

HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

- 16 February 18 - Ngapona Assn Lunch at Manurewa RSA
- 18 February 18 – Northland Lunch at Bay of Islands, 1230 at Kerikeri RSA
- 16 March 18 - Ngapona Assn Lunch at Waiheke RSA
- 24 March 18 - Navy Open Day, DNB
- 13 – 16 April 18 - HMNZS Otago and All ships Reunion, Poenamo Hotel, Auckland
- 20 April 18 - Ngapona Assn Lunch at Onehunga RSA
- 15 – 18 June 18 – Greenies Weapons Electrical Reunion at Napier

Hi Folks

NGAPONA ASSN - MONTHLY LUNCH

Our monthly lunch is this Friday (16 Feb) at the Manurewa RSA. A booking has been made and I have been assured that there will be an excellent menu at a reasonable price.

If you would like to travel by train, it leaves at the following times.

To Manurewa RSA by Train

Britomart	Newmarket	Manurewa
10.56	11.05	11.37
11.16	11.25	11.57

Return from Manurewa Past the Hour: 08 - 28 - 48

(For those in the far North, car, bus, ferry, train and return by train, ferry, bus, car)

HMNZS AOTEAROA – SHIPS BADGE WINNER – CPO STEVEN KNIGHT

The RNZN Ships', Names and Badges Committee convened to review the more than 250 designs received. They had no details of the designers so their selection was impartial. The panel reduced the submissions to a top 10, which were given to the Chief of Navy in December to make the final decision.

“My design criteria were very clear,” Rear Admiral Martin said. “I asked for designs that were simple yet striking, reflective of the role of the ship and uniquely New Zealand.”

“While I had no idea who submitted the designs, Chief Petty Officer Knight’s immediately stood out. The fish hook elegantly blended the Maori legend of Aotearoa’s origin with the replenishment role that the ship will be responsible for.

“Dividing the sea and sky, I saw the white band representing both a long white cloud and an ice shelf—very appropriate given the importance of the Southern Ocean and Antarctica to New Zealand.”

For a number of reasons, the winning design was an obvious choice for him, Rear Admiral Martin said.

“I was surprised and proud that the winner was one of Navy’s own and I’m thrilled for him.”

Chief Petty Officer Knight’s winning badge design will form the basis of the formal ship badge.

When HMNZS Aotearoa is commissioned in early 2020 it will not only be the new maritime sustainment vessel and fleet tanker but will also enhance combat operational capability, provide humanitarian aid and disaster relief and support monitoring operations in the Southern Ocean.

“I know New Zealanders will be as proud of her as the whole of the New Zealand Defence Force will be when she arrives,” Rear Admiral Martin said.

Chief Petty Officer Knight works at the Devonport Naval Base as Project Manager responsible for the Inshore Patrol Vessels upkeep and maintenance.



RNZN DIVISIONS 2018: (New)

RNZN Divisions 2018 will be held at DNB 1000 on Thursday 29 March 2018. RNZN Divisions is the opportunity for the whole Navy to muster and formally parade our colours. The Governor General of New Zealand has been invited to be the Reviewing Officer.

NAVY OPEN DAY 2018:

The RNZN will host the public at an Open Day on Saturday 24 March, between 1000 and 1600. Held every four years, these events are an opportunity to showcase the Navy.

7TH MARITIME SOCIETIES' ANNUAL DINNER 2017

The annual gathering of maritime related professional societies this festive season took place as usual at the Northern Club, Auckland City, on Friday the 8th of December, 2017, and was attended by 79 in total, consisting of professionals, their partners and guests. The Master of Ceremonies this year was Dr the Rt Hon Richard Worth (CPT RNZNVR) who steered us through

the evening's programme with his usual skill and humorous commentary. At the start of the proceedings, Capt Mike Wade was presented with Life Membership of the Institute of

Chartered Shipbrokers by Capt Robert Hawkins, for his many years of service in that industry.

Our Guest of Honour was Judge Charles Blackie, QSO, VRD, (CDR RNZNVR) who, as Chief Justice of the Pitcairn Supreme Court, gave a very entertaining and informative audio/visual presentation of his sojourn at

Pitcairn, transport arrangements, accommodation and (non-judicial) activities, in the company of the late Russell Johnson, Chief District Court Judge and also a Volunteer Naval Reserve Commander. At the end of his address, Judge Blackie was presented with a copy of the beautiful hard cover book "The Pandora Survey" by its author Brian Byrne.

HMS QUEEN ELIZABETH



For the first time ever a giant Chinook helicopter has been stowed in the hangar of a British aircraft carrier HMS QUEEN ELIZABETH – joining several Royal Navy Merlin helicopters on board.

A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 16

The trip north was the usual slow 14-knot passage. This was the normal passage speed on the type 12's to get maximum fuel economy and therefore range. We transited through the Lombok Passage and on up to Singapore. It was a time for watch keeping, simple maintenance and the odd time refreshing oneself on the upper deck. It was also interesting during the daily downpours that seem to happen in the tropics. One minute steaming along in the wide blue sky and ocean and the next minute it would be teeming with rain and the ocean whipped up to a dull grey. There were also the flying fish and was a sight to watch the distance some of them could fly, especially when they seemed to get the benefit of the updraft of breeze around the bow. At this time I was living in the Midship PO's mess. When I had joined the ship I was allocated to the aft PO's mess but a surplus of PO's had seen me transferred to the fwd. CPO's mess and there I had been for the work up in Australia. An interesting sideline to that was the problem the CPO's mess had when the CPO's Mess at HMAS KUTABUL invited the fwd. CPO's mess to a function, as a PO of course it was not expected I would attend, however the mess President made an issue of it and so consequently I was invited as a exemption, it was that or the mess was going to turn down the invite. After the work up one of the PO's was promoted to CPO and accommodation was the issue so I was shifted to the Midship PO's mess. This really worked in my favour, as it was an ideal watch keeper's mess. Being in the centre of the ship it avoided the real rough motions of the fwd. CPO's mess and it was a wee bit isolated from other messes which meant we were quite often forgotten about, so the odd sleep in was more than welcome. However later in the trip again the issue of accommodation arose that required the reallocation of PO's, it was thought I should go back to the fwd. CPO's mess, however I had been shifted enough and put up spirited resistance to being shifted again so in the end was left alone.

Arriving in Singapore was a bit of an eye opener. The last time I had been here in 1970 the Royal Navy was still in residence and the dockyard main gate was right down at Sambawang, looping around almost to Neesoon and out to the causeway. With the RN's withdrawal the main gate had moved inwards and was where it currently is basically around the Stores Basin. HMS TERROR had been taken over by the Singapore Defence Force and there were next to no ships on station.



HMS TERROR - SINGAPORE

This changing face of Singapore continues to this very day, as I will allude to later in the story. It also meant that there were no longer big sports events at TERROR and sports for the ship consisted mainly of sport against the NZ Battalion that was now stationed at Neesoon. Most of us had a list of gear we wanted to purchase and Transit Road seemed to be the best place to strike a bargain.

The ship was supposed to be on station for approx. four months, however we had been committed to attend the independence of Papua New Guinea. There was a lot of conjecture about what was to happen after these celebrations, It appeared that NZ was ignoring us and the Captain was getting a little frustrated with the lack of direction coming out by signal about the future programme and even took to ringing Wellington to try and get some idea of what the future held.

So after what became known as the "Ten Day Wonder" we departed Singapore heading south and the forthcoming independence celebrations. We even had T-shirts made up with the Ten Day Wonder inscribed across it. Again the transit south was at economical cruising speed, the temperature in the machinery spaces throughout the tropics was always in the high 30° or more so watch keeping certainly required the consumption of a lot of water during a watch.

The fact that the ship was air-conditioned was certainly highlighted when you came up from below. Although the air conditioning on the Y100's was one of the first systems deployed and although it struggled to keep the temperatures down inside the ship it was a far cry from the uncomfortable living on previous ships. I can remember on INVERELL in the tropics we used to take our hammocks onto the upper deck to sleep at night and prayed it didn't rain. I don't think other branches appreciated the air conditioning as much as those watch keeping in these very humid, hot spaces.

We arrived in Port Moresby and went to anchor for the four days of the independence celebrations. Because of the problems ashore with some of the violence prevalent at that time there was only leave from midday till 1800. There weren't a lot that took up the chance of shore leave as the hassle of getting touted up and a boat ride in the ship's whaler, as the Officer's had the use of the ship's motorboat, and the lack of any real opportunity to sight see if there were any sights made it easier to remain on-board. The four days did drag by but the celebrations went according to the plan and we were finally free to leave. The government had decided that we would not return to Singapore, as these were the days of a fuel crisis so the option was to either bring us home via Australia or through the Pacific Islands. Luckily they chose the Island option as most of us had seen enough of Australia for this trip so we returned through the Solomon Islands and Fiji.

The first stop at Honiara was a pleasant break from time on board. The local manager of the BNZ arranged a boat trip to Guadalcanal and a group of us quickly took up the offer. This was a fairly full day and we got to see a lot of the detritus from the Second World War. There was an US landing craft beached and abandoned, a Japanese submarine and corvette wrecked and beached. We were able to scramble around these rusting wrecks, everything of value had obviously been stripped off them but it was an interesting day. There was also a fair bit of swimming and a BBQ lunch plus a few bevvies to make the day a notable excursion.

The main island of Honiara still had all sorts of left over litter from the war and notable was the number of fences made out of the old temporary metal track that had been used around the roads to make them passable for the movement of vast numbers of vehicles during the war. Also Henderson Field, the local airport, was still very primitive and much as it had been developed as a forward air base during the conflict.

The ship actually berthed in Honiara, the wharf was fairly short so a good portion of the ship actually stuck out from the wharf into the harbour. The locals all seemed to be welcoming and I guess never saw us as any sort of a threat, we also pumped a fair bit of money that was desperately needed into the local economy.

From the Solomon's we transited across to Suva in Fiji. This was a homecoming of sorts as my In Laws were resident there so were wafting on the jetty for our arrival. I had arranged to take the three days off whilst we were there and stayed ashore. It was a culture visit as we went to a play put on by the local ex-pats, Under Milk Wood as I recall. It was very well done and an enjoyable evening, being somewhat shy I found the introductions to all the In Laws friends a bit trying but was enjoyable none the less. Of course locals were interested in a ship visit so some of the time was taken up being a

tour guide. At the conclusion of the weekend however I felt somewhat refreshed, just being able to sleep in a bed with no background noise of ventilation fans running continuously made for a couple of good night's sleep.

We then sailed for NZ and another homecoming. I don't think a lot of people understand what a great sight it is to get up one morning and see Rangitoto ahead of the bow and looming closer by the hour. These trips away seem endless whilst you are on them and the only real communication with family was by mail, so of course every port you visited one of the most important considerations was had NZ managed to get the mail to the correct port on time.

As usual we anchored out down by Bean Rock to clear customs, this creates one of the slowest time periods on any trip as the clock slowly edges its way towards the time to up anchor and proceed to Devonport. Finally the time arrives and we up anchored and steamed in to Devonport.

Unfortunately some bright spark had berthed us at Calliope East, which is a narrow wharf and meant the families were kept behind a barrier at Calliope Central, it seemed to take ages before we were safely berthed to everyone's satisfaction and families could move down to adjacent to the ship.

This is a time you look forward to for the whole trip. Unfortunately the weather was less than friendly, Kerry had had her hair done specially and the two kids had nice new outfits, unfortunately with the rain Kerry's hair was drenched and the children had delighted in jumping in the puddles, so that really put a bit of a dampener on the welcome, however no matter what it was just good to be home again with family.

To be continued.

Take care

Jerry Payne

Editor@ngapona.org.nz

021 486 013

Editor

HMNZS Ngapona Assn Inc

"There are good ships, and there are wood ships, the ships that sail the sea."

"But the best ships are friendships, and may they always be."

(To be removed from this email list please reply to this email with "Unsubscribe" in the subject line.)