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The Sydney Harbour Commissioners' thirtieth report being for the year ended 30th June, 1930.

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NEW SOUTH WALES.

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THE

SYDNEY HARBOUR TRUST C0MMISSIONERS

THIRTIETH REPORT

BEING FOR THE

YEAR ENDED 30th JUNE, 1930.

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

1930.

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THIRTIETH REPORT

OF THE

SYDNEY HARBOUR TRUST COMMISSIONERS,

BEING FOR THE

YEAR ENDED 30TH JUNE, 1930.

Sydney Harbour Trust Office,
Circular Quay,
20th November, 1930.

The Sydney Harbour Trust Commissioners have the honour to submit to the Colonial Treasurer their Report for the year ended 30th June, 1930 :—

FINANCIAL.

As pointed out in last year's report, it had been the practice to prepare the Trust's statements of account on a cash basis, but they have, since 1st July, 1928, been prepared on an income and expenditure basis. It is only practicable, therefore, to furnish a comparative statement of the figures for the last two years :—

	Year ended 30th June, 1929.			Year ended 30th June, 1930.		
	£	s.	d.	£	s.	d.
Income	1,103,597	18	3	1,017,934	5	11
Working Expenditure...	369,037	7	4	381,420	4	0
Capital Expenditure	276,111	1	7	178,201	13	8
Capital Debt	11,488,441	6	1	11,673,981	1	6
Interest paid on Capital Debt	584,000	0	0	597,123	7	8
Sinking Fund—						
Contribution by Trust	30,067	0	0	32,683	9	9
Contribution by Commonwealth Government	.....			15,383	4	10
Liquidation of Capital Debt Account ...	.....			30,012	0	10
Balance in Sinking Fund Investment Account at end of year	30,067	0	0	48,121	13	9
Surplus on Working	734,560	10	11	636,514	1	11
Net Surplus (to Reserve)	120,493	10	11	6,707	4	6
Ratio-	Per cent.			Per cent.		
Working Expenditure to Income ...	33.44			37.48		
Gross Income to Capital	9.5			8.7		
Surplus on Working Capital	6.4			5.4		
Net Surplus to Capital Debt	1.044			.06		

Instead of the small surplus shown there would have been a deficit of approximately £36,000 on the year's working had not two factors operated which resulted in a reduction of the expenditure by approximately £42,000. These were the amendment of the Superannuation Act (referred to elsewhere in this report) and a reduction of the capital debt of the Trust, which relieved the Commissioners of an amount of interest.

Capital Debt.—The Committee constituted to consider and review the capital indebtedness of the Trust under the provisions of the " Sydney Harbour Trust (Amendment) Act, 1928," completed its investigations and assessed the amount of the capital debt at £11,204,370 14s. 2d. as at the 30th June, 1928. As a result of its deliberations the Committee allowed a reduction of the capital debt to the extent of the sums which had been contributed by the Trust to the Sinking Fund to the 30th June, 1912, aggregating £177,012, which, together with interest thereon, amounted to £386,060. Not any allowance, however, was made for assets which had entirely disappeared.

The Sinking Fund was abolished on the 30th June, 1912, and not again established until 1st July, 1928. Since the latter date further capital expenditure has been incurred, and the Capital Debt as at 30th June, 1930, amounted to £11,703,993 2s. 4d. The debt of the Trust forms part of that of the State, and, as mentioned in the last report of the Commissioners, provision is made in the Financial Agreement entered into between the States and the Commonwealth for the creation of a sinking fund to liquidate the public indebtedness. In accordance with such provision, the Trust was required for the year ended the 30th June, 1929, to contribute the sum of £30,067, and for the year under review £32,684; in addition to these sums the Trust has been credited with £15,383,

payable, in accordance with the terms of the Financial Agreement, by the Commonwealth Government and the total of these three amounts, £78,133, is in the nature of a sinking fund investment for the liquidation of the Capital Debt of the Trust. Of the lastmentioned amount £30,012 was applied to the reduction of the debt during the year under review.

From the 1st July, 1912, to the 30th June, 1928, the surplus each year was paid into and formed part of Consolidated Revenue, and it is a matter of grave concern that the Trust should have been deprived of its accumulated cash surpluses over this period of sixteen years, amounting, without interest, to £1,513,425, especially in view of the fact that the Trust had, up to that date, paid £8,703,083 interest on its Capital Debt.

On the 1st July, 1928, when its finances were separated from those of the Consolidated Revenue Fund, the Trust commenced a new era with a capital debt (as subsequently determined) of £11,204,370. A proportion of this sum was not represented by any assets at all, there having been no corresponding reduction of the debt when certain properties were demolished, and the greater proportion was represented by assets which had in some degree undergone depreciation. The Trust had on the date mentioned neither cash on hand or at bank, investments, depreciation fund or reserves of any kind whatever. The earnings of its assets in the financial year ended 30th June, 1929, the first of the new era, amounted to £1,103,598, of which £584,000 or 10s. 7d. in the £ was required to pay interest. The foregoing facts and figures afford ample indication of the difficult position in which the Trust is placed, and which renders its financial outlook serious in the extreme.

Renewals Fund.—Provision was made by Section 77 (2) of the " Sydney Harbour Trust (Amendment) Act, 1928," for the establishment as from the 1st July, 1929, of a Renewals Fund, which was to be built up annually by the transfer of a portion of the revenue of the Trust and by such additional sums as might be appropriated by Parliament. The creation of the Renewals Fund was, however, postponed indefinitely by Section 2 of the " Sydney Harbour Trust (Amendment) Act, 1930."

The Commissioners regret that it was found necessary to delay the inauguration of a separate Renewals Fund, the existence of which they consider is essential to the satisfactory financing of any business undertaking of the kind. At the same time they desire to point out that until the year under review the Trust's revenue was more than sufficient to permit of considerable expenditure being incurred annually in the renewal and replacement of the Commissioners' property; between the years 1909 and 1928 a total sum of £543,422 was expended in that way from the then existing Public Works Fund, and during the last two years amounts of £38,907 and £40,134 respectively have been similarly expended in renewals of portions of structures and plant. These sums have been included in the general working expenses of the Trust.

The Commissioners hope that the establishment of a special Renewals Fund will not be unduly delayed.

SHIPPING AND TRADE OF THE PORT.

Shipping.—During the year ended 30th June, 1930, the total number of vessels that entered the Port was 6,192, with a net registered tonnage of 8,940,535, and a gross registered tonnage of 15,410,047. There were 870 fewer vessels than during the preceding year, but the decrease in gross tonnage was only 218,558. During the year 1913-1914 there entered the Port 10,142 vessels, with a net tonnage of 9,437,310, and these figures, when compared with those for the present year, again strikingly illustrate the increase which has taken place in the size of vessels coming to Sydney. The decreased number this year was practically confined to the intra-state trade, as there were 821 vessels less than during the preceding year. Oversea vessels showed a decrease of 72, while the inter-state trade showed an increase of 23 vessels. The intra-state shipping was mainly affected by the prolonged coal dispute, while the falling off in the oversea trade was due to the non-shipment of last season's exportable wheat, and to the action taken by the Federal Government to curtail imports.

The increasing development of motor shipping was also again reflected in this year's figures, the number of such vessels which entered the Port aggregating 370, as compared with 302 for the previous year.

See appendix on page 20 for particulars of the shipping which has entered the Port since the inception of the Trust.

Imports.—Inported goods (inclusive of transhipments) showed a decrease in quantity compared with the previous year, being 4,035,466 tons, as against 4,416,606 tons for the year ended 30th June, 1930, and a decrease in value from £96,916,314 to £88,755,048.

	Year ended 30th June, 1930. tons.	Year ended 30th June, **1929.** tons.
Oversea	1,923,831	2,020,524
Interstate	859,922	915,077
State	1,251,713	1,481,005
	4,035,466	4,416,606

From this comparative statement, it will be seen that the total imports for the year were 381,140 tons less than for the year ended 30th June, 1929. The main decrease was again in the intra-state imports, which were 229,292 tons less than during the preceding year, due principally to the protracted dispute on the northern coalfields of the State, but also to the timber strike, to reduced maize imports owing to floods in the north, and to reduced potato imports due to the decline in prices.

The oversea imports were only 96,693 tons below the previous year's figures, but that decline would have been much greater had there not been particularly heavy importations during the early months of the year under review. A more accurate idea of the trend of the oversea inward trade will be obtained from the following six-monthly figures :—

		Tons.
Oversea imports for six months ended	31st December, 1928	999,609
" "	30th June, 1929...	1,020,915
" "	31st December, 1929	1,083,766
" "	30th June, 1930...	840,065

These figures clearly reflect the tendency of imports to increase during 1929. The effect of the increased duties, restrictions and embargoes imposed by the Federal Government upon imports as the year progressed is seen in the considerably reduced figures for the six months ended 30th June last.

Exports.—The total of exports was approximately 2,026,892 tons. Exports of **primary products**. to oversea and interstate ports, exclusive of bunker coal, amounted to 928,187 tons, as against 1,325,167 tons for the previous year. The value of **oversea** exports was £34,713,532, compared with £48,174,219 for the year ended 30th June, 1929.

Wheat Export.—The total quantity exported during the year was only 33,579 tons as compared with 304,444 tons, 327,422 tons and 500,817 tons for the three preceding years.

See appendix on page 19 for particulars of the volume and value of Imports and Exports for the last ten years.

WORKS AND IMPROVEMENTS.

The financial stringency has had a marked effect upon the Trust's constructional operations. The capital appropriation, which during previous years approximated £300,000 per annum, was reduced to £220,000, but the Commissioners were informed by the Colonial Treasurer towards the end of November, 1929, that only £180,000 would be available for expenditure during the financial year. Such a drastic reduction of the amount available for works, made so late in the financial year, caused considerable disorganisation, and in order that the curtailed vote should not be exceeded the only alternative to the immediate dismissal of a considerable number of men was the rationing of the work, and the system adopted necessitated the standing down of employees one week in five.

Subsequently the trade and shipping outlook became so unsatisfactory, in consequence of the restriction of imports and the prospective rationing of shipping tonnage, that the Commissioners considered that they would not be justified in proceeding with their full programme of wharf construction and dredging, as they were of the opinion that the existing facilities of the Port would adequately meet the requirements of trade and shipping for a considerable time to come. It was for this reason that they decided in March last to close down certain works altogether and to retard the progress of others. The Commissioners regretted that this decision rendered inevitable the dismissal of a large number of their employees, many of whom had given long and faithful service to the Trust, and affected also the permanent staff of the Engineering Branch. In order to spread the available work over as many employees as possible, the rationing system was continued on the works, and was the means of delaying the dismissal of a considerable number of men.

Wheat-loading Wharfage, Glebe Island.—The erection of the two additional sheds mentioned in the previous report was practically brought to completion. These sheds are 520 feet by 120 feet, and 390 feet by 98 feet, respectively and are in furtherance of the Commissioners' scheme for providing a great wheat shipping centre at Glebe Island. The total storage capacity of the two sheds is about 10,000 tons of general cargo, or 600,000 bags of wheat.

Although considerable constructional work is necessary to complete the scheme, it is considered that sufficient accommodation has now been provided to meet all requirements in connection with the handling of bagged wheat for some time to come. Much has already been written about the scheme, and favourable comment has been made in various quarters regarding the mechanical loading plant, which is of modern design and has proved efficient and satisfactory in operation.

In connection with the bulk-handling system at Glebe Island, additional facilities have been provided by the Department of Agriculture, by which Department it is stated that the total shipping capacity of the bulk-loading plant is now 1,400 tons *per hour*, but that certain shipowners appear to be unaware of its improved capabilities, as they continue to stipulate in their charter-parties for the loading of bulk wheat at Sydney at the rate of only 1,000 tons *per day*.

Berths Nos. 24 and 25, Pyrmont.—The construction of these berths, which have been designed for the oversea trade, was commenced in April, 1928, and considerable progress had been made to the end of July, 1929. Further progress was retarded, however, in the early part of the year under review, and the work was entirely closed down in March last. The position then was that No. 24 Berth had been constructed to a point 270 feet from its junction with No. 25 Berth, the work of placing in position lattice steel girders, encased in concrete, and of erecting rat-proof sea-walling being well advanced.

Berths Nos. 7-10, Pyrmont.—The construction and enlargement of these berths for general cargo, consequent upon the centralisation of wheat loading operations at Glebe Island, was begun as far back as March, 1928. The old grain jetty was 1,114 feet long by 150 feet wide. The new structure will be of the same length, but 350 feet wide at the outer end and 405 feet at the shore end. Considerable progress was made during the year ended 30th June, 1930. At that date almost the entire superstructure of the old jetty had been removed; 90 per cent. of the western side had been reconstructed, including the laying of 80 per cent. of the concrete decking thereon in slabs ranging from 6 in. to 12 in. in thickness; and 70 per cent. of the trestles and plates had been placed in position. The reconstructed part has a width of 120 feet, on the eastern side of which a ballast strip, about

30 feet wide and extending out to within 100 feet of the northern end of the jetty, has been laid. This strip lies under what will eventually be the centre road of the large new jetty, but will serve as a roadway for the reconstructed western side (Berths Nos. 9 and 10) until such time as the removal of the old coal jetty (Berths Nos. 3 and 4, Pyrmont) enables the eastern side (Berths Nos. 7 and 8) to be erected.

New Coal-loading Accommodation.—New coal-loading accommodation, comprising longshore wharfage and a jetty, is to be provided at White Bay in replacement of the existing Railway Jetties (Berths Nos. 1, 2, 3, and 4) at Pyrmont. A commencement was made on the construction of the new wharf during the month of January. At the close of the financial year 50 bays of piles had been driven, and 45 bays of headstocks and 44 bays of girders had been placed in position.

Lobnitz Rockbreaker " Cyclops."—This plant was in continuous operation throughout the year until the beginning of May, when it was chartered to the Department of Public Works for use at Newcastle. The total amount of rock broken and removed during the ten months was 10,236 cubic yards (solid measurement), and the work was carried out at No. 4 Berth, Pyrmont; Nos. 5 and 6 Berths, Darling Harbour; Nos. 1a, 23, and 24 Berths, Pyrmont; and the site of the new coal wharf, White Bay.

Reclamation, Upper Parramatta River.—The extensive reclamation work undertaken last financial year by the Trust on the frontage of the Broadoaks Estate, Dundas, Upper Parramatta River, was continued throughout the past year. As mentioned in the previous report, this reclamation will convert about 22 acres of low-lying land, partly covered by mangroves, into an area suitable for residential purposes. A substantial contribution towards the cost of the work is being made by the owners of the estate, and the reclamation will result in an accruing benefit to the Trust of a strip of land, 150 feet wide, including 50 feet for roadway, along a frontage of 2,400 feet of the river, or a total area of about 8¼ acres. The Commissioners will consequently retain control of the foreshores, which will be of considerable value for industrial purposes in years to come.

A rubble retaining wall is being built to a height of 9 feet along the entire frontage (2,400 feet), and upwards of 150,000 tons of material has been deposited by a sand pump behind the completed portion of the wall. Of this material 100,000 tons was dredged from the river bed in the locality, and the balance of 50,000 tons from the Eastern Channel.

Parbury's Bond.—A modern store has been erected by the Commissioners in replacement of the premises which were destroyed by fire on the 29th March, 1929.

Other Works.—Other works carried out by the Commissioners during the year included the extension by 50 feet of Berths Nos. 18 and 19, 20a and 20b, Darling Harbour, and by 40 feet and 60 feet, respectively, of the two sheds thereon; the extension by 30 feet of the Tramway Jetty at The Spit, Middle Harbour; repairs to wharves, sheds, warehouses, shops, and other business premises; maintenance of roads, approaches, &c.

An item of particular interest was the redecking of No. 9 Berth, Glebe Island. Hitherto redecking has been effected with 9 in. x 4 in. hardwood, but in this particular instance 40 per cent. of the whole area of 521 squares of decking was laid in reinforced concrete, 4 inches thick. Experience in the laying of this material has resulted in the initial cost being reduced to approximately the level of the timber decking, and, as the cost of maintenance will be considerably less, more extensive use of concrete for redecking purposes will be made on the Trust's wharves in future.

GENERAL.

Observatory Hill Resumed Area.—The Commissioners continued to administer this area, which was placed under their control in August, 1927.

Ferry Services.—During the year approximately 44,757,000 passengers were carried by the various ferry services, as against 45,977,500 during the previous year. Neither serious accident to vessels nor passengers occurred during the twelve months ended 30th June, 1930.

Petrol Electric Mobile Cranes.—The depression in the shipping trade was naturally reflected in the use of the petrol-electric mobile cranes which the Commissioners purchased in the interests of shipping at this Port. The Trust has four of these cranes available for hire, two having a lifting capacity of 2 tons, and two of 3½ to 5 tons. Experience has shown that they are invaluable in dealing with goods that cannot be man-handled, especially in the loading and unloading of waggons, and in stacking and moving of heavy cargo. Owing to their mobility, they are also particularly suitable for wharf-to-road or wharf-to-wharf transport purposes when cargo of a heavy or bulky nature has to be handled.

Marine Organisms—Research Work.—These interesting investigations were continued throughout the year. Already much valuable data has been collected from the various testing stations that have been established at this Port, Coff's Harbour, Lismore, and other ports extending as far as Brisbane, relative to the life, growth and habits of the marine borers which exist in the localities named. The objects of this research work are to ascertain those areas where the greatest intensity of attack by marine organisms takes place; of isolating or appropriating different species to various localities; of ascertaining the species which attack turpentine piles, on which 90 per cent. of the Trust's whart structures rest; and of devising means of checking such attacks.

The greatest known marine enemy of turpentine timber on the east coast of Australia is the *cobra nausitoria thoracates*, which, tests have proved, destroys turpentine almost as quickly as the *teredo* lays waste oregon pine. So far, however, investigations have disclosed that the depredations of the *cobra nausitoria thoracates* are confined to waters of lower salinity and oxygen content than

those in Sydney Harbour, which, of course, is reassuring and a satisfactory result of the investigations made to date. The classification of all species now at work in this Port has practically been completed, and the testing stations already mentioned will continue to reveal any new developments and allow of remedial action being taken.

Co-operating in this work are officers of the Public Works Department and the Australian Museum, Sydney, and of the Queensland Forestry Service, Brisbane, to all of whom the Commissioners are indebted for the valuable assistance which they are rendering to the Trust in connection with this important matter.

Hydrographical Survey of the Port.—In furtherance of the Commissioners' decision to make a comprehensive survey of the whole of the Port, that section of the Parramatta River extending from Wright's Point, Drummoyne, to Mortlake Point, a distance of about 3½ miles, was surveyed in detail; likewise Long Cove, from Iron Cove Bridge to the Leichhardt Canal, and the whole of Hen and Chicken Bay and Five Dock Bay. A section of North Harbour, which extends from Dobroyd and Cannae Points to Manly, was also surveyed. A total area of about 11,755 acres, or 82 per cent. of the navigable waters of the Port, including all the main channels, bays, and estuaries has now been surveyed, the unfinished sections comprising mainly most of Middle Harbour, Tarban Creek, and portion of the Parramatta River.

This work is being carried out in much greater detail than on any previous occasion, and all shoals and obstructions of any kind are being recorded.

Fire Brigade.—The Trust's four well-equipped floats, " Pluvius," " Hydra," " Cecil Rhodes," and " Achilles," which are capable of discharging a total quantity of about 10,000 gallons of water per minute, were kept in readiness for attendance on ships and for salvage purposes generally on the foreshores of the Port, and the Brigade, which is quartered at Goat Island, was maintained in a high state of efficiency.

Fog Signals.—The fog bell at Dawes Point has been replaced by an electrically operated siren, with a blast of five seconds duration and an interval of ten seconds.

Pollution.—Under the provisions of the " Sydney Harbour Trust (Amendment) Act, 1930," the Commissioners' powers in the matter of pollution have been amplified, and it is now competent for them to institute proceedings against the master or owner of any vessel from which offensive matter has been discharged into the Port, whereas formerly it was necessary to prosecute the actual offender whose detection was generally a matter of the greatest difficulty, if not impossiblity.

Apart altogether from shipping with its increasing number of motor and oil-burning vessels, there are many sources of pollution in this large commercial port with its numerous factories along the foreshores, but the vigilance of the Trust's officers and the readiness of those concerned to adopt remedial measures at the suggestion of the Commissioners has kept the pollution within reasonable bounds.

Garbage Punts.—Under the provisions of the " Sydney Harbour Trust (Amendment) Act, 1930," the Commissioners have also been given extended powers to control vessels used for the conveyance of garbage to sea. Regulations are about to be made requiring garbage punts to be equipped with canvas covers in order to ensure the complete covering of refuse, for such vessels to be kept in a sanitary condition and to be completely emptied and thoroughly cleansed at periods not exceeding seven days, and for effective means to be taken to prevent rats having access to or egress from the punts while at a wharf.

Breaking up and Dismantling of Vessels.—Protests have been received by the Commissioners from time to time against the presence of hulks and derelicts in certain bays within the Port, and, much as the Commissioners sympathise with the desire of residents whose homes overlook such bays to have the unsightly vessels removed, their obligations in the administration of the Port necessitate their viewing the matter from the practical rather than the aesthetic point of view.

In all large commercial ports are to be found vessels which, having ended their seagoing lives, have been placed out of commission and taken off the shipping register. Some of the vessels that are seaworthy and otherwise suitable are dismantled and converted into hulks for the storage of coal or other purposes, and the remainder, the material in which is generally of considerable value, are moored, and dismantled and sold in sections as the opportunity offers. The business of shipbreaking in this Port is an industrial enterprise in which large sums of money are invested, and which gives employment to a number of men. The Commissioners consider it incumbent upon them to provide facilities for the conduct of this legitimate and necessary class of business.

A particular difficulty which this problem presents at the Port of Sydney is that settlement has so increased in the vicinity of the various bays that to satisfy the demand for the removal of those craft from any one section of the Port would only mean transferring the trouble elsewhere. For very many years it has been the practice for these vessels to be located in Berry's Bay, Ball's Head Bay, and Gore Cove. Most of the residences which have been built to overlook this portion of the harbour were erected in the light of the knowledge that these bays had long been and were still being used for this and other industrial purposes. The Commissioners have given lengthy consideration to this subject, and they are unable to select any more suitable section of the Port for the carrying on of this industry.

Noises on the Harbour.—Representations have been made periodically by residents of certain waterside suburbs regarding the noises caused either by speed boats or by vessels working at night time.

Under the provisions of the " Sydney Harbour Trust (Amendment) Act, 1930," the Commissioners have now been given power to regulate and control the use of motor and other vessels, also machinery and mechanical appliances on vessels. Following upon this amending legislation,

regulations have been drafted by the Commissioners which will have the effect of minimising the noise-nuisance, particularly that arising from motor speed boats. The Commissioners cannot, however, hold out any prospect of the elimination of all objectionable noises on and around the harbour.

In most large ports commercial activities are confined to areas remote from residential districts, but it will be observed from reference to the accompanying map that such a segregation is here impracticable. Most of the commercial wharfage of Sydney will be seen to be located within a radius of a mile from the General Post Office, yet within a mile and a half—for example, at Elizabeth Bay—there are to be found many of the most beautiful and expensive residential properties, situated only a few hundred yards from the busy shipping centre of Woolloomooloo Bay.

With the growth of the city and the expansion of its commerce, shipping and industry, there has inevitably been an invasion of those quiet portions of the harbour which formerly afforded ideal residential conditions. After allowing a certain fairway for moving traffic and special areas for naval, quarantine, and explosive purposes, most of the water area available for the anchorage of merchant ships is within a very short distance of the foreshores, and the greater number of vessels and industrial units in the vicinity of the water front have been responsible for the increasing disturbance of the peace of the localities in which they are situated.

Whilst the Commissioners deplore the disturbance of the quietude and privacy hitherto enjoyed by residents on and near the foreshores, and will do all that is practicable to maintain them, they cannot justifiably allow great business interests, upon which the material prosperity of the people as a whole largely depends, to be subordinated to the comfort of individual citizens.

Navigation of Vessels carrying Inflammable Liquid in Bulk.—Owing to the dangerous situations which have arisen and the serious damage, at times involving heavy loss of life, which has occurred in other parts of the world consequent upon the collision of vessels carrying inflammable liquid in bulk, the Commissioners have arranged with the oil companies to reduce the risks entailed in the navigation of such vessels within the Port to a minimum, and vessels carrying inflammable liquid in bulk will not in future be navigated in the Port at night time or during fog, or during the peak hours of the ferry traffic.

Seaplane Bases.—In common with other port authorities, the Commissioners consider that the time is rapidly approaching when they will be called upon to determine a fixed policy in the matter of granting sites for seaplane bases, and of regulating the operations of such aircraft within their jurisdiction. The Trust has, in fact, already found it necessary to define certain areas in the Port of Sydney within which the operations of seaplanes are to be confined.

Handling of Wheat at Sydney.—When some few months ago it was forecasted that the wheat yield of the coming season would be a record one, and that, owing to the large carry-over from last season, the quantity exported would be exceptionally heavy, the Commissioners convened a meeting of representatives of the Government bodies concerned in the handling of wheat to discuss means whereby the utmost co-operation might be secured to facilitate the shipment of the grain.

The discussion at the conference was of a most helpful character, and a small committee was formed, consisting of officials of the Department of Agriculture, the Railway Commissioners and the Trust, to keep in close touch with every development and to meet at such times as circumstances required.

Reclamation Trust.—In June last the State Government passed the " Reclamation Act, 1930," to make provision for the reclamation and improvement of submerged and low-lying lands and the carrying out of reclamation schemes in the State. Under the Act the Reclamation Trust of New South Wales was constituted, consisting of the holders of the following offices, viz.:—The Surveyor-General of New South Wales, the permanent head of the Department of Public Works and the President of the Sydney Harbour Trust.

The Act provides for collaboration between the Trust and local governing bodies in the planning and financing of reclamation schemes, and, though the legislation is chiefly the result of long agitation by metropolitan councils for the extensive reclamation of portions of Sydney Harbour and Botany Bay it has been designed to provide for the consideration and execution of such works throughout New South Wales.

Superannuation.—During the year the Government passed a further amendment of the Superannuation Act, which provided, amongst other things, that as and from the 1st July, 1929, the Commissioners, as employers, were to meet pensions as they accrued, instead of, as previously, contributing monthly to the building up of a fund to meet present and future pensions.

This very important provision relieved the Trust's expenditure during the year under review of the sum of approximately £22,000.

Retirement of Mr. W. D. Loveridge, C.M.G.—For health reasons, Mr. W. D. Loveridge voluntarily retired on the 31st January last from the position of President of the Trust. His retirement brought to a close a highly successful career in the service of this State, extending over a period of forty-six years, during the last five of which he had ably discharged the duties of President of the Trust.

E. W. AUSTIN,
President.

R. T. McKAY,
Commissioner.

W. O'CONNOR.
Commissioner.

S. C. BARNES,
Secretary,

MAP
SHOWING MAIN PART OF THE
PORT OF SYDNEY
NEW SOUTH WALES

Scale of Chains
0 20 40 60 80 100

GENERAL BALANCE SHEET AS AT 30TH JUNE, 1930.

	£	s.	d.	£	s.	d.
To BALANCE FROM CAPITAL ACCOUNT				1,798	6	4
,, MONEYS HELD IN TRUST—						
Contractors	2,955	0	0			
Other Deposits	5,785	18	8			
				8,740	18	8
,, SUNDRY CREDITORS-						
Unclaimed Wages	87	3	6			
Accrued Wages	1,602	10	10			
Stores and Materials, &c.	6,536	12	9			
				8,226	7	1
,, Stores Working Account				41,243	17	7
,, Rents, &c., charged in advance				5,337	11	7
,, Sydney Harbour Trust Sinking Fund*				78,133	14	7
,, Sydney Harbour Trust Reserve Account				127,200	15	5
			£	270,681	11	3

	£	s.	d.	£	s.	d.
BY STORES AND MATERIALS ON HAND—						
Stores Branch	22,842	4	7			
Head Office	326	16	6			
				23,169	1	1
,, SUNDRY DEBTORS—						
Rents	8,243	5	5			
Miscellaneous	5,100	13	1			
Works in Progress	1,937	5	1			
				15,281	3	7
,, Accrued Rents, &c.				6,468	6	1
,, Colonial Treasurer—Sinking Fund Investment Account ...				48,121	13	9
,, Liquidation of Capital Debt (30th June, 1928) Account ...				30,012	0	10
,, Fixed Deposit Receipts				2,440	0	0
,, Rates, &c., paid in advance				1,529	1	10
,, Cash in hand				605	0	0
,, SYDNEY HARBOUR TRUST FUND-	£	s.	d.			
Store Advance Account...	18,401	13	0			
Special Deposits Account	6,388	2	2			
Loan Account	1,798	6	4			
Revenue	116,467	2	7			
				143,055	4	1
				270,681	11	3

* Sinking Fund for Capital Debt as at 30th June, 1928.

LESLIE C. MILGATE, A.I.C.A.,
Treasurer and Accountant.

R. C. DAWSON,
Auditor.

E. W. AUSTIN, President.
R. T. McKAY, Commissioner.
W. O'CONNOR, Commissioner.
} Commissioners of the Sydney Harbour Trust.

I certify that the books and accounts of the Sydney Harbour Trust have been examined and audited under the provisions of the " Audit Act, 1902," and of Section 2-77J (*i*) of the "Sydney Harbour Trust (Amendment) Act, 1928."

Depreciation and renewals have been provided for to the extent only of the expenditure on renewals to property and plant shown in the Income and Expenditure Account.

Subject to these observations, and according to the best of my information, and the explanations given to me, this Balance Sheet, which is in accordance with the books and accounts, correctly sets out the financial position of the Trust as at the 30th June, 1930.

JOHN SPENCE,
Auditor-General.

CAPITAL ACCOUNT AS AT THE 30TH JUNE, 1930.

		Expenditure to 30th June, 1929.	Expenditure during Year.	Total Expenditure to 30th June, 1930.
		£ s. d.	£ s. d.	£ s. d.
To Wharves and Jetties (including Seawalls, Bridges, Approaches, and Fixed Equipment)		7,770,744 13 7	*Cr.*264, 123 12 3	7,506,621 1 4
,, Shore Buildings (including Sheds, &c., Warehouses, Hotels, Shops, and Dwellings)		1,303,143 8 5	5,694 2 2	1,308,837 10 7
,, Trust Occupations		554,666 4 6	2,646 16 10	557,313 1 4
,, Roadways—	£ s. d.			
Dedicated to City Council ...	426,768 0 0			
Maintained by Trust ...	509,411 04 3	936,179 4 3	.....	936,179 4 3
,, Deepening of Port		910,032 7 7	26,215 14 0	936,248 1 7
,, Reclamations		951 11 10	5,512 0 8	6,463 12 6
,, Beacons and Buoys		26,910 15 3	73 12 11	26,984 8 2
,, Working Plant and Machinery (including Dredges, Tugs, Punts, &c.)		362,970 15 8	13,866 4 3	376,836 19 11
,, Fire Float Equipment		13,138 12 8	370 10 0	13,509 2 8
,, Advance for Stores		35,000 0 0	.....	35,000 0 0
	£	11,913,737 13 9	*Cr.*209,744 11 5	11,703,993 2 4
BALANCE UNEXPENDED carried forward to General Balance Sheet				1,798 6 4
				£ 11,705,791 8 8

		Receipts to 30th June, 1929.	Receipts during Year.	Total Receipts to 30th June, 1930.
		£ s. d.	£ s. d.	£ s. d.
By Capital provided by the Government of N.S.W. as under :—	£ s. d.			
To 30th June, 1928 ...	11,587,770 17 3			
Less Reduction Agreed upon by Committee of Review ...	386,060 0 0	11,201,710 17 3		
Less Repayments during 1929-30 applicable to 30th June, 1928 ...		1,886 5 1		
		11,199,824 12 2		
From 1st July, 1928, to 30th June, 1929		336,586 3 9	169,380 12 9	.....
		11,536,410 15 11	169,380 12 9	11,705,791 8 8
				£11,705,791 8 8

INCOME AND EXPENDITURE ACCOUNT AND NET REVENUE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1930.

MAIN SERVICES.

DR.

EXPENDITURE.	£	s.	d.	£	s.	d.
To Administration Expenses				42,742	5	4
,, General Expenses				51,595	7	9
,, Collection of Wharfage				18,077	6	11
,, Control of Harbour				18,731	15	8
,, Survey of Port				9,443	13	8
,, Maintenance and Renewals to Property-						
Supervision	17,000	4	2			
Wharves and Jetties	18,992	14	8			
Shore Buildings, including sheds, warehouses, hotels, shops, dwellings ...	16,614	6	10			
Roadways	6,770	17	4			
Trust Occupations	1,022	7	9			
Other Properties	6,615	3	3			
Dredges, Tugs, Launches	52,918	14	6			
Sundry Working Plant and Machinery	9,509	9	10			
Cranes	4,627	0	2			
Beacons and Buoys	2,632	3	1			
Renewals to Property and Plant ...	40,134	10	8			
				176,846	12	3
,, Sundry Services—						
Lighting Wharf Properties	2,815	0	6			
Cleaning and Garbage	4,930	0	11			
Water Supply	836	17	6			
Fire Floats	2,903	17	0			
Watching	1,680	0	1			
Rat Extermination	709	9	10			
				13,875	5	10
,, Dredging				22,701	14	5
,, Demolition of Wharves and Buildings				379	3	1
,, Motor Garage Working Expenses				293	1	5
,, Wheat Conveyors Operating Expenses				6,232	3	10
				360,918	10	2
,, Surplus Forward to Net Revenue Account				631,160	5	4
£				992,078	15	6

CR.

INCOME	£	s.	d.	£	s.	d.
By Wharfage Rates Inward and Transhipment				530,537	5	7
,, Wharfage Rates Outward				81,307	11	9
,, Tonnage Rates and Berthing Charges				42,780	0	6
,, License Fees				3,611	6	9
,, Storage Charges Open Wharves and Timber				5,812	15	3
,, Miscellaneous Recoveries (Rates, Insurance, &c.)...				8,594	2	1
,, Miscellaneous Services				7,945	14	3
,, Rents-						
Wharves and Jetties	183,429	0	2			
Shore Buildings, including sheds, warehouses, hotels, shops, dwellings ...	95,651	14	3			
Land and Advertising Rights... ...	15,921	3	2			
Other Leases	16,488	1	9			
				311,489	19	4
£				992,078	15	6

SUBSIDIARY SERVICES.

	£	s.	d.		£	s.	d.
To Bonded and Free Warehouses Working Expenses	20,501	13	10	By Bonded and Free Warehouses Charges	25,855	10	5
,, Surplus forward to Net Revenue Account	5,353	16	7				
£	25,855	10	5	£	25,855	10	5

NET REVENUE ACCOUNT.

	£	s.	d.		£	s.	d.
To Interest on Capital Debt	597,123	7	8	By Surplus Main Services	631,160	5	4
,, Contributions to Sinking Fund	32,683	9	9	,, Surplus Subsidiary Services...	5,353	16	7
,, Net Surplus transferred to Reserve Account	6,707	4	6				
£	636,514	1	11	£	636,514	1	11

RESERVE ACCOUNT.

	£	s.	d.
By Balance 1st July, 1929	120,493	10	11
,, Net Surplus Year ended 30th June, 1930	6,707	4	6
£	127,200	15	5

STATEMENT OF NET INCOME EARNED DURING FINANCIAL YEAR, 1ST JULY, 1929, TO 30TH JUNE, 1930.

	£	s.	d.	£	s.	d.
WHARFAGE RATES—						
Inward, Oversea	327,804	19	6			
Interstate	128,634	4	2			
„ State	66,146	3	4			
TRANSHIPMENT RATES—						
Oversea	4,425	8	1			
Interstate	2,731	8	3			
State	795	2	3			
				530,537	5	7
WHARFAGE RATES—						
Outward, Oversea	59,656	13	4			
Interstate	4,806	4	0			
State	16,844	14	5			
				81,307	11	9
TONNAGE RATES—						
Oversea	30,338	8	0			
Interstate	2,933	11	7			
State	2,437	18	0			
BERTHING CHARGES—						
Ferry Traffic	6,245	0	0			
Picnic Steamers	443	12	6			
Small Craft	381	10	5			
				42,780	0	6
LICENSE FEES—						
Motor Boats	66	0	0			
Moorings	267	16	3			
Lighters	2,781	3	0			
Ferries, Tugs, &c.	284	0	6			
Watermen's Boats	5	17	6			
Septic Tank Outfalls	206	9	6			
				3,611	6	9
STORAGE CHARGES—						
Cargo at Open Wharves	3,569	4	9			
Timber	2,243	10	6			
				5,812	15	3
MISCELLANEOUS RECOVERIES—						
Penalties, Forfeitures	127	2	5			
Sales of Material	232	19	7			
Rates, Insurance, &c.	4,259	15	2			
Other	3,974	4	11			
				8,594	2	1
MISCELLANEOUS SERVICES—						
Water Supply...	1,335	19	2			
Fire Brigade	546	0	6			
Cranes on Wharves	1,011	14	2			
Telephones on Wharves	579	8	7			
Hire of Steamers	2,723	13	4			
Survey Fees	275	0	0			
Wheat Conveyors	347	18	11			
Other	1,125	19	7			
				7,945	14	3
RENTS—						
Wharves and Jetties—Oversea	108,321	15	10			
„ Interstate	36,062	8	5			
State	22,584	6	11			
Ferry Companies ...	16,460	9	0			
				183,429	0	2
Shore Buildings—Sheds and Warehouses ...	19,295	4	3			
Hotels	9,325	14	2			
„ Other Business Premises	49,112	18	10			
„ Residential	17,917	17	0			
				95,651	14	3
Land	14,361	5	8			
Advertising Rights	1,559	17	6			
				15,921	3	2
Other Leases...	16,488	1	9	16,488	1	9
				992,078	15	6
BOND CHARGES	...	...		25,855	10	5
Grand Total	...	...	£	1,017,934	5	11

STATEMENT OF REVENUE EXPENDITURE DURING THE YEAR ENDED 30TH JUNE, 1930.

	£	s.	d.	£	s.	d.
ADMINISTRATIVE CHARGES—						
Salaries—						
President and Commissioners	4,350	0	0			
Secretary and Staff	9,247	11	3			
Treasurer and Staff	15,054	19	5			
Solicitor and Staff	3,429	1	3			
Property Officer and Staff	1,724	8	9			
Messengers	1,091	5	6			
				34,897	6	2
GENERAL EXPENSES—						
Stationery and Printing	908	17	3			
Postages and Telephones	930	9	5			
Advertising	77	0	11			
Head Office Rates and Taxes and Insurance	375	3	10			
Cleaning	1,915	0	11			
BRANCH EXPENSES—						
Secretary	1,999	2	1			
Treasurer	1,181	18	9			
Solicitor	242	12	8			
Property Officer	214	13	4			
				7,844	19	2
GENERAL CHARGES—						
Pensions and Contributions to Superannuation Fund	14,712	18	7			
Officers' Extended Leave prior to retirement	2,337	7	0			
Workmen's Good Conduct Leave... ...	3,267	19	4			
Workers' Compensation Insurance ...	5,693	0	0			
Fire and Other Insurance	8,924	15	2			
Compensation, Liquor Amendment Act ...	910	6	3			
Family Endowment Tax	2,459	10	8			
Rates and Taxes	12,739	10	9			
Audit Fee	550	0	0			
				51,595	7	9
COLLECTION OF WHARFAGE—						
Salaries	17,575	9	1			
General Expenses	501	17	10			
				18,077	6	11
CONTROL OF HARBOUR-						
Salaries	7,064	9	3			
General Expenses	39	16	3			
Sundry Services	1,758	19	9			
Wharf Patrol Service	8,823	11	2			
Telephones on Wharves	1,044	19	3			
				18,731	15	8
SURVEY OF PORT—						
Salaries	6,089	18	3			
General Expenses	764	1	7			
Chainmen's Wages	2,589	13	10			
				9,443	13	8
MAINTENANCE AND RENEWALS, PROPERTY AND PLANT—						
Engineer-in-Chief, Salaries...	13,134	9	1			
„ General Expenses ...	3,874	15	1			
Maintenance of Wharves and Jetties ...	18,992	14	8			
„ Sheds and Warehouses ...	8,508	6	2			
Hotels	440	3	9			
„ Residential Properties ...	5,045	11	5			
„ Other Business Premises ...	2,620	5	6			
„ Roadways...	6,770	17	4			
„ Trust's Occupations ...	1,022	7	9			
„ Other Properties	6,615	3	3			
„ Dredges, Tugs, and ... Launches ...	52,918	14	6			
„ Plant and Machinery ...	9,509	9	10			
„ Cranes	4,627	0	2			
„ Beacons, Buoys, &c. ...	2,632	3	1			
Renewals to Property	35,471	5	5			
Plant	4,663	5	3			
				176,846	12	3
Carried forward ... ... £				317,437	1	7

STATEMENT OF REVENUE EXPENDITURE DURING THE YEAR ENDED 30TH JUNE, 1930—*continued.*

	£ s. d.	£ s. d.
Brought forward ... ... £	.....	317,437 1 7
SUNDRY SERVICES—		
Lighting	2,815 0 6	
Cleaning and Garbage	4,930 0 11	
Water Supply...	836 17 6	
Fire Brigade	2,903 17 0	
Watching	1,680 0 1	
Rat Extermination	709 9 10	
		13,875 5 10
DREDGING	.....	22,701 14 5
DEMOLITION OF WHARVES AND BUILDINGS ...	.....	379 3 1
MOTOR GARAGE, WORKING EXPENSES ...	.....	293 1 5
WHEAT CONVEYORS, OPERATING EXPENSES ...	.....	6,232 3 10
		360,918 10 2
SUBSIDIARY SERVICES—		
Bonded and Free Warehouses	.....	20,501 13 10
		381,420 4 0
STATUTORY CHARGES—		
Interest on Capital Debt	597,123 7 8	
Sinking Fund Contribution	32,683 9 9	
		629,806 17 5
Grand Total	... ... £	1,011,227 1 5

STATEMENT OF NET CAPITAL EXPENDITURE FROM LOAN VOTES DURING YEAR ENDED 30TH JUNE, 1930.

Loan Act.		Purpose.	Expenditure.		
	£		£	s.	d.
Loan Act No. 52 (2), of 1928-29 ...	257,314	Towards Construction of Works generally	23,889	10	3
Loan Act No. 52, of 1929	220,000		154,312	3	5
		Total ... ... £	178,201	13	8

SPECIAL DEPOSITS ACCOUNT.

STATEMENT OF RECEIPTS AND DISBURSEMENTS DURING THE PERIOD 1ST JULY, 1929, TO 30TH JUNE, 1930.

Deposits.	Balance at 30th June, 1929.			Receipts.			Total.			Disbursements.			Balance at 30th June, 1930.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Contractors	1,635	0	0	2,520	16	0	4,155	16	0	2,985	16	0	1,170	0	0
Key	45	15	0	9	12	0	55	7	0	2	16	0	52	11	0
Wharfage Guarantees ...	1,286	14	0	87	2	0	1,373	16	0	81	0	0	1,292	16	0
Suspense	23,643	15	0	50,708	15	7	74,352	10	7	70,586	4	11	3,766	5	8
Unclaimed Wages	133	12	0	235	17	1	369	9	6	282	6	0	87	3	6
Stamp Duty	22	15	0	492	3	6	514	18	6	495	12	6	19	6	0
	26,767	11	5	54,054	6	2	80,821	17	7	74,433	15	5	6,388	2	2
FIXED DEPOSITS HELD BY TRUST—															
Contractors	915	0	0	2,030	0	0	2,945	0	0	1,160	0	0	1,785	0	0
Wharfage Guarantees ...	650	0	0	30	0	0	680	0	0	25	0	0	655	0	0
	28,332	11	5	56,114	6	2	84,446	17	7	75,618	15	5	8,828	0	2
Store Advanced Account ...	16,900	12	11	186,665	14	4	203,566	7	3	185,164	14	3	18,401	13	0
Grand Totals ... £	45,233	4	4	242,780	0	6	288,013	4	10	260,783	9	8	27,229	15	2

CAPITAL DEBT ACCOUNT AS AT 30TH JUNE, 1930.

	£	s.	d.		£	s.	d.
To Reduction, agreed upon by the Committee of Review, being contributions to a Sinking Fund during years 1908-9 to 1912-13, viz., £177,012, together with interest thereon, from Capital Debt as at 30th June, 1928	386,060	0	0	By Balance as at 30th June, 1928	11,590,430	14	2
„ Balance down	11,204,370	14	2				
£	11,590,430	14	2	£	11,590,430	14	2
„ Repayments during year 1928-29	2,659	16	11	„ Balance as at 30th June, 1928	11,204,370	14	2
„ Repayments during year 1929-30	1,886	5	1	„ Transfer Agriculture Department	49,855	14	11
„ Balance down	11,705,791	8	8	„ Loan Advances during 1928-29	286,730	8	10
				„ Loan Advances during 1929-30	169,380	12	9
£	11,710,337	10	8	£	11,710,337	10	8
„ Amount unexpended at 30th June, 1930	1,798	6	4	„ Balance being total net advances by Government of New South Wales to 30th June, 1930	11,705,791	8	8
„ Balance down	11,703,993	2	4				
£	11,705,791	8	8	£	11,705,791	8	8
				„ Balance	11,703,993	2	4

LIQUIDATION OF CAPITAL DEBT (30TH JUNE, 1928) ACCOUNT AS AT 30TH JUNE, 1929.

	£	s.	d.	
To Balance	30,012	0	10	

SINKING FUND.

	£	s.	d.		£	s.	d.	£	s.	d.
To Balance down	78,133	14	7	By Balance at 30th June, 1929				30,067	0	0
				„ Contributions during year ended 30th June, 1930, by Sydney Harbour Trust ...	32,683	9	9			
				„ Contributions during year ended 30th June, 1930, by Commonwealth Government	15,383	4	10			
								48,066	14	7
								£78,133	14	7
	£78,133	14	7	„ Balance at 30th June, 1930				£78,133	14	7

SINKING FUND INVESTMENT ACCOUNT.

	£	s.	d.		£	s.	d.
To Balance, 30th June, 1929...	30,067	0	0	By Repurchases of Bonds, &c., Treasury	30,012	0	10
„ Cash during year ended 30th June, 1930	32,683	9	9	„ Balance down	48,121	13	9
„ Transfer on Account Commonwealth Government	15,383	4	10				
	£78,133	14	7		£78,133	14	7
„ Balance at 30th June, 1930	£48,121	13	9				

TABLE SHOWING THE TRUST'S POSITION FOR EACH YEAR OF ITS EXISTENCE- 11TH FEBRUARY, 1901, TO 30TH JUNE, 1930.

Year ended 30th June.	Capital Expenditure.	Total Capital Debt.	Revenue Receipts.	Revenue Expenditure.	Expenditure Ronewal§ and Replacements	Interest.	Deficiency.	Surplus.
	£	£	£	£	£	£	£	£
1901§	.....	4,692,782	58,318	11,275	.....	55,554	8,513	.....
1902	84,759	4,806,534	219,706	75,692	.....	169,874	25,860	.....
1903	126,961	4,950,299	256,145	86,172	.....	173,112	3,139	.....
1904	81,705	5,030,209	261,677	83,765	.....	177,906	.....	6
1905	46,313	5,074,422	253,581	76,776	.....	180,966	4,161	.....
1906	38,879	5,112,417	270,689	80,027	.....	178,779	.....	11,883
1907	45,011	5,137,646	297,942	82,669	.....	184,074	.....	31,199
1908	90,424	5,227,360	327,525	90,782	.....	189,265	.....	47,478
1909	113,955	5,338,108	334,368	103,882	.....	191,532	.....	38,954
1910	144,207	5,482,060	337,047	107,793	34,970	191,246	.....	3,038
1911	216,130	5,697,756	373,755	119,531	23,650	200,845	.....	29,729
1912	439,141	6,136,670	411,649	113,963	28,446	212,842	.....	56,398
1913	398,592	6,535,853	450,281	122,968	29,610	221,049	.....	76,654
1914	463,187	6,992,932	469,529	130,773	30,706	248,088	.....	59,982
1915	376,060	7,367,922	464,681	133,156	28,202	263,478	.....	39,845
1916	603,489	7,948,756	489,721	144,972	26,979	289,286	.....	28,484
1917	650,528	8,598,939	511,980	140,616	24,970	330,954	.....	15,441
1918	211,506	8,796,521	576,459	151,017	19,837	348,023	.....	57,582
1919	220,278	8,691,972	618,901	159,821	20,079	336,823	.....	102,178
1920	268,054	8,959,887	658,313	186,458	19,992	353,037	.....	98,826
1921	492,149	9,449,213	797,211	224,676	20,088	438,210	.....	114,237
1922	423,712	9,868,165	827,122	236,058	25,062	488,552	.....	77,450
1923	279,728	10,129,113	852,242	229,849	23,766	514,756	.....	83,871
1924	274,855	10,417,859	897,357	247,007	29,877	528,743	.....	91,730
1925	240,432	10,644,468	970,403	247,842	35,199	526,945	.....	160,418
1926	316,368	10,956,555	1,015,877	258,117	39,984	554,446	.....	163,330
1927	349,783	11,299,989	1,083,855	273,412	46,620	569,884	.....	193,939
1928	290,408	*ll,204,370	1,078,293	308,615	35,386	584,814	.....	149,478
	7,286,614	*ll,204,370	15,164,627	4,227,684	543,423	8,703,083	.....	1,690,437‡

§ 11th February, 1901, to 30th June, 1901.

‡ Total surplus, deficiencies deducted.

Year ended 30th June.	Capital Expenditure.	Capital Debt.	Income.	Revenue Expenditure.		Interest.	Sinking Fund.	Reserve.
	£	£	£	£	£	£	£	£
1929	276,111	11,488,441	1,103,598	369,037	.....	584,000	30,067	120,494
1930	178,202	† 11,673,981	1,017,934	381,420	.....	597,123	48,067	6,707
Totals... £	7,740,927	† 11,673,981	17,286,159	4,978,141	.....	9,884,206	78,134	127,201

* Figure determined by Capital Debt Committee of Review.

† After allowing £30,012—vide Sinking Fund Investment Account.

TRADE SUMMARY.

TONNAGE OF IMPORTS AND EXPORTS,

Year ended 30th June.	IMPORTS (Including Transhipments).				EXPORTS (Approximate).				Total Imports and Exports.
	Oversea.	Interstate.	State.	Total.	Oversea.	Interstate.	State.	Total.	
1921	1,293,015	788,986	2,149,111	4,231,112	1,320,619	275,267	394,722	1,990,608	6,221,720
1922	994,841	733,374	1,991,290	3,719,505	1,852,208	379,760	362,874	2,594,842	6,314,347
1923	1,443,095	801,248	1,982,475	4,266,818	879,488	343,473	370,356	1,593,317	5,860,135
1924	1,616,381	851,562	1,998,210	4,456,153	843,905	448,510	464,852	1,757,267	6,213,420
1925	1,676,983	834,836	1,926,059	4,437,878	1,764,786	320,137	346,108	2,431,031	6,868,909
1926	1,879,810	821,872	1,677,457	4,379,139	1,288,816	330,370	344,364	1,963,549	6,342,688
1927	1,995,693	972,396	1,914,442	4,882,531	1,290,267	582,000	343,117	2,215,384	7,097,915
1928	2,047,028	967,683	1,908,870	4,923,581	1,007,784	565,000	263,600	1,836,384	6,759,965
1929	2,020,524	915,077	1,481,005	4,416,606	1,542,834	502,000	317,518	2,362,352	6,778,958
1930	1,923,831	859,922	1,251,713	4,035,466	889,125	532,887	604,880	2,026,892	6,062,358

VALUE OF IMPORTS AND OVERSEA EXPORTS.

Year ended 30th June.	IMPORTS.				EXPORTS Oversea.
	Oversea.	Interstate.	State.	Total	
	£	£	£	£	£
1921	67,578,547	22,649,398	15,315,069	105,543,014	48,671,651
1922	41,342,425	21,754,730	12,115,014	75,212,179	45,786,553
1923	52,243,163	21,933,806	11,737,745	86,914,714	40,579,248
1924	56,660,490	22,880,555	11,565,499	91,106,544	40,877,888
1925	64,211,553	21,439,144	12,410,101	98,060,798	58,187,683
1926	61,616,002	21,834,431	12,138,481	95,588,914	52,200,302
1927	67,663,524	25,935,513	11,736,902	105,305,939	60,933,256
1928	63,257,493	24,969,255	11,975,943	100,202,691	50,446,061
1929	61,614,238	24,090,967	11,210,929	96,916,134	48,174,219
1930	55,429,182	22,665,896	10,659,970	88,755,048	34,713,532

SHIPPING SUMMARY.
VESSELS ENTERED THE PORT OF SYDNEY DURING THE YEARS 1901 TO 1930.

Period.	OVERSEA AND INTERSTATE. No. of Vessels. Steam. Coal Burning.	Steam. Oil Burning.	Motor.	Sail.	TONNAGE. Coal Burning. Net.	Coal Burning. Gross.	Oil Burning. Net.	Oil Burning. Gross	Motor. Net.	Motor. Gross.	Sail. Net.	Sail. Gross.	STATE No. of Vessels. Steam. Coal Burning	Motor.	Sail.	TONNAGE. Steam. Net.	Steam. Gross.	Motor. Net.	Motor. Gross.	Sail. Net.	Sail. Gross.	TOTALS No. of all Vessels, Steam, Motor, and Sail.	TONNAGE. Net.	TONNAGE. Gross.
Total for years ended:—																								
30th June, 1901 (1)	1,581		...	303	2,647,277	.....	.....	.....	.....	.....	306,234	.....	.....	...	...	.....	.....	.....	.....	.....	.....	1,884 (1)	2,953,511	.....
,, 1902	1,859		...	294	3,110,042	.....	.....	.....	.....	.....	303,487	.....	3,360	...	...	543,024	.....	.....	.....	.....	.....	5,513	3,956,553	.....
,, 1903	1,886		...	322	3,241,752	.....	.....	.....	.....	.....	324,827	.....	3,758	...	...	394,172	.....	.....	.....	.....	.....	5,966	4,160,751	.....
,, 1904 (2)	1,768		...	347	3,280,020	.....	.....	.....	.....	.....	375,520	.....	3,878	...	...	592,258	.....	.....	.....	.....	.....	5,973	4,250,798	.....
,, 1905	1,785		...	322	3,457,199	.....	.....	.....	.....	.....	310,885	.....	5,809	...	1,368	1,365,118	.....	.....	.....	177,976	.....	9,284	5,311,178	.....
,, 1906	2,416		...	245	4,305,079	.....	.....	.....	.....	.....	223,967	.....	6,260	...	1,234	1,436,838	.....	.....	.....	148,646	.....	9,885	6,114,530	.....
,, 1907	2,387		...	306	4,906,819	.....	.....	.....	.....	.....	841,400	.....	6,457	...	1,063	1,512,863	.....	.....	.....	137,805	.....	10,213	6,898,887	.....
,, 1908	2,472		...	234	5,205,722	.....	.....	.....	.....	.....	246,240	.....	6,724	...	992	1,634,885	.....	.....	.....	150,836	.....	10,422	7,237,683	.....
,, 1909	2,414		...	197	5,200,594	.....	.....	.....	.....	.....	175,806	.....	6,179	...	843	1,558,714	.....	.....	.....	119,244	.....	9,633	7,054,358	.....
,, 1910	2,189		...	186	5,076,779	.....	.....	.....	.....	.....	172,631	.....	6,278	...	671	1,380,371	.....	.....	.....	84,010	.....	8,324	6,713,791	.....
,, 1911	2,478		...	158	5,730,050	.....	.....	.....	.....	.....	148,162	.....	6,097	...	599	1,640,284	.....	.....	.....	87,816	.....	9,332	7,606,312	.....
,, 1912	2,630		...	154	6,307,339	.....	.....	.....	.....	.....	165,046	.....	6,264	...	476	1,642,111	.....	.....	.....	76,587	.....	9,673	8,714,062	.....
,, 1913	2,752		...	94	6,816,071	.....	.....	.....	.....	.....	99,090	.....	6,456	...	371	1,755,975	.....	.....	.....	42,917	.....	9,524	8,191,083	.....
,, 1914	2,739		...	120	7,418,856	.....	.....	.....	.....	.....	133,894	.....	6,894	...	389	1,827,636	.....	.....	.....	56,924	.....	10,142	9,437,310	.....
,, 1915	2,452		...	70	6,290,718	.....	.....	.....	.....	.....	67,980	.....	6,640	...	304	1,761,927	.....	.....	.....	43,708	.....	9,466	8,164,333	.....
,, 1916	2,321		...	152	5,589,677	.....	.....	.....	.....	.....	136,511	.....	6,571	...	241	1,762,430	.....	.....	.....	46,659	.....	9,285	7,535,277	.....
,, 1917	2,026		...	127	5,000,450	.....	.....	.....	.....	.....	107,841	.....	6,100	...	200	1,576,907	.....	.....	.....	40,630	.....	8,453	6,725,828	.....
,, 1918	1,738		...	126	3,809,666	6,152,137	.....	.....	.....	.....	130,568	155,527	5,468	...	206	1,341,710	2,707,000	.....	.....	38,456	43,004	7,538	5,320,400	9,058,568
,, 1919	1,791		...	131	3,712,216	6,049,044	.....	.....	.....	.....	134,699	151,558	5,412	...	165	1,271,916	2,567,579	.....	.....	33,835	87,009	7,499	5,152,666	8,806,090
,, 1920	1,629		...	113	4,318,833	7,028,946	.....	.....	.....	.....	69,026	79,241	5,632	...	171	1,375,254	2,782,412	.....	.....	40,271	45,820	7,545	5,803,384	9,936,428
,, 1921	2,113		...	92	5,524,401	9,063,339	.....	.....	.....	.....	77,269	87,280	8,343	...	150	1,587,434	3,204,868	.....	.....	47,059	53,208	8,698	7,236,253	12,408,695
,, 1922	2,194		...	48	5,984,820	9,869,294	.....	.....	.....	.....	24,298	27,524	6,146	...	94	1,488,078	2,797,235	.....	.....	44,165	48,938	8,482	7,541,361	12,742,991
,, 1923	2,452		...	51	7,162,252	11,775,998	.....	.....	.....	.....	39,649	44,849	5,805	...	69	1,585,027	3,197,639	.....	.....	26,504	26,602	8,377	8,813,432	15,047,988
,, 1924	2,547		...	46	7,320,015	12,132,362	.....	.....	.....	.....	44,273	50,752	5,847	...	78	1,629,283	3,220,867	.....	.....	28,466	31,651	8,518	9,022,037	15,435,632
,, 1925	2,462		...	20	7,515,212	12,423,910	.....	.....	.....	.....	10,543	13,152	5,582	...	28	1,600,979	3,181,478	.....	.....	4,941	6,440	8,092	9,131,675	15,623,989
,, 1926	2,256		86	21	6,913,831	11,494,932	.....	.....	303,695	498,253	16,087	18,398	5,265	...	24	1,468,389	2,932,511	.....	.....	15,768	17,538	7,652	8,717,770	14,961,630
,, 1927	2,461		150	15	7,381,354	12,283,012	.....	.....	484,150	798,942	13,501	15,568	5,683	...	57	1,630,519	3,387,609	.....	.....	37,449	41,667	8,366	9,546,973	16,526,798
,, 1928	2,336		188	15	7,906,095	11,646,871	.....	.....	581,800	961,287	12,388	13,897	5,184	40	37	1,567,503	3,120,465	21,000	39,400	23,509	27,046	7,800	9,212,295	15,808,966
,, 1929 Oversea.	942	339	172	5	3,430,573	5,525,189	1,902,695	3,159,303	671,566	1,100,596	6,702	7,467	4,472	92	...	1,317,053	2,775,404	35,892	70,422	.....	.....	7,062	9,060,153	15,628,605
,, 1929 Interstate.	950	51	38	1	1,468,882	2,603,194	163,054	275,971	63,570	110,808	166	251												
,, 1930 Oversea.	813	347	224	2	3,001,344	4,870,331	2,038,372	3,381,089	880,407	1,450,365	4,093	4,545	3,661	82	...	1,149,447	2,111,238	33,990	68,720	.....	.....	6,192	8,940,535	15,410,047
,, 1930 Interstate.	951	48	64	...	1,498,707	2,652,162	163,286	276,331	170,889	295,266	.....	.....												

NOTE—
(1) Particulars of Intra-State shipping not available.
(2) Particulars of Intra-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 after proceeding there for bunker coal.
The figures for certain years from 1915 onward were affected by the War and/or Industrial trouble.

Sydney: Alfred James Kent, I.S.O. Government Printer—1930.