

1948
NEW ZEALAND

ROYAL NEW ZEALAND NAVY

REPORT OF THE NEW ZEALAND NAVAL BOARD FOR THE PERIOD 1st APRIL, 1947,
TO 31st MARCH, 1948

*Presented to both Houses of the General Assembly by Command of His Excellency the
Governor-General*

Navy Office, Wellington C. 1, 15th June, 1948.

The Hon. the MINISTER OF DEFENCE.

SIR,—

We have the honour to address to you the following report of the Royal New Zealand Navy and proceedings on the New Zealand Station during the year 1st April, 1947, to 31st March, 1948.

CONTENTS

Section.	PAGE
I. State and Administration	2
II. General Survey of Year	2
III. Personnel	3
IV. Welfare	3
V. Royal New Zealand Naval Reserves	3
VI. Civilian Staff and Dockyard Workmen	4
VII. Dockyard	5
 Appendices.	
I. State of Fleet	7
II. State of Naval Personnel	8
III. Civilian Staff and Dockyard Workmen	8

SECTION I.—STATE AND ADMINISTRATION

The Navy Department is controlled by the Naval Board, established by the Naval Defence Amendment Act, 1936.

2. The Board consists of—

The Minister of Defence (Chairman).

A Captain, Royal Navy, with the rank of Commodore (as First Naval Member and Chief of Naval Staff).

A Captain, Royal Navy (as Second Naval Member).

A Commander (S), Royal Navy, with the acting rank of Captain (S), Royal Navy (as Naval Secretary).

3. All three naval members of the Board have been changed in the past twelve months.

4. A state of the Fleet as at 31st March, 1948, is attached as Appendix I.

SECTION II.—GENERAL SURVEY OF YEAR

5. "Bellona" has been employed in a training role since May, 1947, and has proved most useful as a training cruiser. This involves constant changes in personnel to be trained, thus the ship cannot be regarded as fully operational, but during the current Fleet expansion "Bellona" will continue as a training cruiser until new ships are manned as fully operational units.

6. Due to discharges in April, 1947, as a result of a number of ratings failing to represent certain alleged grievances through proper channels, a limited number of W.R.N.Z.N.S. were entered to meet immediate requirements. Government approval has since been obtained for the permanent establishment of W.R.N.Z.N.S. on a limited scale, a step which assists the manning situation and constitutes an important asset to the Royal New Zealand Navy.

7. *Movements*.—The following cruises have been carried out during the year:—

"Bellona"—

April	Sydney, Melbourne, and Hobart.
July to August	Kermadecs, Fiji Group, Ellice Islands, Rotumah Tongan Group.
November to December	Napier, Nelson, Bay of Many Coves, Picton, Lyttelton, Dunedin, Akaroa, Wellington.
February	During refit of "Bellona," ship's company carried out annual musketry course at Waiouru Military Camp.
March	Exercises with Australian Squadron.

"Arbutus"—

April	Aitutaki.
May to July	Cook and Tokelau Groups.
October to December	Akaroa, Timaru, Oamaru, Bluff, Lyttelton, New Plymouth, and Wellington.

"Arabis" and "Arbutus"—

February to March	Waitangi for Commemoration Ceremony; Dunedin for Centennial Celebrations; and Wellington.
-------------------------	-------------------------------------------------------------------------------------------

"Kiwi" Dunedin.

8. *Visits of British and Foreign Ships.*—H.M. Ships "Theseus" (aircraft carrier) and "Cockade" (destroyer) visited Wellington and Auckland in August to September, 1947. H.M.A. Ships "Australia" (cruiser) and "Bataan" (destroyer) visited Dunedin, Lyttelton, Wellington, and Auckland in March, 1948.

9. *Fishery-protection Patrol.*—Regular fishery-protection patrols have been carried out by an H.D.M.L. in conjunction with the Marine Department. Results indicate that the patrol has had a deterrent effect on possible poachers.

10. *Waitangi Ceremony.*—The annual ceremony to celebrate the landing of the first Governor, Captain Hobson, R.N., was held in February. H.M.N.Z. Ships "Arabis" and "Arbutus" and H.D.M.L. 1183 visited Waitangi for the ceremony, which was witnessed by the Chief of Naval Staff.

SECTION III.—PERSONNEL

11. Comparative statements of numbers borne on 31st March, 1947, and 31st March, 1948, are shown in Appendix II.

12. It will be noted that these numbers include 282 local entries. Over 2,000 applications were received. Of these, 648 were called for examination by the recruiting Board. The remaining 366 were unsuccessful for the following reasons: medical, 77; dental, 39; education, 127; other, 123.

It is gratifying to note the number of time-expired men who have re-entered the service.

13. Owing to a lack of New Zealand personnel to fill tradesmen's billets, arrangements were made to recruit ex-R.N. ratings in the United Kingdom. These men are entered on a three-year engagement with the option of engaging for further service, taking their discharge in New Zealand, or being repatriated to the United Kingdom. Of the 92 originally asked for, 48 had arrived in New Zealand by 31st March. The remaining 44, with an additional 240 ratings of all classes to assist in manning the new frigates, will, it is hoped, arrive by the end of 1948.

14. A system of training apprentices (engineering, ordnance, electrical, and shipwright) has been started. These apprentices are trained on similar lines to the civilian apprentices, but, instead of doing five years in the Dockyard, their training occupies four years. On completion of this period they have to pass a trade test before being drafted to sea (for engineering and shipwright) or Australia (for ordnance and electrical) for their final year of apprenticeship. They are then required to serve in the Navy as artificers for a period of six years.

SECTION IV.—WELFARE

15. Efforts are being made to improve the extremely unsatisfactory position as regards the housing of the families of naval personnel.

In addition to converting houses adjacent to the Naval Base at Auckland and at Narrow Neck Transit Camp, it is hoped to provide accommodation at Belmont Park. Married quarters are being provided for personnel at Waiouru W/T Station. To date twelve flats for ratings have been completed and are occupied.

16. The training establishment "Tamaki" was completed as a temporary wartime measure and the accommodation there is unsatisfactory. Plans are being prepared for a permanent establishment more in keeping with the increased size of the R.N.Z.N.

SECTION V.—ROYAL NEW ZEALAND NAVAL RESERVES

17. The reconstitution of the Reserves in the post-war period has progressed slowly during the year under review.

18. *Royal New Zealand Naval Reserve*.—Post-war training of officers and men in this Reserve, who are recruited from the Merchant Navy, will commence in 1948 as accommodation becomes available in ships of the Royal New Zealand Navy for the periods of sea training involved.

19. *Royal New Zealand Naval Volunteer Reserve*.—Renovations of the four R.N.Z.N.V.R. Headquarters at Auckland, Wellington, Christchurch, and Dunedin are now progressing favourably, having been held up owing to the low priority granted to such work by the Building Controller. The installation of stores and training equipment will take place immediately renovations are completed, and this will be followed by a recruiting campaign. Officers and instructors have already been appointed and have prepared the skeleton organization necessary to ensure that training of new entries may commence immediately recruiting is completed. The post-war total strength of the R.N.Z.N.V.R. will be some 120 officers and 840 ratings, spread over the four Divisions. It is intended, in the first instance, to recruit to half strength in 1948, remaining half being recruited in 1950, thus ensuring a steady intake of recruits over two years. The allocation of a harbour-defence motor-launch to each Division will make it possible to train recruits in practical small-boat seamanship and gunnery. It is expected that these launches will be handed over to the four Divisions towards the end of 1948.

SECTION VI.—CIVILIAN STAFF AND DOCKYARD WORKMEN

20. The Public Service staff both at Navy Office and in the Dockyard has shown a steady decrease. Comparative figures are given in Appendix III.

21. Considerable difficulty is still being experienced in maintaining trained staff at Wellington. It has proved almost impossible to obtain trained replacements for officers promoted within Navy Office or to positions in other Departments. The staffing situation is easier at Auckland and no great difficulty has been experienced in replacing losses of permanent staff by suitable temporary employees.

22. Although satisfactory progress was made with the clearance of wartime arrears of work, there were still matters outstanding which made it impossible to accomplish a complete return to a peacetime basis. Examples are—

- (a) Payment in lieu of arrears of leave which accrued to serving members of the permanent Royal New Zealand Navy during wartime. This involves considerable research work in the ledgers of ships and establishments in which the men served, and calculations according to the appropriate rates of pay.
- (b) Applications for war medals and ribbons, involving checking of records of service to establish eligibility of the applicants.
- (c) Preparatory work on matters relating to superannuation provisions for members of the Armed Services (eventually incorporated in the 1947 Superannuation Act).
- (d) Final settlement of pay accounts and war-service gratuities of "hostilities only" personnel discharged during the past year.

23. The new naval pay system was introduced during the year. This represented a considerable improvement on the previous system of ships' ledgers, and incorporates a form of control, by a master card system, at Navy Office, Wellington, which has proved eminently satisfactory.

24. A reorganization of personnel records was undertaken, and improvements are being effected in the system of recording complements and movements in various ships and establishments.

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.

33. *Work for Other Government Departments.*—During the year a considerable amount of work was undertaken on behalf of other Government Departments. Some of the largest items were :—

Completion of “ Matai ” refit.

Annual refit for “ Maui Pomare.”

Manufacture of two head towers for 7½-ton cable way, Public Works Department.

Portable gantries, Post and Telegraph Department.

Repair and maintenance of civil aviation launches and dinghies.

Overhaul of Caterpillar Diesel grader and Fordson tractors.

Manufacture of steel forms for water-level recorder.

Re-engining of civil aviation launches.

Manufacture of rigid spanners.

Alterations to “ Hautapu.”

Machining piston-skirts for State Hydro-electric Department.

Overhaul of compressors for Public Works Department.

Manufacture of mine skips and tubs for Mines Department.

Rehabilitation : Carpenters’ aprons, plasterers’, bricklayers’, and carpenters’ kit-bags.

Manufacture of 6 in. steam-pipe line and fittings for State Forest Service.

Manufacture of heavy-duty engine-shaft for Mines Department.

Manufacture of oil-pipes and fittings for British Petroleum Co.

34. *Dockyard Projects.*—The following individual projects were completed :—

Provision of additional oil-fuel stowage.

Completion of Stanley Bay entrance, parking area, and ferry wharf.

Construction of new battery-charging shop.

Removal of boom defence and levelling of reclamation for stowage.

Laying of concrete slab for stowage of chain cable.

Installation of emergency electrical-power supply for R.N.Z.N. hospital.

Construction of accommodation for married workmen at Islington Bay.

Laying of heating-steam line, Calliope Wharf.

Installation of grinding-machine and tipping furnace in workshops.

The following projects were commenced prior to or during the year but have not been completed :—

(a) *Fire Protection.*—A sprinkler system is 95 per cent. installed in the Naval Stores Offices and Victualling Block. Carbon-dioxide extinguishers have been installed in all electrical substations and a salt-water main is being laid along Calliope Wharf. The installation of fire-fighting equipment in other unprotected buildings will be undertaken in the near future.

(b) *Electrical Reticulation.*—This is complete with the exception of a substation, the equipment for which has not been received from the United Kingdom.

(c) Preparation of playing-field at Shoal Bay.

(d) Housing-work has commenced on the construction of twenty-three housing units for naval personnel at Narrow Neck Camp.

(e) A block of the Naval Barracks is being altered to provide suitable accommodation for W.R.N.Z.N.S. personnel.

35. *Tool-room.*—A fully equipped and up-to-date tool-room was opened. This shop is capable of high-grade precision engineering work and heat treatment of carbon, alloy, and high-speed steels. In addition to work for the Naval Stores Officer, work is being carried out for the Auckland Industrial Development Laboratory.

36. *Storage.*—Up-to-date storage accommodation is now available and it is possible to group stores into respective classes and groups. The high humidity of much of the storage space and the damp and salty condition in which equipment is used on ships

prior to return to store have occasioned a considerable amount of maintenance work. Some "tropical packaging" of stores has been carried out, and consideration is being given to an expansion of this method of preservation.

37. *Fuelling Installations*.—Three oil-fuel tanks are being used for storage of furnace and Diesel fuel oil by the British Petroleum Co. of New Zealand, Ltd., and the Department's oil-barge is being used to deliver fuel as required.

G. T. MILLETT,

Naval Secretary and Member, New Zealand Naval Board.

J. G. HEWITT, Captain, Royal Navy,

Second Naval Member, New Zealand Naval Board.

GEO. W. G. SIMPSON,

First Naval Member, New Zealand Naval Board.

APPENDIX I.—STATE OF THE NAVY AT 31ST MARCH, 1948

IN COMMISSION

"Bellona"	Cruiser.
"Arbutus"	Corvette.
"Arabis"	Corvette. Recommissioned 27th January, 1948.
"Kiwi"	Trawler. Recommissioned 24th February, 1948.
"Philomel"	Depot ship, Auckland. Responsible for recruiting, drafting, and discharge of personnel of the Royal New Zealand Navy, also for training of the Gunnery, Torpedo, and Anti-submarine, Communication, and Mechanical Branches.
"Tamaki"	New-entry training establishment, Auckland. Responsible for basic training of all new entries.
Naval W/T Station, Waiouru.	

IN RESERVE

"Black Prince"	Cruiser.
"Tui"	A/S M/S trawlers.
"Killegray"	
"Inchkeith"	
"Scarba"	
"Sanda"	
"Hinai"	
"Rimu"	
H.D.M.L.s 1192, 1194, 1350.	
"Tasman"	Naval Base, Lyttelton. Conversion to a torpedo A/S and electrical school commenced September, 1946.

MISCELLANEOUS

(a) Four H.D.M.L.s are fitting out for training duties with R.N.Z.N.V.R. Divisions.

(b) Four H.D.M.L.s are being operated on fishery-protection duties and for giving sea training to new entries in "Tamaki."

(c) A third L.L. sweeper, the "Manuka," has been under charter to the Chatham Islands Fisheries since September, 1946.

(d) H.M.N.Z.S. "Hautapu" was transferred to the Marine Department on 17th April, 1947, to complete the radar research experiments known as the "Canterbury Project."

APPENDIX II.—STATE OF NAVAL PERSONNEL

OFFICERS

				R.N.Z.N.	R.N.	W.R.N.Z.N.S.
Figures at 1st April, 1947	..	..	..	127	33	..
Direct entries	..	..	..	5	..	2 (re-entry)
Promotions from lower deck	..	..	..	4	..	..
Transfer from reserve	..	..	..	1	..	..
On loan from Royal Navy	..	..	..	..	9	..
				137	42	2
Discharges and releases	..	..	..	23	6	..
Figures at 1st April, 1948	..	..	..	114	36	2
Total	..	..	..	152		

RATINGS

				R.N.Z.N.	R.N.	W.R.N.Z.N.S.
Figures at 1st April, 1947	..	..	..	1,325	147	..
Entries	..	..	..	330	7	17
Re-entries	..	..	..	68	..	19
Loan from Royal Navy	..	..	..	..	..	..
				1,723	154	36
Discharges	..	..	..	387	21	..
Figures at 1st April, 1948	..	..	..	1,336	133	36
Total	..	..	..	1,505		

APPENDIX III.—STATE OF CIVILIAN STAFF

TABLE A.—NUMBERS OF CIVILIAN STAFF AS AT 31ST MARCH OVER THE PERIOD OF THE LAST TEN YEARS

Year.			Navy Office.			Auckland.			
			Male.	Female.	Total.	Male.		Female.	Total.
						Clerical.	General.		
1939	..	..	29	22	51	15	25	4	44
1940	..	..	18	50	68	27	30	6	63
1941	..	..	27	72	99	28	68	30	126
1942	..	..	45	124	169	31	95	77	203
1943	..	..	59	229	288	35	110	113	258
1944	..	..	57	232	289	40	154	126	320
1945	..	..	50	221	271	55	179	136	370
1946	..	..	49	145	194	67	191	106	364
1947	..	..	43	167	210	79	167	74	320
1948	..	..	48	79	127	72	229	64	365

TABLE B.—PUBLIC SERVICE STAFF TURNOVER FOR YEAR ENDED 31ST MARCH, 1948

	Navy Office.			Auckland.		
	Male.	Female.	Total.	Male.	Female.	Total.
Appointments	9	14	23	123	20	143
Resignations	10	32	42	38	21	59
Transfers	3	5	8	7	..	7
Services terminated ..	1	1	2	3	..	3
Secondment ceased ..	1	..	1	..	..	..
Lent	1	..	1	..	..	..
Deaths .. ..	..	..	..	1	..	1
Extended leave	6	6	12	..	..	..

TABLE C.—CIVILIAN WORKMEN EMPLOYED IN THE DOCKYARD UNDER PUBLIC SERVICE REGULATION 150: AVERAGE NUMBERS OVER PAST SIX YEARS

	1947-48.	1946-47.	1945-46.	1944-45.	1943-44.	1942-43.
April	468	453	587	488	503	416
May	481	451	564	468	509	424
June	493	447	563	459	501	455
July	495	449	553	445	498	450
August	491	473	554	461	495	479
September	486	474	526	454	509	523
October	462	464	484	457	506	478
November	451	466	504	485	492	557
December	449	463	508	503	489	602
January	404	465	446	480	467	551
February	410	465	468	509	511	553
March	405	472	454	584	502	543
Yearly average ..	458	462	517	486	498	511

There was a high turnover in the numbers of casual workmen employed, figures being—

Tradesmen .. ..	..	..	..	..	56 per cent.
Others .. ..	..	..	..	..	57 per cent.

TABLE D.—A COMPARATIVE STATEMENT OF ANNUAL WAGES PAID TO CIVILIAN WORKMEN

	£		£
1942	231,446	1946	211,696
1943	233,991	1947	157,838
1944	243,625	1948	157,403
1945	214,500		

Approximate Cost of Paper.—Preparation, not given; printing (623 copies), £21

By Authority: E. V. PAUL, Government Printer, Wellington.—1948.

Price 6d.]

