

25. The disposal of surplus stores and equipment held in the Wellington area was completed to the maximum extent compatible with the ability of War Assets Realization Board to dispose of surplus stores. Delays were encountered in shipping equipment away from Wellington owing to the general shortage of railway transport.

26. In common with other State Departments, Navy Department has now transferred to the permanent staff a number of its temporary employees. Although a permanent complement has yet to be established in Navy Office and the Dockyard, the numbers transferred are well short of the proposed complement, as a number of temporary employees were not transferred to the permanent staff by reason of unsuitability through age, &c.

27. Considerable advances have been made during the year in the training of civilian staff in the work of the Department, and numbers of officers have been given rotation of duties to remedy their lack of knowledge resulting from comparatively short service in the Department. The maximum possible assistance, within the scope of the authority given by the Public Service Commission, has been extended to officers desiring to take promotion examinations or courses of study which will be of benefit to themselves and the Department.

28. *Apprentices.*—During the year 13 apprentices were entered of the approved quota of 17. The fitting and electrical trades proved again the most popular. No apprentices were obtained in the painting and sailmaking trades. Eleven apprentices completed their apprenticeships during the year and qualified for journeymen status.

29. *Trade Trainees.*—Three additional returned servicemen were employed as trade trainees under the Rehabilitation Department Scheme B. There are now 8 trade trainees in the Dockyard employment.

30. *Dockyard Agreement.*—Negotiations for a new Dockyard agreement, which expired on 4th February, 1947, were concluded in October. There was no general increase in rates of pay other than to bring them into line with current awards. Some alterations were made to a number of clauses covering allowances and general conditions, the final result being slightly more advantageous to the Dockyard workers.

31. *General.*—Difficulty has again been experienced during the year in obtaining adequate numbers of civilian workmen, with the result that the Dockyard has not been manned to capacity and consequently it has not been possible to employ fully the total Dockyard resources. Work has been offering, particularly for boilermakers, suitable to the Dockyard, but staff numbers have prevented this being accepted. The availability of higher wages in some private firms and the payment of overtime in private employment are two of the factors which attract workmen from the Dockyard, although the working-conditions there are very good.

SECTION VII.—H.M.N.Z. DOCKYARD AND NAVAL BASE DOCKYARD WORK

32. The main items of work carried out during the year were:—

Major Refits: H.M.N.Z. Ships “Arabis,” “Arbutus,” “Kiwi,” “Tui,” and five harbour-defence motor launches.

Minor Refits: H.M.N.Z.S. “Bellona” and four H.D.M.L.s.

Routine maintenance was carried out on all H.M.N.Z. ships as requisite.

Conversions—

M.V. “Endeavour,” formerly a yard powered lighter, was converted for seagoing duties, such as the dumping of ammunition.

Four H.D.M.L.s are under conversion for training purposes for use by R.N.Z.N.V.R. Divisions.

One uncompleted 75 ft. steel tug is being completed for use as a Dockyard tug.