surrounding foreshores.

It has been erroneously stated by some complainants that those vessels are “rotting hulks,” whereas they are well-equipped cargo carriers which are heavily insured by the owners and are maintained in such a condition as will permit of their being again placed in commission at short notice. The shipping companies pay considerable sums of money in the form of Harbour and Light Rates to the State Navigation Department in respect of such vessels even when they are out of commission, and are strongly opposed to the suggested curtailment of mooring facilities.

The Commissioners past and present have endeavoured to hold the balance evenly between the claims of commercial interests and of those who desire the natural beauty of the harbour to be preserved. As the Port Authority, they deem it their duty to give primary consideration to the legitimate claims of shipping and commerce, but at the same time they do not overlook the fact that Sydney Harbour is a rich heritage of the people, and they have in their official capacity sought as far as practicable to preserve its natural beauty.

Vessels Destroyed in the Port or Sunk at Sea.—The Sydney Harbour Trust (Amendment) Act, 1930, gave the Commissioners additional power to deal with unseaworthy hulks and other vessels likely under certain conditions to cause damage to property on the Port or become a menace to navigation. This legislation enabled the Commissioners to require the owner of a vessel either to make it seaworthy or alternatively to destroy it, and, in default, authorised the Commissioners to carry out the necessary work or destroy the vessel at the expense of the owner.

During the year under review more vessels were removed by demolition and sinking at sea than in any previous year in the history of the Trust. The number aggregated 50, of which the majority were lighters, but the following vessels were sunk at sea:—H.M.A.S. “Encounter,” and the hulks “Cavan,” “Eden,” “Newcastle,” “Namoi,” and “Pendle Hill,” all interesting relics of earlier days.

The work of shipbreaking always provides a certain amount of employment, and, in consequence of the greater number of vessels dealt with during the year under review, there has been an increase in the amount of work of this nature which has been available.

Regulations made under the Beaches, Fishing Grounds and Sea Routes Protection Act 1932, enacted by the Federal Government during the year, render it necessary for vessels taken out of the Port of Sydney for sinking at sea to be sunk within a prescribed area, which is outside the 100 fathoms line and is 5 miles in diameter, with its centre in latitude 34 degrees south, longitude 151 degrees 36 feet east, and Macquarie Lighthouse bearing 299 degrees distant 18 miles.

WHEAT LOADING OPERATIONS.—The total quantity of wheat exported from the Port during the year was 857,839 tons, as compared with 745,480 tons for the previous year. The wheat was shipped as follows:—

						Tons	Tons
In bulk from Glebe Island	...	...	...	...	...	.....	580,968
In bags from Glebe Island	...	...	...	...	...	183,766	
„ „ Pyrmont	...	...	...	...	...	93,105	
							276,871
							857,839

The wheat was exported in approximately 169 vessels. Of that number 92 took full bulk cargoes from Glebe Island, 39 of these topping off there and 20 at Pyrmont. Full bagged cargoes were taken by 30 vessels, of which 25 were loaded at Glebe Island and 5 at Pyrmont. The number of vessels taking parcels of wheat was approximately 47.

The largest quantity of bulk wheat taken by one vessel was 9,081 tons shipped in the s.s. “Castlemoor.” The greatest individual shipment of bagged wheat was taken by the s.s. “Anglo Canadian,” which loaded 9,233 tons at Glebe Island.

The facilities provided by the Trust at Glebe Island primarily for the handling of bagged wheat were again extensively availed of during the year, and the following quantities of wheat and other cargoes passed over the conveyors:—

						Tons.	Tons.
Full bagged wheat cargoes	...	...	...	...	...	143,821	
Topping bulk cargoes with bagged wheat	...	...	...	...	...	9,477	
Small parcels of wheat	...	...	...	...	...	30,468	
							183,766
Flour	...	...	...	...	...	.....	10,619
Bran	...	...	...	...	...	.....	3,656
Pollard	...	...	...	...	...	.....	1,050
Frozen products	...	...	...	...	...	.....	977
Canned fruits	...	...	...	...	...	.....	358
							200,426

The conveyor system again proved its efficiency, and no difficulties or delays were experienced during the whole of the operations as the result of any mechanical or electrical defect. During the year 94 vessels were loaded at the bagged wheat berths at Glebe Island, of which 30 were general cargo vessels which received small parcels of wheat, flour and/or other cargo.

PREVENTION OF POLLUTION.—The water in the Port of Sydney has a reputation for cleanliness, and it is gratifying that, despite the thousands of sources afloat and ashore from which pollution may take place, there was little or no cause for complaint during the year under review. The officers of the Trust exercise close and constant supervision to detect and as far as practicable prevent pollution. The co-operation of the general public in reporting cases of pollution of the Port and its extensive foreshores is welcomed by the Commissioners and their officers, whose practice it is to make an immediate investigation of such reports. Only one serious case of oil pollution occurred during the year, and the master of the vessel from which the oil had escaped was proceeded against and a conviction obtained.

The effluents of manufacturing establishments located on the foreshores have been the subject of special supervision, and action has been taken wherever necessary to prevent deleterious matter being discharged into the Port. The connection during the year of several such establishments with the low level sewer has eased the position, and additional connections are anticipated in the near future.

The Beaches, Fishing Grounds and Sea Routes Protection Act 1932 renders it illegal for any vessel, without permission in writing from the Director of Quarantine, to discharge within a prescribed area outside the Port of Sydney any garbage, ashes or organic matter. The penalty for an offence is £100. The area in question may be roughly described as 15 miles from the shore on the sea front between Sugarloaf Point (north of Port Stephens) and Cape Baily (south of Botany Bay and near Cronulla).

The attention of companies and firms which convey punts of ashes, garbage, and like material to sea was expressly drawn by the Commissioners to the statutory requirements, and it is anticipated that the beneficial effect of the Federal legislation will be noticeable not only in the case of ocean beaches but also of harbour beaches, certain of which have been fouled in the past by material deposited from vessels outside the Heads.

HYDROGRAPHIC WORK.—In addition to the hydrographic work of a more routine character, sounding surveys were made of the section of the port between Kirribilli Point and Goat Island, including Lavender Bay, as well as of Darling Harbour, Blackwattle Bay, Rozelle Bay, Johnstons Bay and White Bay. New soundings were also taken in the Eastern and Western Channels near the entrance to the port.

It was not practicable during the year to proceed with the hydrographic survey of those portions of Middle Harbour and Lane Cove River referred to in the last report, and which remain to be done to complete the comprehensive hydrographic survey of the whole of the port.

FERRY SERVICES.—The number of ferry passengers carried on the various ferry services during the year has been estimated at 19,915,000, as compared with approximately 41,627,000 during the previous year, and it is gratifying to be able to report that there was not any serious accident during the year.

CITY RATES AND WATER AND SEWERAGE RATES.—In view of the provisions of the Rating (Exemption) Act, 1931, negotiations were entered into and finalised between the Trust and the City Council and the Metropolitan Water, Sewerage and Drainage Board in reference to the payment of rates to those respective bodies.

The agreements arrived at deal equitably with the matter of rates on properties vested in or controlled by the Trust.

ALTERATIONS OF NAMES OF BAYS AND HEADLANDS.—Owing to the duplication of a number of names of bays and headlands in the port the Commissioners took up, first with the Department of Lands and then with the local municipal councils concerned, the question of allotting fresh names in certain cases.

Some of the suggested alterations with which the Trust and the Department of Lands were in agreement did not meet with the concurrence of the local councils, and these cases are still under consideration, but the following new names have been adopted by the Commissioners, having been agreed to by the Department of Lands and the councils concerned:—

Old Name.						New Name.
Green Point, near Killarney, Middle Harbour	...	...	...	...	...	KILLARNEY POINT.
Green Point, near Seaforth, Middle Harbour	...	...	...	...	...	PICKERING POINT.
Parsley Bay, opposite The Spit, Middle Harbour	...	...	...	...	...	FISHER BAY.
Rocky Point, Clontarf, Middle Harbour	...	...	...	...	...	CLONTARF POINT.
Taylor's Beach, Watson's Bay	...	...	...	...	...	KUTTI BEACH.
Fig Tree Bay, Abbotsford	...	...	...	...	...	ABBOTSFORD BAY.
Long Cove, Parramatta River	...	...	...	...	...	IRON COVE.*

* The term " Iron Cove " is to apply to the waters southward of Birkenhead Point, Drummoyne, and leading into Iron Creek.

It has also been decided to discard the name " Elizabeth Bay " as applied to the inlet at the foot of Harris-street, Pyrmont, and the foreshores extending from Pyrmont Bridge to Glebe Island Bridge (including that section formerly known as " Jones Bay ") are now officially designated "Pyrmont."

SYDNEY HARBOUR TRUST FIRE BRIGADE.—The fire floats "Pluvius" and "Hydra" and the subsidiary plant " Achilles " were continuously kept in readiness for attendance upon vessels as well as for salvage work within the Port. The fourth firefloat, the " Cecil Rhodes," continued out of commission, but is capable of being re-commissioned at twenty-four hours' notice.

OBSERVATORY HILL RESUMED AREA.—The Commissioners continued to administer this area, which was placed under their management in August, 1927.

The revenue obtained from rentals amounted to £40,969, as compared with £49,817 for the previous year, and the revenue expenditure £22,446, as compared with £22,946.

STAFF.—The Commissioners take the opportunity of expressing their appreciation of the loyal and efficient manner in which the members of their staff have carried out their duties, and particularly those officers upon whom special demands were made during the year.

E. W. AUSTIN, President.

R. T. McKAY, Commissioner.

W. O'CONNOR, Commissioner.

S. C. BARNES,
Secretary.

CAPITAL ACCOUNT AS AT THE 30th JUNE, 1933.

	Expenditure to 30th June, 1932.	Expenditure during Year.	Total Expenditure to 30th June, 1933.		Receipts to 30th June, 1932.	Receipts during Year.	Total Receipts to 30th June, 1933.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To Wharves and Jetties (including Seawalls, Bridges, Approaches and Fixed Equipment)	7,536,606 11 7	1,617 6 1	7,538,223 17 8	By Capital provided by the Government of New South Wales ... Less Repayments during Year 1932-33	11,778,123 7 7		
„ Shore Buildings (including Sheds etc., Warehouses, Hotels, Shops and Dwellings)	1,339,226 10 9	279 3 9	1,339,505 14 6		4,177 13 9		
„ Trust Occupations	558,180 0 5	1,403 9 1	559,583 9 6		11,773,945 13 5	4,960 6 7	11,778,906 0 0
„ Roadways— Dedicated to City Council	£ s. d. 426,768 0. 0						
Maintained by Trust	509,495 14 0						
„ Deepening of Port	936,263 14 0 947,917 0 5	Cr. 10 0 0 1,378 13 10	936,253 14 0 949,295 14 3				
„ Reclamations	23,410 2 5	.....	23,410 2 5				
„ Beacons and Buoys	27,219 15 5	.....	27,219 15 5				
„ Working Plant and Machinery (including Dredges, Tugs, Punts, etc.)	375,750 16 1	Cr. 3,863 18 9	371,886 17 4				
„ Fire Float Equipment	13,509 2 8	14 8	13,509 17 4				
„ Advance for Stores	20,000 0 0	.....	20,000 0 0				
	£ 11,778,083 13 9	805 8 8	11,778,889 2 5				
BALANCE UNEXPENDED carried forward to General Balance Sheet							
			16 17 7				
		£	11,778,906 0 0			£	11,778,906 0 0

DEFICIENCY ACCOUNT.													
				£	s.	d.					£	s.	d.
To Balance at 30th June, 1932	...	...	...	12i,303	10	8							
„ Deficit transferred from Net Revenue Account...				11,090	17	2	By Balance	...	...	...	...	£	132,394 7 10
				£	132,394	7 10							
To Balance at 30th June, 1933	...	...	£	132,394	7	10							

1931-32.								1932-33.			
151,203	3	2			WHARFAGE RATES—			197,249	1	11	
102,885	17	7			Inward Oversea	...	...	112,980	12	11	
67,855	14	10			„ Interstate	...	...	70,254	8	10	
					State	...	...				
					TRANSHIPMENT RATES—						
3,525	19	7			Oversea	...	...	3,529	14	3	
2,401	10	4			Interstate	...	...	2,455	9	11	
702	2	2			State	...	...	802	16	5	
				328,574	7	8					
					WHARFAGE RATES—						
107,878	2	3			Outward Oversea	...	...	117,598	6	10	
32,007	10	7			„ Interstate	...	...	34,856	5	11	
15,941	13	2			State	...	...	17,124	1	6	
				155,827	6	0					
					TONNAGE RATES—						
30,122	6	5			Oversea	...	...	36,909	9	4	
1,252	8	1			Interstate	...	...	921	19	4	
1,314	9	6			State	...	...	1,119	12	8	
					BERTHING CHARGES—						
3,152	10	0			Ferry Traffic	...	...	.....			
248	4	6			Picnic Steamers	...	...	265	11	0	
342	0	0			Small Craft	...	...	294	16	9	
				36,431	18	6					
					LICENSE FEES—						
82	0	0			Motor Boats	...	...	81	10	0	
364	5	0			Moorings	...	...	284	8	9	
1,712	17	0			Lighters	...	...	2,031	4	0	
237	0	0			Ferries, Tugs, etc.	...	...	210	0	0	
5	15	0			Watermen's Boats	...	...	5	5	0	
216	3	0			Septic Tank Outfalls	...	...	164	17	0	
110	0	0			Registration Fees, Vessels	...	...	53	0	0	
				2,728	0	0					
					STORAGE CHARGES—						
589	19	2			Cargo at Unleased Wharves	...	...	403	2	2	
238	9	0			Timber	...	...	348	16	8	
				828	8	2					
					MISCELLANEOUS RECOVERIES—						
9	14	6			Penalties, Forfeitures	...	...	40	0	0	
10	18	0			Sales of Material	...	...	13	10	0	
472	16	5			Rates, Insurance, etc.	...	...	.....			
563	12	4			Other	...	...	488	6	5	
				1,057	1	3					
					MISCELLANEOUS SERVICES—						
1,299	8	4			Water Supply	...	...	1,848	18	9	
483	19	11			Fire Brigade	...	...	471	6	11	
310	3	10			Cranes on Wharves	...	...	640	4	3	
188	10	0			Telephones on Unleased Wharves...	...	...	193	19	10	
4,578	6	4			Hire of Steamers	...	...	3,008	3	1	
117	11	6			Survey Fees	...	...	131	12	0	
5,874	8	11			Wheat Conveyors	...	...	5,635	18	4	
820	18	10			Other	...	...	1,187	7	9	
				13,673	7	8					
					RENTS—						
93,399	6	0			Wharves and Jetties—Oversea	...	...	82,721	0	9	
36,728	7	2			„ Interstate	...	...	37,444	18	0	
20,830	13	8			„ State	...	...	21,302	0	8	

*23216—C

STATEMENT OF REVENUE EXPENDITURE DURING THE FINANCIAL TEAR ENDED
30th JUNE, 1933—continued.

Expenditure, 1931-32.			Expenditure, 1932-33.	
£ s. d.	£ s. d.		£ s. d.	£ s. d.
	270,623 13 10	Brought forward ... ..	.....	215,576 12 0
		MAINTENANCE AND RENEWALS, PROPERTY AND PLANT—		
10,269 2 7		Engineer-in-Chief—Salaries	9,237 10 0	
1,371 16 8		“ General Expenses	1,407 0 5	
11,640 19 3			10,644 10 5	
19,551 3 1		Maintenance of—Wharves and Jetties ...	13,965 4 2	
10,309 6 4		„ Sheds and Warehouses ...	12,443 0 1	
363 18 7		„ Hotels	198 3 2	
3,795 8 7		„ Residential Properties ...	3,819 12 1	
3,029 8 3		„ Other Business Premises..	2,490 13 11	
4,653 4 9		„ Roadways	4,760 18 0	
1,292 19 11		„ Trust's Occupations ...	1,304 11 5	
5,002 6 9		„ Other Properties ...	4,031 9 9	
		„ Dredges, Tugs and		
9,345 1 0		„ Launches	5,536 7 2	
3,019 10 3		„ Plant and Machinery ...	3,385 17 2	
2,059 2 5		„ Cranes	2,643 4 4	
2,314 17 1		„ Beacons, Buoys, &c. ...	1,991 17 5	
	76,377 6 3			67,215 9 1
		SUNDRY SERVICES—		
1,838 9 11		Lighting	2,158 11 4	
2,153 3 2		Cleaning and Garbage	2,034 4 9	
2,172 15 0		Water Supply	1,481 19 10	
3,001 10 3		Fire Brigade	2,075 8 9	
1,598 3 1		Watching	3,257 14 9	
383 0 3		Rat Extermination	304 12 5	
	11,147 1 8			11,312 11 10
	7,563 1 2	DREDGING ... ..	.....	7,225 18 8
	81 14 10	DEMOLITION OF WHARVES AND BUILDINGS	.....	44 2 8
	230 10 5	MOTOR GARAGE, WORKING EXPENSES ...	.....	151 4 11
	10,422 0 0	WHEAT CONVEYORS, OPERATING EXPENSES	.....	7,471 15 7
	376,445 8 2			308,997 14 9
		SUBSIDIARY SERVICES—		
	17,416 7 8	Bonded and Free Warehouses—Working Expenses ... ..	.....	12,904 12 10
	393,861 15 10			321,902 7 7
		STATUTORY CHARGES—		
	554,696 11 6	Interest on Capital Debt ... ..	.....	527,542 16 8
	41,002 0	Sinking Fund Contribution ... ..	.....	41,657 11 10
	£989,560 7 4	Grand Total ... ..	.....	£891,102 16 1

STATEMENT OF NET CAPITAL EXPENDITURE FROM LOAN VOTE.
1st JULY, 1932, to 30th JUNE, 1933.

Loan Act.	Purpose.	Expenditure.
No. 23 of 1931, £53,000 	Towards construction of works generally.	£ s. d. 4,983 2 5 £4,983 2 5

SPECIAL DEPOSITS ACCOUNT.

STATEMENT OF RECEIPTS AND DISBURSEMENTS DURING THE PERIOD
1st JULY, 1932, TO 30th JUNE, 1933.

Deposits.	Balance at 30th June, 1932.	Receipts.	Total.	Disbursements.	Balance at 30th June, 1933.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Contractors 	229 2 0	255 12 0	484 14 0	165 12 0	319 2 0
Key 	54 1 6	13 6 0	67 7 6	21 16 0	45 11 6
Wharfage Guarantee 	1,408 11 11	53 0 0	1,461 11 11	167 9 11	1,294 2 0
Suspense 	1,056 2 11	9,003 11 4	10,059 14 3	8,581 0 6	1,478 13 9
Unclaimed Wages 	112 4 8	189 15 4	302 0 0	173 6 2	128 13 10
Stamp Duty 	22 11 6	580 7 6	602 19 0	571 18 0	31 1 0
	2,882 14 6	10,095 12 2	12,978 6 8	9,681 2 7	3,297 4 1
FIXED DEPOSITS HELD BY TRUST—					
Contractors 	48 0 0	500 0 0	548 0 0	33 0 0	515 0 0
Wharfage Guarantee 	955 0 0	123 0 0	1,078 0 0	35 0 0	1,043 0 0
	3,885 14 6	10,718 12 2	14,604 6 8	9,749 2 7	4,855 4 1
Store Advance Account 	3,952 11 6	29,312 11 8	33,265 3 2	25,992 4 11	7,272 18 3
Grand Totals 	£ 7,838 6 0	40,031 3 10	47,869 9 10	35,741 7 6	12,128 2 4

CAPITAL DEBT ACCOUNT AS AT 30th JUNE, 1933.

To Repayments during year 1932-33	...	...	...	£	s.	d.
” Loan Advance Unexpended at 30th June, 1933	...	...	...	4,177	13	9
” Balance brought down	...	...	...	16	17	7
				11,778,889	2	5
				£	11,783,083	13 9
By Balance at 1st July, 1932	...	...	...			
” Balance Loan Advance in hand 1st July, 1932	...	...	...			
” Loan Advances during year 1932-33	...	...	...			
				£	11,783,083	13 9
By Balance	...	...	...	£	11,778,889	2 5

LIQUIDATION OF CAPITAL DEBT ACCOUNT AS AT 30th JUNE, 1933.

To Balance at 1st July, 1932	...	...	...	£	s.	d.
” Repurchases of Stocks and Bonds	...	...	...	166,178	18	5
				16,395	5	4
				£	182,574	3 9
To Balance	...	...	...	£	182,574	3 9

		£	s.	d.		£	s.	d.
To Deficiency arising out of purchase price of Securities	...	3,651	13	5	By Balance at 30th June, 1932	...	...	...
„ Balance brought down ...	...	188,405	1	10	„ Contribution, Commonwealth Government	...	...	...
					„ Interest earned from Temporary Investment of Sinking Fund moneys ...	...	...	...
	£	192,056	15	3				
						£	192,056	15 3

To Balance at 30th June, 1932	...	...	...	£	s.	d.
	...	...	...	7,006	4	5
	...	...	...	18,676	7	9
” Contribution, Commonwealth Government	...	...	...	195	4	8
” Interest earned from Temporary Investment of Sinking Fund moneys	...	...	...	25,877	16	10
	£					
By Repurchases Bonds, etc., Treasury, at 30th June, 1933						
” Deficiency arising out of Purchase of Securities during year 1932-33	...	...	...	...	...	...
” Balance brought down	...	...	...	...	...	...
	£					
To Balance at 30th June, 1933	...	...	...	£		
	£					

TRADE SUMMARY.
Tonnage of Imports and Exports.

Year ended 30th June.	IMPORTS (Including Transshipments).				‡ EXPORTS				Total Imports and Exports.
	Oversea.	Interstate.	State.	Total.	Oversea.	Interstate.	State.	Total.	
1921	...	...	...	...	...	...	...	...	...
1922	...	...	...	...	...	...	...	...	...
1923	...	...	...	...	...	...	...	...	...
1924	...	...	...	...	...	...	...	...	...
1925	...	...	...	...	...	...	...	...	...
1926	...	...	...	...	...	...	...	...	...
1927	...	...	...	...	...	...	...	...	...
1928	...	...	...	...	...	...	...	...	...
1929	...	...	...	...	...	...	...	...	...
1930	...	...	...	...	...	...	...	...	...
1931	...	...	...	...	...	...	...	...	...
1932	...	...	...	...	...	...	...	...	...
1933	...	...	...	...	...	...	...	...	...

‡ The export figures up to the 30th June, 1931, are approximate, but for the subsequent years are actual.

VALUE OF IMPORTS AND OVERSEA EXPORTS.

Year ended 30th June.	IMPORTS. *				EXPORTS † Oversea.	
	Oversea.	Interstate.	State.	Total.		
1921	...	...	...	...	£	48,671,651
1922	...	...	...	...	£	45,786,553
1923	...	...	...	...	£	40,579,248
1924	...	...	...	...	£	40,877,888
1925	...	...	...	...	£	58,187,683
1926	...	...	...	...	£	52,200,302
1927	...	...	...	...	£	60,933,256
1928	...	...	...	...	£	50,446,061
1929	...	...	...	...	£	48,174,219
1930	...	...	...	...	£	34,713,532
1931	...	...	...	...	£	30,299,201
1932	...	...	...	...	£	33,353,707
1933	...	...	...	...	£	45,404,174

* English currency. † Australian currency.

SUMMARY OF VESSELS THAT ENTERED THE PORT OF SYDNEY DURING YEARS 1901 TO 1933.

OVERSEA AND INTERSTATE.										STATE.						TOTALS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Period.	No. of Vessels.				TONNAGE.								No. of Vessels.				TONNAGE.				No. of all Vessels, Steam, Motor, and Sail.	TONNAGE.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Steam.		Motor.	Sail.	Coal Burning.		Oil Burning.		Motor.		Sail.		Steam.		Motor.		Sail.		Net.	Gross.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	Coal Burn- ing.				Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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NOTE—

(1) Particulars of State shipping not available.

(2) Particulars of State shipping approximated to 27th March, 1905.

The figures for the arrivals of oversea and Interstate vessels include those for vessels which returned to Sydney from Newcastle

Sydney: Alfred James Kent, I.S.O., Government printer—1933.