

HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

10 August – Old Salts Lunch at Howick RSA
12 August 18 – HMNZS Ngapona Assn AGM at Pt Chevalier RSA
17 August 18 - Ngapona Assn Lunch at Henderson RSA
18 August 18 – Navy Club AGM at Remuera Club
21 September 18 - Ngapona Assn Lunch at Howick RSA
29 September 18 – Comms Assn AGM - Birkenhead RSA commencing at 1100
5 – 7 October 18 – RNZN Cooks & Stewards Reunion, Birkenhead RSA
19 October 18 - Ngapona Assn Lunch at New Lynn RSA

Hi Folks

HMNZS NGAPONA ASSN AGM.

This is a formal notice to HMNZS Ngapona Association members that our AGM will be held at the Pt Chevalier RSA on Sunday 12 August at 1500.

OLD SALTS LUNCHEON

Howick RSA – Friday 10 August, 1130 muster. Lunch will be the chef's best carvery, seasonal vegetables and salads along with duff. \$20. Per head.

To assist in catering bookings are essential by August 3.

Contact: Jill Thompson on Mob: 021 2744426 email: jillt.nz49@gmail.com Or Keith Ingram on 09 5334336 email: keith@skipper.co.nz

'Up Spirits' maybe piped.

Friday 10 August 11.30 am – Howick RSA. 25 Wellington St, Howick.

Guest Speaker — WWII Merchant Navy Veteran Able Seaman Donald Love.

REQUEST FROM DAVID LITTLE

I have recently read the book "Left hand down a bit" written by the late Jack Harker. I found the book a fascinating account of wartime anti-submarine/minesweeping patrols on the New Zealand coastline by HMNZS Wakakura.

I would like to contact any former Wakakura crew members still alive, to learn more about the various patrols made around the New Zealand coast during World War 2.

I have contacted both the Navy Museum at Devonport and the National Archives in Wellington for the Wakakura log books covering the World War 2 period, but both institutions tell me they do not have them. It appears the log books were never kept after World War 2, which is most unfortunate, from a research viewpoint.

It is possible that there are some former Wakakura crew members living in your area. If you could put me in contact with those people, I would greatly appreciate it.

To save your paper resources, I can be emailed at: pubbanugini@gmail.com

Regards David Little

BATTLE OF TRAFALGAR LUNCH

To all matelots past and present, who have served under any of the White Ensigns. The President and Quarterdeck Divisions of the Te Atatu Memorial RSA are again hosting a Luncheon on Friday 19th October 2018 to celebrate in true Navy fashion the 213rd Anniversary of the Battle of Trafalgar and you are all invited to attend. Captain Andy Watts ONZM, RNZN is the guest speaker. Please click [HERE](#) for further details and registration.



RNZN BAND - ROTORUA

Join the Royal New Zealand Navy Band for an outdoor lunchtime concert in Rotorua. They will be at Te Manawa, the shared space at the corner of Tutanekai and Hinemoa Street, from 12pm, Wednesday the 15th of August. Come along and have a listen! We'll be performing an entertaining and diverse range of music showing everything the Navy Band can do. From a traditional march to your favourite Kiwi classics, you'll find something to tap your toe to.

LTCDR WILLIAM SANDERS VC DSO RNR – MEMORIAL SERVICE

This month will mark 101 years since LTCDR William Edward Sanders VC DSO RNR was killed in action during the Atlantic U-boat campaign of World War I. LTCDR Sanders was born in Takapuna in 1883 and to date remains New Zealand's only naval Victoria Cross winner. HMNZS Ngaona will join with TS Leander to conduct a brief service to remember the life of LTCDR Sanders on the morning of Sunday 12 August at the site of his memorial in Takapuna. The format of this event is a memorial service of approximately 30 minutes duration on the corner of Sanders Avenue in Takapuna, commencing at 0800 (muster at 0745).

HMS QUEEN ELIZABETH



HMS Queen Elizabeth at sunset, Portsmouth, August 3rd 2018.

AOTEAROA PROGRESS



Aotearoa in the making. In the foreground of this dry dock at the Hyundai Heavy Industries shipyard in South Korea, our new maritime sustainment vessel – Aotearoa – is slowly starting to come together. Even though Aotearoa will be the Navy's largest ever ship at 173m, this dry dock is so big it could simultaneously handle the construction of four ships the size of Aotearoa.

A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 40

Joining MONOWAI in January 1992 was an easy transition as I had enjoyed two weeks on-board during the Navy 50th celebrations so had been watch keeping during that time so it was really just an extension of what I had already done. Unfortunately I ended up with generators and boats as a part of ship. The generators were unreliable and not easy to work on so I thought it was a bit of 'out of the frying pan into the fire'.

The ship was involved in charting the Bay of Islands, so we would motor up on a Monday and anchor, then deploy the three small survey boats for the next ten days to carry out a programmed charting of the Bay of Islands.

This meant of course the ship was a hive of activity first thing in the morning preparing and getting the boats away to survey. The rest of the day would be just routine maintenance and waiting for the return of the boats. It meant that inevitably my part of ship would require working at night carrying out maintenance or repairs on boats.

The first time we anchored we must have been in exactly the right spot. To relieve the boredom a group of us went fishing and were quickly hauling in hapuka. This was great fun and supplemented the ships diet as well as putting some in the freezer for home.

However by the second time we anchored in the same spot we seemed to have fished the place out. One day I was on the bridge and got talking to the CO, one of the things discussed was could we anchor somewhere different the next time to perhaps improve the fishing.

It so happened that a couple of days later we went out to sea to carry out some ship sounding. As we were motoring back in towards the coast the CO sent for me and informed me we would be anchoring off the coast overnight so I could choose the spot to anchor and if it was safe that's where we would be overnight.

So with all my fishing and chart experience I poured over the chart and finally selected a spot. The CO smiled and agreed and that's where we went to anchor. Well unfortunately the fishermen went hard at it straight away and by morning I had to report a nil success rate. No one even got a bite so obviously I was immediately sacked as the fishing guide.

A couple of months later we did the Raoul Island resupply. We motored up and landed supplies plus some exchange staff for the DOC Station. Raoul was originally one of the weather stations used to predict NZ weather but with the arrival of satellites this had decreased the viability and it had become a DOC area. It's fantastic to go ashore there, as it is really one of the few areas in pretty much the same shape as the turn of the century.

We completed the re-supply and came back to the Bay of Islands to continue the survey. The CO decided that we would have a lay day on arrival before starting the survey. A bunch of us went ashore for a game of golf. It was a great relaxing day but I don't think anyone showed enough promise to turn professional.

We arrived back at the jetty to get the boat back on-board and while we were waiting I decided to give Kerry a ring. Good decision as it turned out as she informed me I hadn't been paid for a month and when she had contacted the Navy they had no record of me. Great, especially when you have bounced the mortgage as well.

Being less than happy as soon as got on-board it was straight to the MEO's cabin to try and make some sense out of what was going on. The CO decided that I would be landed the next day and take one of the ship's vehicles back to Auckland to sort out this snafu.

It took some time in the pay office the next afternoon to sort out how and why I didn't exist and also how much back pay was due. The Bank Manager was very understanding when we explained what had happened and all was sorted.

When I arrived back at the ship I found the Commodore was due to visit in the next few days so straight away I put in to state a complaint as in those days the Auckland area came under COMAUK so felt he needed to be aware of the shortfall in sailor support.

He was pretty good about it when as I stated we all knew we were responsible for our pay but I explained I had difficulty finding a bank on Raoul Island to check my pay had gone in etc. He even agreed that if there were any penalties from the mortgage then we would discuss redress.

Whilst we were doing this survey on occasion the CO would grant leave, which meant catching a boat from the anchorage in to Waitangi. One night we were anchored in the Kerekere inlet and unfortunately the Rhib was on its way back when it ran aground. Luckily no one was badly injured but there was a flurry of activity on-board getting a support party away to recover both the Rhib and the passengers.

On another occasion one of the survey boats hit a rock while surveying and bent the shaft and shaft bracket up to the hull. We couldn't see much damage until the boat was hoisted. This was just before lunch and we were highly amused when the Operations Officer asked if there was any chance we could have it ready to survey again after lunch.

Unfortunately the damage was such that the boat was landed in Auckland and required a far chunk of work to repair with a new shaft and the removal of the P bracket from the hull and replacement with the added requirement of re-aligning the shaft and engine.

I must say that the survey in the Bay of Islands was one of the best memories I have. The added bonus was that originally we were in two berth cabins, this is vastly better than serving in a mess of twenty odd but was further improved with the change in manning; most of the watch keepers ended up in a two berth cabin on their own. This meant that my cabin now contained a top bunk with my diving gear and golf clubs, made for more room in the cabin and was quite like a home away from home.

1992 late in the year I think if I remember correctly we also carried out the Governor General's Island Cruise. Dame Kath Tizard was the Gov. at the time and we picked her up in Apia and took her out to the more remote islands north of there. She was a real pleasure to have on board and was very friendly with every one from the wardroom down.

Visiting these outer islands was also pleasurable, as members of the crew would go ashore at each of them to provide some assistance. This would be servicing generators and outboards and all sorts of other small requirements. But at each island there always an official welcome first and the singing and dancing was something to behold.

As a result of this trip the ship was invited when in Wellington to a reception at Government House. This was a really enjoyable evening and well appreciated by the whole crew.

So we closed out 1992 and looked forward to a break before starting the 1993 survey season, which would take us extensively around the South Pacific.

To be continued.

Take care

Jerry Payne

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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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