

(C) *H.M. Trawler "Wakakura."*

H.M. Trawler "Wakakura" (Lieutenant Henry F. Edwards, Royal Navy, relieved in July, 1930, by Mr. Thomas E. Brooker, Commissioned Gunner, Royal Navy) has carried out a very considerable amount of Royal Naval Volunteer Reserve training work during the year.

2. During April and May, 1930, five sections of the Wellington Division were embarked, each for a week's training, after which the ship returned to Auckland, where nine sections of the Auckland Division carried out training between July and December.

3. The ship again proceeded south on 29th December, and five sections of the Otago Division and three of the Canterbury Division were embarked before the end of the year under report.

4. While in northern waters from June to December, H.M. Trawler "Wakakura" assisted all ships of the Squadron in carrying out gunnery and torpedo exercises in the Hauraki Gulf by towing targets, &c.

(D) *R.F.A. "Nucula."*

R.F.A. "Nucula" (Lieutenant Arthur W. Beardsall, Royal Naval Reserve) left Auckland in November, 1930, to oil H.M.S. "Diomedé" at Nukuhiva on passage from England, and to proceed to California to load a cargo of oil for the naval tanks at Auckland. Negotiations, however, which had been proceeding for some months with the Australian Government for R.F.A. "Nucula" to carry oil for their naval tanks at Sydney, were completed, and she was diverted to that port instead of Auckland. A considerable economy was effected by this means. The heavy cost of maintenance while paid off has been obviated, and the ship has been performing useful service by carrying oil fuel for the Royal Australian Navy. It is hoped, if possible, to continue this arrangement during the forthcoming and following years whereby, while not actively engaged in carrying oil for the New Zealand Division, the "Nucula" can help to pay for her cost of upkeep.

2. Considerable trouble was caused by the union crew "walking off" before the ship left Auckland, and it was necessary to man "Nucula" with a naval crew from H.M.S. "Philomel" in order that "Diomedé's" passage to New Zealand might not be held up. The resulting drain on the personnel resources in "Philomel" necessitated practically all work in the latter ship coming to a standstill.

VI. VISITS OF FOREIGN WARSHIPS TO THE DOMINION.

A Netherlands Naval Squadron, consisting of the Cruiser "Java" (Captain J. de Graaf), flying the flag of Rear Admiral C. C. Kayser, Commanding Her Netherlands Majesty's Squadron in the Dutch Indies, and the destroyers "De Ruyter" (Lieutenant-Commander J. van Leeuwen) and "Evertsen" (Lieutenant-Commander van der Sande Lacoste) visited Wellington from the 17th to the 21st October, 1930. H.M.S. "Dunedin" was present, and the usual courtesies were exchanged.

2. The Dutch Squadron proceeded to Auckland and remained there from the 24th to the 29th October. The Destroyer "De Ruyter" docked on arrival at Auckland to repair underwater plating which had been damaged by heavy weather on passage from Sydney, and to make good a small engine defect.

Engine defects also developed in the Cruiser "Java," which delayed the sailing of the squadron.

All defects were made good under the supervision of the Engineer Officer of the Base (Engineer Commander Charles Marchant, Royal Naval Reserve (N.Z.D.)) to the entire satisfaction of the ships' officers.

VII. GENERAL.

Drills and exercises have been carried out on all possible occasions, and the efficiency of the personnel has been well maintained. The absence of one cruiser in England has again been very much felt, and little in the way of competitive training and practices has been practicable.

2. As mentioned elsewhere, the combined exercises which had been arranged to take place with the Australian Squadron had unfortunately to be cancelled, owing to existing circumstances. This cancellation is much to be regretted. Seagoing exercises of the nature contemplated are essential for the fighting efficiency of warships and the proper training of officers and men for war.

3. Due to the suspension of military training, no combined operations with the Defence Forces were possible.

4. Apart from the specific instances of hydrographical work referred to in Section V, the normal correction and augmentation of hydrographical charts and publications have been carried out wherever the necessity was apparent. This work is necessarily restricted by the limited time in the various ports and anchorages, but it ensures that changes in the more remote localities of interest to mariners in general are noted and remarked on.

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Commodore Commanding New Zealand Station.

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