

4. The main reasons for the loss of female staff are—

(a) Relaxation of man-power control :

(b) Staff leaving to be married.

Henceforward it will be possible to arrange the work of the Department on the basis of an increasing male staff.

5. During the period of the war the acute shortage of trained staff available resulted in a number of the Department's routine functions being allowed to stand over. With the availability of more staff, these matters will again be given full attention.

6. It was necessary to work considerable overtime up to VJ Day, after which the urgency attaching to some aspects of the Department's activities eased, and overtime accordingly fell. As a general rule the forty-hour week was re-established, but occasional rush jobs have required the working of overtime. Overtime at the end of the year was practically non-existent.

CASUAL EMPLOYEES, H.M.N.Z. DOCKYARD

Generally speaking, employment over the past twelve months has been at a higher average than has previously obtained in the Dockyard, due mainly to the increase in activities in the Pacific area consequent upon the cessation of hostilities in Europe. After VJ Day the number of employees began to decline, particularly after the completion of the refit of H.M.N.Z.S. "Gambia" in December.

2. The yearly averages of men employed in the Dockyard is set out hereunder :—

1945-46	..	..	517		1942-43	..	..	511
1944-45	..	..	486		1941-42	..	..	445
1943-44	..	..	498					

3. Prior to the cessation of hostilities, the Dockyard working week was fifty-six hours or over. After the cessation of hostilities in the Pacific, every effort was made to return to a forty-hour week, and as a result of this, overtime has been eliminated except in rare emergency cases dictated by the sailing dates of ships of war.

4. The Dockyard agreement expired on 4th February, 1945, and early steps were taken to prepare a fresh agreement. This was finally signed in September, 1945, to the satisfaction of all parties.

5. Applications for apprentices were again called at the beginning of 1946, and once more the general response was poor, except in the case of the electrical and fitting trades. During the year five apprentices completed their training and qualified as tradesmen. Six apprentices who have been absent on military service revived their contracts.

SECTION XIII.—H.M.N.Z. DOCKYARD AND NAVAL BASE

DOCKYARD WORK

The main items of work carried out during the year were as follows :—

Major refits—

H.M.N.Z.S. "Gambia."	
H.M.S. "Quadrant."	
H.M.S. "Wakeful."	
H.M.S. "Redpole."	
H.M.S. "Whirlwind."	
H.M.S. "Wessex."	
H.M.S. "Undaunted."	
H.M.S. "Barfleur."	
H.M.S. "Amethyst"	} still under refit.
H.M.S. "Alacrity"	