

HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

- 21 September 18 - Ngapona Assn Lunch at Howick RSA
- 29 September 18 – Comms Assn AGM - Birkenhead RSA commencing at 1100
- 30 September 18 – Daylight Saving starts
- 5 – 7 October 18 – RNZN Cooks & Stewards Reunion, Birkenhead RSA
- 19 October 18 - Ngapona Assn Lunch at New Lynn RSA
- 9 – 12 November 18 - Engine Room Branch Reunion, Rangiora
- 16 November 18 – Ngapona Assn Lunch at Grey Lynn RSA
- 21 December 18 - Ngapona Assn Lunch at Orakei RSA

Hi Folks

Q1349 - P3565 - HMNZS HAKU - BLACK WATCH

It is with regret that I report that *Black Watch* sank at her mooring off Bayswater Marina last Monday night. The reason she went down is still unknown but under the direction of the Harbour Master she was refloated on Thursday afternoon. On Friday morning she was towed to a slip in Henderson Creek to be scrapped. The Harbour Master has since made a 'stay of execution' of one week to allow interested parties to put forward a credible plan for her future. I am happy to co-ordinate any offers of assistance, please contact me by email jerry@payne.kiwi.nz or 021 486 013.

The RNZN sold Q1349 in 1945 and she was purchased by the Jasper Calder Charity Trust. Air Chief Marshall Sir Keith Park was at one stage chairman of the Trust. She was extensively refitted and reconditioned by a team of volunteers and named *Black Watch*. During the ownership of the Trust she was berthed in the Tamaki River where a wharf was built for her from the timbers of the old Panmure Bridge. She was used for

taking pensioners, orphans and disabled people on excursions and picnics in the Hauraki Gulf. In one season alone she carried over 6,000 passengers. The Navy demanded her back and in 1952 and in 1954 she began work as a 'Tamaki Tram' until Tamaki shifted off Motuihe Island in 1963. On 21/1/1964 she was commissioned as *HMNZS Haku* and carried out RNZNVR training duties until sold in 1980 when she was again named *Black Watch* and converted to a ketch rig. She has been on a swing mooring off Bayswater Marina since about 2006.

Name	'Q' Number	'P' Number	Last Known location
MAKO	Q1183	P3551	Sold in 1976. Last seen in Adelaide about 2 years ago
PAEA	Q1184	P3552	Restored to original condition and now in Whangarei
KAHAWAI	Q1191	P3553	Burnt at Thames in 1997
MARORO	Q1192	P3554	Wrecked in Fiji in 1982
TAMURE	Q1193	P3555	On swing mooring at Greenhithe in poor condition
TAKAPU	Q1188	P3556A	Working as a charter boat in Fiordland
NGAPONA	Q1194	P3561	Wrecked in 1957 and deconstructed at Devonport Naval Base
PARORE	Q1190	P3562	On a swing mooring at Picton in unknown condition
KUPARU	Q1348	P3563	On a swing mooring at Hobsonville in good condition
KOURA	Q1350	P3564	On a trailer at Kopu, Thames in poor condition
HAKU	Q1349	P3565	Beached in Henderson Creek, about to be demolished.
TARAPUNGA	Q1187	P3566B	Caught fire and sank, Cook Strait 5/3/14
MANGA	Q1185	P3567	Helensville, demolished by owner 2011
	Q1186		Rebuilt as Wings Afloat. Went to Sydney then possibly Fiji.
	Q1189		Modified and used in deer recovery SI, currently slipped at Thames
	Q1351		Used as ferry <i>Aotearoa</i> and <i>Pakatoa</i> . Total loss at Matakoho after a fire.



Saturday 18 August 2018



Crossing the Wairoa bar



Black Watch 2012



HMNZS HAKU



Black Watch mid 1950s



Black Watch February 2018

ENGINE ROOM BANCH REUNION

The reunion will be held in Rangiora on Friday 9th to Monday 12th November 2018
Includes Sunday 11th Centenary of Armistice Day Commemoration
Just prior to the NZ Trotting Cup on 13th Nov., ChCh Show Day 16th Nov., Galloping Cup 17th Nov.

The venue for the reunion will be the New Rangiora RSA, 82 Victoria St. Rangiora

Please contact:

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Rangiora RSA

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Rangiora 7400

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Or

Bill Lochrie

New Brighton RSA

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A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 42

In late 1993 we set off for the Chatham Islands to survey around the Islands. We had changed Marine Engineering Officers during the maintenance period so with a brand new MEO off we sailed.

It was a rude awakening for him as within the first two days we had a fire on one main engine when a fuel line split and sprayed diesel onto the hot engine. This was quickly dealt with and created no long-term issues with damage to the engine so the line was replaced and off we went again.

Not even twenty four hours later we had a control air failure, this closed some of the sea water valves but the reciprocating salt water pump which ran off the front of the engine kept running and the pressure in the system rose too high, this lifted the relief valves and sprayed water everywhere.

So within the first couple of days we had experienced a fire and a flood so the poor MEO was wondering what he had inherited. Never mind we got through these issues and all went well for the rest of the trip down there.

Interestingly I had not been back to the Chatham's since serving on INVERELL. When we were there in 1966 it was the height of the crayfish bonanza and there was no requirement to land the whole crayfish. At that time they were just landing the tails but this was later outlawed and they were required to land the whole cray.

On arrival it appeared that not a lot had changed in the interim. There seemed to be less fishing boats and some appeared more modern but overall it looked pretty similar

to my prior trip. The most important thing was the pub was still there and open although we didn't get any shore leave till late in the survey.

Quickly we went in to surveying mode and this was mainly ship surveying with some small boat surveying in closer to the island. During this time we talked the CO into allowing us to go for a dive. This was quite an experience as we were quickly surrounded by seals who were interested in seeing who or what was invading their space.

It made you realise how badly we were adapted for underwater swimming as the seals would power past us and turn their heads as they went past with only what could be called a look of utter disdain on their faces at our feeble underwater swimming effort. That was certainly one of the highlights of the time there. The survey proceeded at pace. After a couple of weeks we returned to the mainland for a weekend in Gisborne. This was supposed to be an R & R weekend but there were still quite a few engagements arranged and we had quite a few defects we needed to repair. We still managed to do some sightseeing of the local pubs!

Too soon it was time to return to Chatham's to continue the survey. In early December the CO decided to go to anchor to give everyone a night off. One of the CPO's remembered the Friday night was the night of Steamex in Auckland. This was a night where young and old steamies congregated in the Senior Rates Mess PHILOMEL to swap tall tales of past deeds done and also to catch up with old shipmates.

So it was decided that being a diesel driven ship we would have a Motorex in the mess on board. This was going full swing when we noticed the sailors arrive in the mess about 2300 obviously just out of bed. Enquiring as to why they were up they informed us we were getting underway in 30 minutes. That was wonderful as no one had thought to tell the MEO and he was in the mess enjoying our company.

He immediately rang the bridge and it was confirmed that we were about to get underway, so he suggested that they may need to start the main engines so would they like someone to go below and provide them with propulsion. Just as well it was dark as I suspect there would have been some red faces on the bridge when they suddenly became aware that no one had bothered to inform the MEO of the changed requirement for main engines.

That of course then curtailed the party in the mess and we ended up watch keeping for the rest of the night as opposed to enjoying a few more convivial brown lemonades. Apparently a distress beacon had been activated in the channel between Chatham and Pitt Islands. Off we thundered to search the area, but nothing was found and rather than go back to anchor the next day it was back to surveying.

In mid-December we were given leave and of course had to visit the pub. They were no doubt pleased to see about fifty sailors arrive in the middle of the day and spend the couple of hours we had ashore at the bar increasing the pub profits.

On completion of the survey we cruised in to Lyttleton for a break before heading back to Auckland for some maintenance and then Xmas leave. On arrival in Auckland we were advised that the Navy had changed the oil contract and we would have to land our remaining oil to change brands.

We discussed this with the MEO and worked out we had enough remaining oil to get through the first survey in 1994. As usual we were over ruled and told to land the oil. We also had to remove the oil from all the engine sumps, wipe out the sumps, flush our oil lines and re-fill with the new contractors oil.

The tanker trucks arrived on the jetty and we dutifully pumped all our clean oil ashore into the waiting tankers on the dockside. The new oil arrived so quickly that we believed the tankers had gone around the corner and just changed the company sticker on the tanker then returned. Probably not true but seemed like a good story at the time and most sailors know you never let the truth get in the way of a good story.

After Xmas leave we departed Auckland to carry out a survey in Fiordland. We travelled south and via a Bluff stop off to fuel then motored on around to Doubtful Sound. This was a small boat survey so we anchored in one of the arms of the sound and sent all the small boats away to survey.

At the start of this survey the Hydrographers had to put in their reference points, the terrain down there is very steep so they had organised an Army Iroquois helicopter to ferry them to the required hill or mountain tops. To carry out the survey we also had both of the Inshore Survey Craft with us and they tied up alongside when they were not out surveying.

Because they were operating the helicopter we couldn't fish from the Quarter Deck so a couple of us had thrown our lines in off the Focsle. Unfortunately I hooked a decent fish and being high up had to figure how to get it aboard without breaking the line.

Unfortunately at the same time the helicopter decided to arrive back for another task. The CO wanted to use the bow thruster to bring the ship around to help the pilot landing on. To run the bow thruster of course he needed our lines pulled in, so he's standing on the bridge wing yelling at us to haul in our lines and I'm yelling back he can't start the bow thruster as I have hooked the biggest fish in the South Pacific. Luckily TAKAPU was alongside us so I walked down the waist and passed my rod down to the CPO on TAKAPU then ran down the ladder to reclaim my rod and get the fish on board. It was a good-sized Hapuka, maybe not the biggest in the South Pacific but I was still proud of my fishing expertise. We filleted it and I sent the CO a Hapuka steak as a peace offering.

Another day to relieve boredom we decided a dive would be good sporting activity. The CO for some reason decided as we weren't navy divers we couldn't use the ship's rhib. There are more ways to skin a cat we thought so inquired if the Engineer on TAKAPU wanted to come for a dive. When the answer was yes we informed him it was his turn to provide a boat and so we got round the issue and off we went in TAKAPU's boat. If you ever wanted crayfish paradise it was here. There was a ledge about twenty feet under the surface and it was just like a shopping isle in a supermarket. The crays were lined up so you would pull one out and decide if it was big enough, it either went into your dive bag or back on the ledge if too small. It was just an unbelievable dive and really profitable. We gave some to feed the ship and the rest we froze to take home. Just as well MONOWAI had a reasonable size fridge as we always seemed to be putting fish, crayfish or Paua in it to return home with.

The Sounds are just beautiful and I have been lucky to enjoy three or four trips to various ones. I would advise everyone to take the opportunity to explore them and not just leave the delights of them to tourists. This was the last of my trips on MONOWAI as when we returned to Auckland I was posted ashore to the Refit Repair section (RRS).

In the early 1990's there had been a move to put the Dockyard on a more commercial footing, and as most people are aware that this was the pre-cursor to a commercial company being employed to take over the day to day running of the Dockyard. The RRS was set up to oversee and accept work completed by the Dockyard during refits. This was a big change for most of us as we now had to work within a budget and also ensure money was accounted for and results achieved. I was posted into the Hull Maintenance section and was answerable to the Lt Cdr in charge of the RRS.

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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