

HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

20 July 18 – Ngapona Assn Lunch at Pt Chevalier RSA

21 July 18 – HMNZS Ngapona Assn – Formal Dinner, Pt Chevalier RSA

17 August 18 - Ngapona Assn Lunch at Henderson RSA

18 August 18 – Navy Club AGM at Remuera Club

12 August 18 – HMNZS Ngapona Assn AGM at Pt Chevalier RSA

29 September 18 – Comms Assn AGM - Birkenhead RSA commencing at 1100

5 – 7 October 18 – RNZN Cooks & Stewards Reunion, Birkenhead RSA

Hi Folks

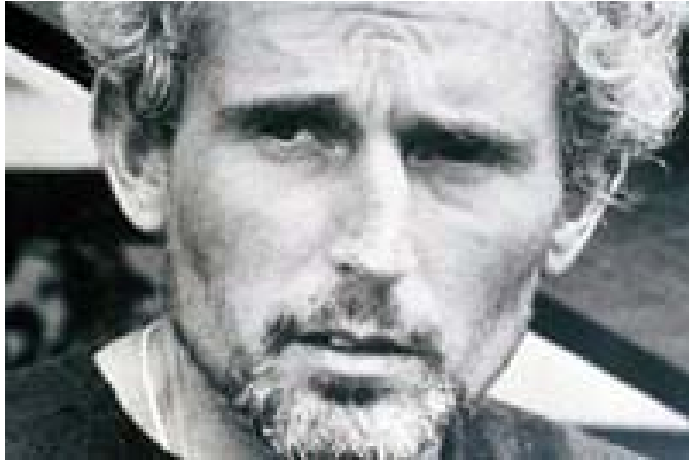
DEATH NOTICE

QUINCEY, Colin: CDR RNZN, LT RN. C23117

Colin, at age 17, Colin left his home town of Yorkshire, England to participate in the tall ships race around the world, After sailing the oceans of the world, New Zealand became his home and the desire for adventure began brewing. After serving 25 years with the Royal New Zealand Navy, Colin has worked with disadvantaged children in Tonga, Thailand and Cambodia

1977. Colin Quincey, an England-born New Zealander, made the first successful human-powered trans-Tasman crossing. He took 63 days 7 hours to row his Yorkshire Dory row-boat from Hokianga, New Zealand to Marcus Beach on the Sunshine Coast of Australia.[8]

2010. Shaun Quincey completed the solo row from Australia to New Zealand in March 2010. Shaun is the son of Colin Quincey, who completed the reverse journey in 1977.



MONTHLY LUNCHEON

Our Lunch this month is this Friday at the Pt Chevalier RSA at 1200. Partners and Friends are welcome, look forward to seeing you there.

HMNZS NGAPONA ASSN FORMAL DINNER

For those attending the Dinner, it is this Saturday at the Pt Chevalier RSA. 1900 for 1930.

TRAFALGAR DAY LUNCHEON 2018

To all matelots past & present, who have served under any of the White Ensigns. The President and Quarterdeck Division of the Te Atatu Memorial RSA are again hosting a Luncheon on Friday 19th October 2018 to celebrate in true Navy fashion the 213th Anniversary of the Battle of Trafalgar and you are invited to attend.

It will also be an opportunity to catch up with shipmates old and new. Pre-lunch drinks will be served from 1100 with lunch at 1200.

The guest speaker is Captain Andy Watts ONZM RNZN.



TE ATATU

PO Box 45022
Te Atatu Peninsula
09 834 3698
tatrsa@xtra.co.nz

TRAFALGAR DAY LUNCHEON 2015

To all matelots past & present, who have served under any of the White Ensigns. The President and Quarterdeck Division of the Te Atatu Memorial RSA are again hosting a Luncheon on Friday 16th October 2015 to celebrate in true Navy fashion the 210th Anniversary of the Battle of Trafalgar and you are invited to attend.

It will also be an opportunity to catch up with shipmates old and new.

Pre-lunch drinks will be served from 1100 with lunch at 1200.

Our guest speaker is Captain Maxine Lawes, RNZN - Commanding Officer HMNZS Philomel

DRESS: (Men) Jacket, Tie and Medals. Ladies as appropriate with medals.

Seating is limited to 100 attendees at \$ 40.00 per person. First in, first served. Wives/Husbands/Boyfriends/girlfriends or partners of those attending are most welcome to Join us in the club after 1430.

Applications close on Tuesday 29th September 2015. Please return the section below with Payment to confirm your attendance. **DON'T MISS OUT!!!**

.....
Send to: "Te Atatu RSA Trafalgar Function" PO Box 45 022 Te Atatu Peninsula 0651

I wish to attend the Trafalgar Day luncheon on Friday 16th October 2015.

Name:.....

Contact phone.....

Mobile phone:.....

Email.....

Cash/Cheque enclosed: \$.....

Or Internet banking credit to: "Trafalgar Function" Please include reference name

ASB Bank Account No. 12 – 3038 – 0423424 – 00

Enquires to Secretary/Manager Stephen Enger 834 3698 email tatrsa@xtra.co.nz

RNZN COOKS/CHEFS & STEWARDS REUNION 2018

The Reunion will be held at the Quality Hotel, Parnell (Friday and Saturday) and the Birkenhead RSA on Sunday.

It's just the BBQ lunch on the 7th that is being held at the Birkenhead RSA.
See the attached letter for details.



Secretary – Margaret Mitchell
Email: margaretmitchell@xtra.co.nz
Ph: 027 604 4571

Editor
RSA Review

19 November 2017

Dear Sir,

ROYAL NEW ZEALAND NAVY COOKS/CHEFS & STEWARDS REUNION 2018

Our committee, wish to announce a REUNION and would like the following, noted in the next publication of the RSA REVIEW please:

OCTOBER 2018

ROYAL NEW ZEALAND NAVY EX AND SERVING COOKS/CHEFS & STEWARDS

REUNION 2018: 5-7 Oct at the Quality Hotel Parnell (Fri-Sat) and the Birkenhead RSA (Sun). Information on events, registration forms: Jon Walker – 021 103 5856, George Coffin – 021 081 26783, Margaret Mitchell 027 604 4571. Join us in the RNZN Stewards Reunion Group on Facebook or email Cooks and Stewards@outlook.co.nz.

Thank you
George Coffin
Co-Chairman
Email: niffoc@orcon.net.nz

DIDYOU KNOW?

On 23 July 1942 HMNZS *Hinau*, a Castle-class minesweeper built in Auckland, was commissioned. She carried a compliment of 26 officers and ratings and was equipped with standard wire sweeps as well as magnetic and acoustic minesweeping gear. She served with the LL Group located in Auckland alongside *Manuka* and *Rimu* until April 1943, when the designation was changed to 194th Auxiliary Minesweeping Group.



Hinau being launched, 28 August 1941.

RNZN Museum image



Hinau at Kaiaua on the western side of the Firth of Thames

A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 37

The Friday afternoon went quite quickly and the stories got bigger, however the Chief Tiff had a better plan for the evening. He owned a property at Shawnigan Lake, which was about 100k north of Esquimalt, so it was back on-board to pack a weekend bag and we were off north for the weekend. We had to pick up a few supplies on the way but spent a relaxing weekend away from the ship.

The freshwater lake was right outside their front door, over a few beers on the Friday night we were informed that at 0800 the next morning we had to go for a character-building run. So complete with hangovers we mustered and met up with a group of local joggers for a run through the forest. It was most educational and I must admit that although glad to complete the run I think we all felt a darn sight better for having made the effort.

The rest of the day was swimming in the lake and a great BBQ at night. Was really enjoyable to be sitting outside under the moon and have no backlight such as streetlights so the night sky was quite spectacular. On the Sunday we had the normal sailors compulsory church meeting and another relaxing day but was spoilt by the requirement to have to return to reality and the ship Sunday evening.

There followed a hectic two-week maintenance period. We were glad of the support of ten engineers flown up from NZ to assist over this period. This took a little of the pressure off the crew and allowed the guys with family up from NZ to have a week with their partners.

One of the Leading Hands had found out that his girlfriend from NZ whom had gone to UK whilst we were away had found out she was expecting. They made arrangements to meet in Canada to get married. The engineering branch got together and arranged a proper wedding for them. One of the Canadian guys whom they were mates with had two daughters so they agreed to be bridesmaids.

The Bride to be asked me if I would give her away. I was really honoured to be asked and only too happy to agree. So the young guys really did a great job with the organising including a proper breakfast at a local castle. When we got to the breakfast the Commanding Officer whom had been invited turned up with his sword for the Bride & Groom to cut the cake.

Unfortunately he had to leave before the cake cutting but left me in charge of his sword. Crickey I don't think I relaxed at all as I had visions of one of the young guys beheading someone with the sword, however it all went off wonderfully well and was a real credit to the guys.

At the end of the maintenance period we carried out the usual basin trial to check all systems and were able to report to the CO that we were ready to carry on and complete the deployment. The first week out was spent north of Esquimalt doing seamanship, mainly navigational training for a class of midshipmen we had on-board. After a few hours the CO decided it was going a bit slow to get maximum advantage for the navigational training so he decided to lower both boats and crew them plus a couple of the midshipmen in each to maximize the training.

I happened to wander on the upper deck and discovered when I looked over the side that the MEO was sitting in the motorboat ready to go away with the training class. Although his absence was not really a worry to me I was not impressed to find out by default that I was now the Senior Engineer. I would have thought the least he could have done was given me a phone call to let me know he was leaving the ship.

As it turned out they were away overnight. This meant that I had to report the state of the ship to the CO that night. It was an opportunity to have a one on one with the CO and raised the issues that affected the branch. One of which was the lack of acknowledgement by the command of the efforts of the Engineering Branch. It had always been a sore point that after every gunnery shoot there was acknowledgement of the gunners but we had not been late leaving port or failed to provide the power required especially over the course of the RIMPAC exercises. To his credit he took this on-board and from then on we got some acknowledgment. This I had always thought was really important for the young branch members.

At the end of the week the CO decided on the Saturday to put into Nanaimo, a port on the inside of Vancouver Island. The jetty had great piles of stacked logs, looking much like Northport. Geoff Ock talked me into going for a run. After about 2k I called it quits and Geoff disappeared into the distance. I had a shower and Geoff finally arrived back. Nanaimo he reckoned was like Onehunga on a Sunday and of course this was before Sunday trading.

The three Warrants decided to go ashore for a meal. We had a couple of roaders and then walked up to a nice restaurant not far from the ship. After a pleasant meal we walked back and at the T-junction debated whether to turn left to the main town or right and go back to the ship. As Geoff said we probably would never return here so we may as well go and have a look at the town. What a good decision. The locals were great, chatted to us then took us out of town to an Irish Pub; it was a really pleasant evening.

The next day there was a rugby match arranged between the ship and a local side. It was a hard fought game, which I think the ship won. The hospitality was just great, and to think the ship had basically just turned up on their door at the weekend with nothing arranged it turned out into one of the highlights of the trip, the way we were just made feel welcome.

We left Nanaimo and went to Vancouver and then back down the coast to San Diego. After all the good time we had spent with the US Navy in Hawaii we looked forward to catching up with some of them in San Diego. There were others there that I had meet in previous trips so we sailed south with high hopes of a good port visit.

During this time just after the 1984 elections and the Labour Party came into power, they not only devalued the NZ currency but had long espoused their anti-nuclear stance. So our arrival in San Diego was somewhat different than we had anticipated.

Instead of being berthed in a prime berth close to facilities we were berthed as far from support as they could. We were treated like a pariah. The US Navy crew members I think were embarrassed by the way we were being treated, however they were quick to point out it wasn't their doing the orders had come from the top. So we became a prawn in the political fallout from the anti-nuclear policy.

It cast a pall over our time in San Diego and we weren't sorry to leave, our reception in Pearl Harbour was much the same so it was a sad ending to a long deployment that had gone from the highs of RIMPAC to the lows of politics and their effect.

So we started the long trip home with the normal stop off in Pago Pago for fuel and also a stop in Apia for a couple of days. On the haul from Apia to Auckland I received a message to expect a Radphone call one night. My heart was in my mouth, as Kerry would never ring unless there was something wrong. When it finally came through I was more than relieved to find out she just wanted to pass on a warning that Customs were going to do the ship over.

So we arrived home and were sent over to the overseas terminal to clear customs. We had to take all our declared goods ashore to the customs clearing area and then they proceeded to search the ship. I was sent for and found a Custom Officer in the workshop wanting to know who had the keys to all the cupboards in the workshop. That of course was me and I was concerned that over the course of the trip most of the branch had access to the keys at some stage or other. So with trepidation I opened all the cupboards. Luckily they found nothing but it was concerning at the time.

Even though we had warned the Ships Company about the search prior to arrival there were still some whom failed to declare items and suffered the consequences when customs relieved them of the items and extracted payment for their lack of declaration.

So after taking everything ashore we were informed that we could return everything to the ship, as we were about to move back across the water to Devonport everyone scrambled back on-board with their gear and the hangar became like a second hand shop. When we arrived in Devonport and visitors started coming on board, it was just a shambles of people and gear in the hangar.

So ended what was to be my last overseas deployment, or so I thought.

To be continued.

Take care

Jerry Payne

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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."

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