



LONGCAST

- 9 September 22 – Navy Club
- 16 September 22 - Ngapona Assn Lunch at New Lynn RSA
- 14 October 22 – Navy Club
- 21 October 22 - Ngapona Assn Lunch at Glen Eden RSA

Hi Folks

The Newsletter is early today as I will not have computer access tonight.

HMNZS TOROA REUNION

It is proposed to hold a reunion for the 95th Anniversary of the RNVR (NZ Division) Otago in June next year. Registrations of Interest from ex and current serving members of HMNZS Toroa are requested to forward names and numbers of those wishing to attend to the Secretary, RNZNVR Association (Otago) at jimdell295@gmail.com or write to The Secretary RNZNVR Association (Otago), 211 St Andrew Street, Dunedin, no later than 31 August.

NORTHLAND LUNCH

Bay of Islands Yacht Club, 12th November 2022. So, mark it on your calendars now.

Further news will follow.

Accommodation is available for two couples and two singles. Please advise by return email if you require accommodation.

CRUISE SHIPS RETURN

The industry was out in force for the New Zealand Cruise Association annual conference in Auckland on Thursday — the first after being postponed for two years. Fittingly, New Zealand reopened its maritime borders just before, on July 31, with P&O Cruises Australia's Pacific Explorer the first international cruise ship to visit since March 2020 when she berthed at Queens Wharf on August 12. Princess Cruises' MAJESTIC PRINCESS follows on October 16 at the start of Ports of Auckland's heavily-booked 2022/23 cruise season. Also fitting was the conference theme — 'Make Ship Happen' — with around 200 delegates from major ports and tourism organisations across the North and South Islands coming together to express their 'desire and determination' to bring back to life what was New Zealand's vibrant cruise industry.

MARSDEN PT HOSTS LARGEST TANKER

Channel Infrastructure, the fuel infrastructure company, welcomed the biggest product ship to ever visit New Zealand when the 250 mtr long STI LILY arrived at Marsden Pt. The refined product ship is classed as LR2 in size, which is among the largest refined product ships in the world, and its planned arrival is the first time a refined product ship of this size has visited New Zealand. With a gross tonnage of 63,000 and dead weight of 110,000, the ship is 250m in length and is capable of carrying up to 120ML of refined product. Marsden Point is the only fuel import terminal capable of handling vessels of this size, offering customers significant freight savings. Channel Infrastructure chief executive Naomi James said the process of decommissioning the refinery is now more than 70 per cent complete, and only the shell and structure remain with the plant now dismantled internally. 'As we turn to the future of our new business, the arrival of this vessel into Marsden Pt is an important moment in our transition, marking the first time a ship of this size carrying already refined fuels has been able to make the journey to New Zealand.' As the largest fuel import

terminal in the country, we are the only location capable of receiving product tankers of this size, and our tankage capacity means we are well placed to store and distribute the fuels on board, to where our customers need it most."

Source: NZ Herald



CHINA - PLA (Navy) “LARGEST IN THE WORLD”

The Chinese naval shipbuilding industry continues to demonstrate that it is in a league of its own: A ship spotter photo released shows five Type 052D destroyers all taking shape in a construction dock at the Dalian shipyard. The picture published on Chinese microblogging website Weibo by user @lyman2003 shows the five hulls at various stages of completion at the Dalian shipyard. Located in Northern China, it is one of two Chinese yards building large, destroyer-size, surface combatants. This shipyard launched on the same day a Type 052D and a Type 055 two years ago. With such a pace of construction, the People’s Liberation Army Navy (PLAN) confirms its status of “largest in the world”, a rank it reached in 2021 according to a United States Department of Defence (DoD) report. China’s shipbuilding industry launched a record 10 Destroyers in 2019 with 8 more in 2021.



IN TIME – LIVE ACTION MYSTERY AT THE NAVY MUSEUM

Museum exhibits have come to life and they have a challenge for you. The clock is ticking. Will you complete your tasks in time? Head down to the Navy Museum with a group of colleagues to experience 'In Time'. Friday 9 September, a special open day for Navy. Drop in for as long as you want, 45 mins to an hour for the whole experience. If you want to bring the family, the show is on for the public on Saturday 10 September. 1000 – 1600, start times throughout the day. For more info: charis.boos@nzdf.mil.nz or 09 446 1828.

LOOKING FOR A WOODY PROJECT?

BOUNTY – 34' sail boat in frame.“

In 1958, a Kauri log was purchased by a young apprentice joiner, named Maurice Fleming. His dream was finally coming true! He started a notebook, and carefully recorded his purchases. The log, from Waihou valley, near Kaikohe, cost 338 pounds. It was railed from there to Whau Valley, Whangarei, and that cost 24 pounds, 10 shillings. [The mill there was Parkers, and sawing the log cost 56 pounds, six shillings and sixpence, producing 5,268 super feet of first-class heart kauri.

Maurice continued to work for his father as a joiner, and set up the vessel at his home, working on it as he could. The designer of the 'Bounty', Ken Low, was

keen to help as well. Ken was a well-known boat builder in Whangarei, and with his brother Ron, owned the Low Bros Boatyard in Ewing Rd. Ken had learned his trade with Bailey & Lowe in Auckland. Ron did mainly the engineering side of the business, and another brother, Norman (known as Nip), was a tug-master in New Plymouth and Auckland.

In Te Puna Inlet, Bay of Islands, there lives a vessel built by Bailey and Lowe, in 1911, 'Waitemata', a 55' pilot launch for the Waitemata Harbour. The construction of the Bounty is the same as that used in Waitemata, so it's clear that Ken designed the 'Bounty' to be built with the same methods he had learned at Bailey and Low – three skins on stringers, two diagonals and one fore and aft, plus a sawn bilge shelf. Ken was well known for designing well-balanced, sea-kindly boats. People who knew him had great respect for his skills in designing and building, and many considered him to be one of the best wooden boat builders this country has seen. Ken also designed the sail plan for the 'Bounty', as a fractional rig. He knew what would suit 'Bounty' best, and it has been said that the sail plan was ahead of its time. Ken was a perfectionist. Maurice was working under Ken's guidance, who helped when he could. Maurice's standards were also very high, anyone building their dream boat will understand! He wasn't happy with the first pouring of the keel, and set about doing it a second time, and it came out perfect. The keel is about four and a half Ton. The backbone and floors are all fastened with bronze bolts, floors being 2" thick. There are two bulkheads, and a number of moulds, with the stringers let into the bulkheads, all being perfectly fair. Breast hook and quarter knees are grown pohutakawa, and the beams are fitted.

Unfortunately, Maurice had a major setback of a personal nature. He seemed to go into a depression which he never really recovered from. He hung up his tools, and all work on the 'Bounty' stopped. Eventually, when Maurice was 'getting on' and was in a retirement home, it was time to tidy up his affairs.

I bought the vessel and timber about 1997 for \$27,000, fully intending to complete her, but I have had too many other projects on.

The 'Bounty' is a 34' vessel, at present in frame. All of the Kauri planking milled in 1958 is available. The fore and aft planks are full length, all planking is machined, and the rabbets are all cut. There are a couple of teak planks for cabin coamings.

I feel this vessel is an important part of our history. Aspiring wooden boat

builders, of whom there are currently very few, could be encouraged to study the construction and fine workmanship, and even to work on the vessel. Today it's a rare thing to smell heart kauri in a steam box. Budding boat builders don't have many opportunities to work on such a vessel."

Interested parties to contact Ron at 09 407 7265 or email hackettlanding@slingshot.co.nz



NEW ZEALAND VICTORIA CROSS RECIPIENTS

John Gildroy Grant, VC (26 August 1889 – 25 November 1970)



John Grant was born on 26 August 1889 in Hāwera, a small town in the Taranaki region of New Zealand. He was one of the nine children of George and Jane Grant, who were both originally from Scotland. He attended Hāwera Main School and when his education was completed, he took up construction work. A volunteer fireman, he was working as a builder when he enlisted in the New Zealand Expeditionary Force (NZEF) in June 1915.

At the time of Grant's enlistment, the main contingent of the NZEF, which had formed the New Zealand and Australian Division, was engaged in the Gallipoli Campaign. After initial training, he embarked for the Middle East in October 1915 with the 7th Reinforcements. He joined the 1st Battalion, Wellington Regiment of the New Zealand Division, then being formed in Egypt in the aftermath of the evacuation from the Gallipoli Peninsula. It embarked for the Western Front in March 1916. Grant served on active duty throughout 1916 and into 1917, during which time his battalion fought in a number of battles, including the Battle of Flers–Courcelette, where about a quarter of its strength became casualties. It also fought in the Battle of Messines, where it was involved in the encirclement of Messines village and captured 200 German soldiers. During its time in the battle, it suffered over 400 killed and wounded. In June 1917, he was promoted to corporal. A few months later, his battalion was one of the leading units in the Battle of Broodseinde. It missed the First Battle of Passchendaele that followed a few days afterward and avoided the heavy casualties that befell the units involved. In early 1918 he was made a sergeant. From late August to early September 1918, the New Zealand Division was engaged in the Second Battle of Bapaume, which had as its objective the town of Bapaume. On 1 September, near Bancourt, the lead elements of the 1st Battalion came under heavy fire from a series of German machine-gun posts, which threatened their advance. Despite this, Grant's platoon pressed on. As they neared one of the posts, Grant, followed by another soldier, Lance Corporal Cecil Hill, broke ahead and entered the post, "demoralising" the crew, according to the *London Gazette*, and allowing his platoon to capture the Germans. Grant attacked another nearby machine-gun post in similar fashion and soon his platoon, and the rest of his company, were able to put the remaining posts out of action. His battalion was relieved that evening. While Hill was awarded the Distinguished Conduct Medal for his part in the operation of 1 September, Grant was awarded the Victoria Cross (VC).

The citation read:

For most conspicuous bravery and devotion to duty near Bancourt on the 1st September, 1918, when Serjeant in command of a platoon forming part of the leading waves of the battalion attacking the high ground to the east of Bancourt. On reaching the crest, it was found that a line of five enemy machine-gun posts offered a serious obstacle to further advance. Under point blank fire, however, the company advanced against these posts. When about twenty yards from the posts Sjt. Grant, closely followed by a comrade, rushed forward ahead of his platoon, and with great dash and bravery entered the centre post, demoralising the garrison and enabling the men of his platoon to mop up the position. In the same manner he then rushed the post on the left and the remaining posts were quickly occupied and cleared by his company. Throughout the whole operation on this and the two previous days Sjt. Grant displayed coolness, determination, and valour of the highest order, and set a splendid example to all.

Shortly afterwards, Grant was promoted to second lieutenant and travelled to Cambridge in England for officer training in October 1918. He was wounded in early November, within days of his return to the front. Together with three other New Zealanders who had been awarded the VC, he received his medal from King George V in a ceremony at Buckingham Palace on 27 February 1919. His service with the NZEF ended with his repatriation to New Zealand later that year. His home town of Hāwera gave him a formal welcome on his return on 29 October and he was presented with an inscribed gold watch.

In April 1921, Grant successfully stood for election as a city councillor for Hawera. Later the same year, he was the best man at the wedding of Harry Laurent, another VC recipient who was also from Hawera. Grant soon married as well, and had two children.

Grant remained involved with military life, serving in the Territorial Force until 1929, by which time he had reached the rank of lieutenant. He was discharged due to his age and also for being unable to attend camp. The same year he went to London to attend a formal dinner for VC recipients. He later worked in Paeroa but found it difficult to gain and maintain employment. By this time, his marriage had broken down and he had been made bankrupt. In 1934, his plight attracted the attention of the authorities. On investigation it was determined it was his own erratic behaviour that was the cause of his difficulties. Undiagnosed at the time, it is thought that Grant could have suffered

from post-traumatic stress disorder.

In 1937, Grant, along with several other VC recipients, was awarded the coronation medal to commemorate the ascension of King George VI to the British throne. He attended the VC centenary event held in London in 1956 and also the VC reunion in 1968. Due to his health at the time, the latter event required public donations to pay for his flights and medical care.

In his final years, Grant became a freemason and lived at the Masonic Village in Mount Roskill in Auckland. He died on 25 November 1970 at the age of 81, and is buried in Auckland's Waikumete Cemetery. Streets in Hāwera are named for both Grant and Laurent, in recognition of their VCs. In September 2018, statues of Grant and Laurent were unveiled at Hāwera's Victoria Cross garden. Grant's VC, along with his 1914–15 Star, British War Medal, Victory Medal, and coronation medals, is alternately displayed at the QEII Army Memorial Museum in Waiouru and the Puke Ariki in New Plymouth. On 2 December 2007, it was one of nine VCs that were among a hundred medals stolen from the QEII Army Memorial Museum. On 16 February 2008, New Zealand Police announced all the medals had been recovered as a result of a NZ\$300,000 reward offered by Michael Ashcroft and Tom Sturgess.
