

1950
NEW ZEALAND

ROYAL NEW ZEALAND NAVY

REPORT OF THE NEW ZEALAND NAVAL BOARD FOR THE PERIOD 1ST APRIL, 1949,
TO 31ST MARCH, 1950

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

Navy Office, Wellington C. 1, 6th June, 1950.

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, 1949, to 31st March, 1950.

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SECTION I—STATE AND ADMINISTRATION

THE Navy Department is controlled by the Naval Board, established by the Naval Defence 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).

Captain J. G. Hewitt, D.S.O., R.N., was relieved as Second Naval Member in June, 1949, by Captain H. Lovegrove, R.N.

3. A state of the Fleet as at 31st March, 1950, is attached as Appendix I.

SECTION II—GENERAL SURVEY OF THE YEAR

4. "Rotoiti" and "Tutira" arrived at Auckland from the United Kingdom on 25th August, 1949. These are the last two of the frigates purchased from the Admiralty. On passage through the Mediterranean, "Rotoiti" called at Crete. A ceremonial parade was held at the Suda Bay War Cemetery, at which the Governor-General of Crete was present. Messages from His Excellency the Governor-General of New Zealand and the Right Honourable the Prime Minister were read by the Commanding Officer.

5. Although the frigates had been partly modernized before leaving the United Kingdom, a good deal of work remained to be done, and it was therefore decided to pay them off in turn into reserve for modernization. "Hawea" has been completed and "Kaniere" is now in hand.

6. Pending the construction in the United Kingdom of a surveying ship for the Royal New Zealand Navy, H.M.A.S. "Lachlan" has been obtained on loan from the Royal Australian Navy for a period of three years. She commissioned for service in the Royal New Zealand Navy on 5th October, 1949, and has now completed a survey of the Foveaux Strait from Bluff Harbour to Nugget Point and commenced survey of Cook Strait and Port Nicholson approaches.

7. In August, 1949, the New Zealand Government informed the United Kingdom Government that they would provide up to three frigates if required to assist in the defence of Hong Kong. Necessity has not yet arisen for this movement, but the offer still holds good.

8. Arrangements have been made with the Admiralty for two New Zealand frigates to serve on the Mediterranean Station for six months in exchange for two frigates of the Royal Navy who will serve on the New Zealand Station. "Taupo" and "Hawea" sailed for the Mediterranean on 3rd April, 1950.

9. The New Zealand Squadron visited Australian ports in October, 1949, and carried out combined exercises with the Australian Fleet. Ships of the Australian Fleet returned the visit in February–March, 1950, and combined exercises were again carried out.

10. The Admiralty have arranged for three submarines of the Royal Navy to be based on Australia to give anti-submarine training to the Australian Fleet and New Zealand Squadron. One of these submarines accompanied the Australian Fleet during its visit to New Zealand in February–March, 1950, and it is anticipated that further visits will be made later in the year. All three submarines arrived at Sydney by January, 1950, and are based there.

11. It deserves remark that these combined exercises have proved of important value, providing training at all levels under realistic conditions. The Australian Fleet, comprising an aircraft carrier, cruiser, and destroyers, the New Zealand Squadron, comprising a cruiser and frigates, combined with Royal Navy submarines, makes a

complementary force well suited to both advanced strategic and tactical training and to the elementary seagoing experience and instruction to new recruits and reservists. Inter-Squadron and inter-ship rivalry and competition enhance efficiency and morale. Valuable co-operation in these exercises was afforded by both the Royal New Zealand Air Force and Royal Australian Air Force.

12. Compulsory military service was introduced during the year. As naval requirements are comparatively small, it has been decided that the most economical and efficient method of conducting part-time training would be to use the existing Royal New Zealand Naval Volunteer Reserve organization. The initial fourteen weeks' full-time training will be carried out in the training establishment "Tamaki." Further remarks on this subject are contained in Section IV—Reserves.

13. A link with the early days of the New Zealand Navy was lost in July, 1949, when the hulk of the old training cruiser "Philomel" was towed out to sea and sunk.

14. A very successful Navy Week-end was held at Auckland from 20th to 22nd January, 1950, with a view to encouraging recruiting and benefiting naval welfare funds. Attendances totalled 12,614. It is hoped to repeat the week-end in future years.

15. An Admiralty Mission consisting of Rear Admiral (E) L. A. Taylor, C.B.E., and Mr. L. E. Hoggan, O.B.E. (M., Eng.), M.I.E.E., visited New Zealand between April and June, 1949, at the invitation of the Government to investigate the working of the Naval Dockyard, with particular reference to management, labour, and repayment work. The Mission rendered a comprehensive report and the great majority of their recommendations have been implemented.

16. On 1st April, 1949, the Government took over the oil-fuel installation at Suva previously the property of the Admiralty.

17. A summary of the movements of the Squadron during the past year is attached as Appendix II. Changes that have taken place in the composition of the Fleet apart from those mentioned above are—

(a) The trawler "Kiwi" was paid off into reserve on 7th December, 1949.

(b) It has been decided to retain the tug "Toia" in naval service. Consideration is being given to converting her from coal to oil fuel for use as an ocean-going tug.

18. The French warship "Francis Garnier" visited Auckland in September, 1949, and March, 1950.

SECTION III.—PERSONNEL AND WELFARE

19. Comparative statements of naval personnel borne on the 31st March, 1949, and 31st March, 1950, are shown in Appendix III.

20. The number of re-entries include 22 ex Royal New Zealand Navy ratings recruited in New Zealand and 291 ex Royal Navy ratings recruited in the United Kingdom.

21. *Recruits.*—The numbers of male candidates called for examination and rejected for various reasons in the past two years are shown below:—

				1949–50.	1948–49.
Called for examination	..	..	..	416	768
Rejected—					
Medically unfit	..	..	..	84	107
Dentally unfit	..	..	..	9	38
Educationally unfit	..	..	..	78	177
Other reasons	..	..	..	81	121
Total	..	..	..	252	443

The numbers of recruits rejected on medical grounds still remains approximately 20 per cent. of the total applicants.

It will be noted that there is a large falling off from last year's figures of applicants. In an endeavour to attract more candidates, extensive tours have been planned for 1950 to include towns not normally visited by the Recruiting Board. The first of these tours has already been completed and the results are hopeful.

22. There is an increasing shortage of senior ratings, as those already in the Navy are not re-engaging for further service. The chief reasons are the lack of adequate housing accommodation at Auckland, the lack of incentive in the present pay code, and the higher wages obtainable in civilian life.

23. As regards the housing problem, it is gratifying to see that the Government are now dealing with the question of accommodation for State servants. The urgency of this problem for the well-being, and even the continuance, of the Navy cannot be overstressed, and the Naval Members earnestly hope that substantial progress will be made with a naval housing scheme during the coming year.

During the past year ten temporary housing units at Narrow Neck and two permanent flats at Waiouru have been completed. A shed at "Tamaki" was converted into a cottage. Four houses adjacent to the Dockyard and two flats at Waiouru are nearing completion.

24. A further pressing need is a Services hostel at Auckland. This is particularly required to provide amenities for the large number of ex-R.N. ratings recently recruited for the R.N.Z.N.

25. No major work has been carried out at the training establishment "Tamaki" pending a decision on whether a new establishment is to be built. Should it be decided that "Tamaki" is to be retained, considerable work, including the provision of extra playing-fields, will be required to bring "Tamaki" up to standard, particularly to cater for the needs of C.M.T. trainees.

SECTION IV—NAVAL RESERVES

ROYAL NEW ZEALAND NAVAL RESERVE

26. This Reserve comprises officers of the Merchant Navy who follow the sea as a profession. During the year, biennial sea training for these officers was reinstituted and one officer was embarked for the period of the Australian exercises in October, 1949. Three officers were granted the necessary leave by the Union Steamship Co. and were entered as Probationary Sub-Lieutenants and underwent six month's obligatory training in ships of the New Zealand Squadron. The strength of this Reserve at 31st March, 1950, is 16 officers.

ROYAL NEW ZEALAND NAVAL RESERVE (INACTIVE)

27. All rates of the Royal New Zealand Navy who have been discharged from a regular engagement are automatically placed in this Reserve until reaching the age of forty years. Membership of this Reserve entails the liability to serve in time of war only. The strength of this Reserve at 31st March, 1950, is 289 ratings.

ROYAL NEW ZEALAND NAVAL VOLUNTEER RESERVE

28. The strength of this Reserve on the 31st March, 1950, was as follows:—

	Officers.		Ratings.	
	Establishment.	Borne.	Establishment.	Borne.
Auckland	33	24	240	92
Wellington	33	17	240	102
Canterbury	28	15	180	85
Otago	28	17	180	87
Totals	122	73	840	366

Officers and ratings continue to show considerable keenness in sea training and 6 officers and 99 ratings from all four Divisions embarked for extended training in H.M.N.Z. ships for the period of the exercises in Australian waters during October and November, 1949. An additional 14 officers and 111 ratings underwent annual sea training during 1949-50.

The Wellington, Canterbury, and Otago Divisions have made good use of the divisional motor-launch, and this form of training is again proving of great benefit to the R.N.Z.N.V.R.

The Naval Board have decided that the R.N.Z.N.V.R. organization will in future undertake the part-time training of all men entered as compulsory naval servicemen. In consequence, recruiting within the R.N.Z.N.V.R. has been greatly reduced since October, 1949. With the introduction of compulsory military training, the question of instructional staff and accommodation of the Divisions has been under review. Approval has been given by the Government to appoint one Officer Instructor to each Division, and to date officers have been appointed to Auckland and Otago. It is hoped, as further officers become available, to make appointments to Wellington and Canterbury. At the present time the instructional staff to each Division also includes two Chief or Petty Officers who have been drafted from the Regular service. The headquarters buildings in Christchurch and Auckland are now considered to be inadequate in size to cope with the anticipated increase of numbers to be trained and the additional branches in which training is to be undertaken. The Naval Board are at present investigating the possibility of acquiring a site for new headquarters at Christchurch and extending the existing building in Auckland.

ROYAL NEW ZEALAND NAVAL SUPPLEMENTARY RESERVE

29. The strength of this Reserve on the 31st March, 1950, was 264 officers. This Reserve comprises Officers who held temporary commissions in the Navy during the late war and who desire to maintain a connection with the Royal New Zealand Navy. Members of this Reserve state they are prepared to be called up for naval service under a Royal Proclamation in the event of an emergency.

ROYAL NEW ZEALAND NAVAL EMERGENCY RESERVE

30. This Reserve, which was inaugurated in 1949, is open to ratings on similar lines to the Supplementary Reserve for officers. The strength of the Reserve on 31st March, 1950, was 78.

NAVY LEAGUE SEA CADETS

31. The Sea Cadets movement is officially recognized by the Naval Board and assistance is afforded whenever possible. During the past year a contingent of 2 officers and 16 cadets attended the Empire Sea Cadets Camp in Canada. This visit was an outstanding success, due to the hospitality shown both in camp and on tour in Canada, and the instructive variety of the tour. The New Zealand Sea Cadet Contingent distinguished itself in boat pulling and sailing. The annual summer camp for Sea Cadets was held in "Tamaki," where all facilities, including instructional staff, were made available. In January, 1950, the Auckland unit established a subdivision at King's College, and this subdivision proceeded to "Tamaki" for seven days' training whilst the remainder of the school was undergoing military instruction.

SEA SCOUTS AND RANGERS

32. Assistance has again been given where possible in the form of naval instruction and organized visits to ships.

SECTION V—CIVILIAN STAFF AND DOCKYARD WORKMEN

33. The Public Service staff required to implement the peacetime policy of the Royal New Zealand Navy has now been determined in the majority of cases. Investigations by Public Service Commission Inspectors have resulted in permanent complements being established for Navy Office, the Dockyard, and the Armament Depot, Kauri Point. A number of posts have been regraded, advertised, in most cases filled. This has resulted in a much better balanced staff, with a clearer picture of promotion prospects in the Department.

34. The difficulty in maintaining suitably trained staff, both in the clerical and trades group, continues to cause concern: particularly is this so with trades and labourer groups, where, although there has been a small increase in numbers, there has not been a corresponding increase in efficiency and output. A number of the better class-tradesmen have left Dockyard employment.

35. *Dockyard Workers Order.*—Following upon conciliation proceedings, the Government Services Tribunal issued Principal Order No. 8, governing conditions of employment for trades and labourer groups (Registered 150 employees) in the Dockyard. This Order, effective from 1st April, 1949, replaced the previous Dockyard Workers' agreement, and effected a great improvement in the procedure of dealing with claims for pay and allowances by the workmen. The terms of the Order were accepted by the workmen in a co-operative spirit, and the absence of major disputes has been gratifying.

36. *Apprentices.*—During the year, 13 apprentices were entered in the various trades; 11 vacancies were not filled. Twenty-four completed their apprenticeship during the year and qualified for journeyman status. Half of these resigned from the Public Service staff and either reverted to the casual staff or took outside employment.

37. Comparative figures for civilian staffs at Wellington and Auckland are shown in Appendix IV.

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

38. The Dockyard has had an exceptionally busy year and a major amount of overtime has been worked in order to maintain the year's programme of work.

39. *Naval Vessels.*—A biennial refit of H.M.N.Z.S. "Bellona," a major refit of "Hawea," and a refit of "Lachlan" to enable her to undertake her surveying duties, in addition to the normal refit periods and dockings of all H.M.N.Z. ships, launches, and miscellaneous craft, has been undertaken during the year. In addition, "Kaniere," the second frigate to undergo long refit, was taken in hand in February, 1950.

The yard craft "Tuatu" was converted to a Diesel-oil tanker for fuelling small ships. On the defeat of Germany a number of German naval yachts were taken as reparations, and from these the 30 square metre "Leuchtafer" was offered by the Admiralty to the R.N.Z.N. Acceptance was made conditional on free delivery at Auckland, and freight arrangements were made and paid for by the Royal Naval Sailing Association, to whom the Naval Board are duly grateful. This yacht arrived at Auckland in July, 1949, has been refitted at the Dockyard, and renamed "Tangaika" (Maori for "spoils of war"). She is administered by "Philomel" and in regular use for yachting and sail training.

40. *Vessels Belonging to other Government Departments.*—Vessels refitted on behalf of other Government Departments included:—

"Matai": Marine Department.

"Maui Pomare," "Ranui": Island Territories Department.

"Alpha": State Forest Service.

"Duchess," "Golden Hind": Works Department.

"Lady Roberts II," "Bombardier": Army Department.

Control launches: Civil Aviation.

Work was also carried out on H.M.A.S. "Australia," H.M. Submarine "Telemachus," and "Francis Garnier" (French frigate).

41. *General Work.*—The normal routine maintenance of Dockyard buildings, installations, and plant was carried out, together with the manufacture, survey, and repair of various items of naval stores.

42. *Work for Other Government Departments and Private Firms.*—Apart from ship work, this amounted to £27,000 for some 255 jobs for Government Departments and 74 jobs valued at £5,000 mostly at the request of the Auckland Industrial Development Laboratories. The major items in this category being fabricated spans for railway bridges, the commencement of the creosoting plant for the New Zealand Forest Service, and extensive electrical work in rewinding armatures and testing equipment. This work is on a reduced scale to the previous year, due to the much increased naval commitments, which must take precedence.

43. *Special Work.*—Direction-finding calibration facilities have been provided for both H/F D/F and M/F D/F by the fitting of suitable equipment in the Yard tugs, which are used as calibration vessels. Erection of radar ranging marks in the Hauraki Gulf, together with suitable towers, has been investigated. Yard craft "Endeavour" completed an extensive dumping programme of over 4,000 tons of unserviceable explosive stores. Several new machine tools have been installed, the largest being a Churchill heavy-duty plane-grinder. A 400 kW. generator has also been installed in No. 1 sub-station as part of the equipment required to improve the electrical installation of the Dockyard.

44. *Naval Apprentices.*—Four E.R.A. apprentices were entered in January, 1950; one E.A. apprentice, ex-R.N., was also entered. The total number of naval apprentices is now 13, comprising 1 shipwright, 3 electrical, and 9 E.R.A.s. The results of the basic bench training given to these apprentices was shown to advantage by the display of their work during Navy Week-end and was the subject of much favourable comment.

45. *Oil-fuel Installations.* Naval oil-tanks are, under agreement, being used to store furnace and Diesel fuel oil for the British Petroleum Co. of New Zealand, Ltd., and the Department's oil-barge is used to deliver fuel as required.

46. *Stores.*—The storage of the various items of naval, armament, and other stores required by the R.N.Z.N. is satisfactory and adequate stocks to cover the increased number of vessels in commission are held.

G. T. MILLETT,
Naval Secretary and Member, New Zealand Naval Board.

H. LOVEGROVE,
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, 1950

IN COMMISSION

" Bellona " (S.O.N.Z.S.)	..	Cruiser.
" Taupo " .. .. .	..	} Frigates (one normally refitting).
" Tutira " .. .. .	..
" Pukaki " .. .. .	..
" Rotoiti " .. .. .	..
" Hawea " .. .. .	..
" Kanieri " .. .. .	..	} Frigate (survey ship).
" Lachlan " .. .. .	..
Ten motor-launches ..	..	Fishery protection, training, harbour duties, survey work and R.N.Z.N.V.R. Divisions.
" Arataki," " Manawanui "	..	75 ft. tugs.
" Endeavour " .. ..	..	Power lighter.
Miscellaneous yard craft.		
" Philomel " .. .. .	..	R.N.Z.N. Depot, Auckland.
" Philomel II " .. ..	..	Navy Office, Wellington.
" Tamaki " .. .. .	..	New-entry training establishment, Auckland.
Naval W/T Station, Waiouru.		
" Maori " .. .. .	..	R.N.Z.N. Headquarters, London.

IN RESERVE

" Black Prince "	Cruiser.
" Kiwi "	} A/S M/S trawlers.
" Tui " .. .. .	..
" Killegray " .. .. .	..
" Inchkeith " .. .. .	..
" Scarba " .. .. .	..
" Sanda "	} " Saint " Class tug.
" Hinau " .. .. .	..
" Rimu "	} Torpedo and Anti-submarine School, and Naval Base, Lyttelton.
" Toia " .. .. .	..
" Tasman "	

APPENDIX II R.N.Z.N. MOVEMENTS DURING YEAR ENDED 31ST MARCH, 1950

" Bellona "		
August-November	..	Hauraki Gulf, Sydney, Jervis Bay, Westernport, Melbourne, Hobart.
February-March	..	Hauraki Gulf, Dunedin, Lyttelton, Akaroa, Bay of Islands.
" Taupo "		
May-August .. .. .	..	Pacific islands' cruise (Gilbert and Ellice, and Fiji Groups).
September-November	..	Hauraki Gulf, Sydney, Jervis Bay, Westernport, Melbourne, Hobart.
March .. .. .	..	Hauraki Gulf, Akaroa (due to leave for Malta early in April).

“ Tutira ”—

June–August ..	..	Portsmouth, Gibraltar, Malta, Kythera, Port Said, Aden, Colombo, Singapore, Darwin, Cairns, Auckland.
September–December ..	..	Hauraki Gulf, Sydney, Jervis Bay, Melbourne, Hobart, Wellington, Campbell Islands, Macquarrie Islands.
February–March ..	..	Russell, Hauraki Gulf, Napier, New Plymouth, Akaroa, Bay of Islands.

“ Pukaki ”—

April–May ..	..	Wellington, Dunedin, Campbell Islands, Bluff, Melbourne.
June–August ..	..	Raoul Island (Kermadecs), Pacific islands' cruise (Tonga and Fiji Groups), Matthew Island.
September–November ..	..	Hauraki Gulf, Sydney, Jervis Bay, Westernport, Melbourne, Hobart.
February–March ..	..	Hauraki Gulf, Gisborne, Nelson, Akaroa, Bay of Islands.

“ Rotoiti ”—

June–August ..	..	Portsmouth, Gibraltar, Malta, Crete, Port Said, Aden, Colombo, Singapore, Darwin, Cairns, Auckland.
September–December ..	..	Hauraki Gulf, Sydney, Jervis Bay, Melbourne, Hobart, Raoul Island (Kermadecs), Niue Island.
February–March ..	..	Hauraki Gulf, Russell, Tauranga, Picton, Akaroa, Bay of Islands.

“ Hawea ”—

May–August ..	..	Pacific islands' cruise (Tahiti, North and South Cook Groups, Suva, Western Samoa, Raoul Island (Kermadecs)).
September–March ..	..	Refitting at Auckland (due to leave for Malta early April).

“ Kaniere ”—

May–August ..	..	Pacific islands' cruise (Suva, Line Islands, Phoenix Islands, Rarotonga, North Cook Group, Apia, Raoul Island (Kermadecs)).
September–November ..	..	Hauraki Gulf, Sydney, Jervis Bay, Melbourne, Hobart.
January–March ..	..	Refitting at Auckland.

“ Lachlan ”—

October–November ..	..	Freemantle, Sydney, Auckland Wellington.
November–December ..	..	Surveying in Cook Strait area.
January–March ..	..	Lyttelton, Dunedin, Bluff, surveying in Foveaux Strait.

“ Kiwi ”—

April–December ..	..	Training cruises from Auckland.
September–October ..	..	Whitianga, Wellington, Lyttelton, Dunedin.
December ..	..	Paid off into Reserve.

APPENDIX III—STATE OF NAVAL PERSONNEL

OFFICERS

—				R.N.Z.N.	R.N.	W.R.N.Z.N.S.
Serving on 1st April, 1949	..	..		145	57	2
Direct entries	..	..		16	..	1
Promotion from lower deck	..	..		3	..	1
On loan from R.N. and R.A.N...	..	..		..	27	..
				164	84	4
Discharges	..	..		8	16	1
Serving on 31st March, 1950	..	..		156	68	3

RATINGS

—				R.N.Z.N.	R.N.	W.R.N.Z.N.S.
Serving on 1st April, 1950	..	..		1,856	127	80
Recruits	..	..		164	..	73
Re-entries of naval ratings	..	..		313	..	5
Loan from R.N. and R.A.N.	..	..		..	48	..
				2,333	175	158
Discharges	..	..		216	102	64
Serving on 31st March, 1950	..	..		2,117	73	94

APPENDIX IV—STATE OF CIVILIAN STAFF

TABLE A—NUMBERS OF CIVILIAN STAFF AS AT 31st MARCH OVER THE PERIOD OF THE LAST FIVE YEARS

Year.	Navy Office.			Auckland.					
	Male.	Female.	Total.	Male.				Female.	Total.
				Clerical.	General.	Apprentices.	Tradesmen.		
1946 ..	49	145	194	67	191	..	..	106	364
1947 ..	43	107	150	79	167	..	..	74	320
1948 ..	48	79	127	72	160	69	..	64	365
1949 ..	40	78	118	59	204	84	12	61	420
1950 ..	39	80	119	58	217	72	31	55	433

TABLE B—PUBLIC SERVICE STAFF TURNOVER FOR YEAR ENDED 31ST MARCH, 1950

	Navy Office.			Auckland		
	Male.	Female	Total.	Male.	Female.	Total.
Appointments	4	20	24	113	17	130
Resignations	3	16	19	76	22	98
Transfers	3	1	4	8	1	9
Services terminated .. ..	..	..	..	3	..	3
Secondments ceased .. ..	..	..	..	..	..	..
Lent .. ..	..	..	..	..	..	..
Deaths	1	..	1	3	..	3
Extended leave .. ..	..	11	11	1	..	1

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

	1949-50.	1948-49.	1947-48.	1946-47.	1945-46.
April	387	399	460	453	587
May	389	395	481	451	564
June	395	392	493	447	563
July	401	386	495	449	553
August	399	392	491	473	554
September	405	396	486	474	526
October	411	405	462	464	484
November	406	411	451	466	504
December	411	405	449	463	508
January	415	407	404	465	446
February	413	400	410	465	468
March	423	400	405	472	454
Yearly average	405	399	458	462	517

There was a high turnover in the numbers of casual workmen employed, the figure being 56 per cent.

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

	£		£
1946	211,696	1949	143,666
1947	157,838	1950	193,691
1948	157,403		

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