

HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

- 19 January 18 – Ngapona Assn Lunch at Swanson RSA
- 16 February 18 - Ngapona Assn Lunch at Manurewa RSA
- 18 February 18 – Northland lunch at Bay of Islands
- 9 February 18 – Navy Club Lunch at Remuera Club
- 16 March 18 - Ngapona Assn Lunch at Waiheke RSA
- 13 – 16 April 18 - HMNZS Otago and All ships Reunion, Poenamo Hotel, Auckland
- 15 – 18 June 18 – Greenies Weapons Electrical Reunion at Napier

Please visit our website at www.ngapona.org.nz

Hi Folks

NGAPONA ASSN WEBSITE

I am now putting the final touches on the website and I now need some photographs to give it the personal touch. If you would like to share some of your memories please send your photos to: Editor@ngapona.org.nz and I will upload them for you. Please add a brief description so I can add a caption to the photo.

(Note: by sending your photos to this address you are giving permission for them to be displayed on the HMNZS Ngapona Assn website.)

We are still about \$200 short to pay for the creation of the website.

If you would like to donate, our bank account is: ASB 12-3287-0184065-00. Please show 'Website' in particulars and use your name as a reference.

NORTHLAND LUNCH

Jill and Margaret look forward to welcoming you all back into the Waitangi Yacht Club, the more the merrier so if you have some ex-Navy friends that don't already come, please invite them along.

Please let them know your numbers by Wednesday 14 February (Valentine's Day you can always send Roses!)



The first Luncheon for 2018!

Naval “Get together” in Northland

Open to all Navy and Ex-Navy personnel
Partners, Husbands, Wives all welcome
All Navy's welcome

Sunday 18th February 2018

1200 for 1230

A Buffet Lunch and Dessert will be served
Cost for Luncheon: \$25.00 per person



Delicious Ham on the Bone, Sweet and Sour Chicken

New Potatoes, Minted Peas, and 7 Salads, followed by 3 or 4 desserts,
Tea and Coffee -

Bay of Islands Yacht Club, Waitangi

1200 for 1230

Raffles - \$2.00 per ticket or 3 for \$5.00



A Cash Bar will be available

A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 11

The Nuclear, Biological, Damage Control (NBCD) School as it was called was in the same position as the current Damage Control (DC) School, however in those days the area around the school was not developed. The school had the appearance of being on an island especially at high tide and access was on the current road but was a causeway in those days.

When I arrived there I was the only junior rate however there was a General Dutyman (GD) there whom basically did a lot of the domestic type cleaning and small tasks around the school. I was very quickly into a daily routine which included domestic stuff like washing and drying all the overalls that had been used on the fire ground, fire compartment or flooding unit. Not the most enthralling job however someone had to do it.

I had obviously been through the school as part of my initial training; however the amount I learnt in this posting would also serve me well in the future. The task I liked the best was the maintenance and repair of the breathing sets. There was no training course or piece of paper involved in this, it was just a quick lesson from the Chief ME and I was onto it.

I spent a lot of time dressed up in fearnought suit and breathing apparatus as a safety number when courses were firefighting in the fire compartment. This unit was set up as representing a boiler room and was a real step forward in giving ratings experience and confidence in entering a compartment to fight a fire.

Most people would have no understanding of how daunting it is to enter a compartment on fire. It is extremely hot and because of the smoke visibility is all but zero, there are obstructions that are invisible and it is easy to get disorientated. So the value of this type of training cannot be underestimated.

Also there was a fire pit in the middle of the compound. This had fuel oil in it and would be lit. Usually it was left to burn for a few minutes to get the oil hot and this made it more difficult to put out. This was to give experience of advancing behind a firewall and also ensuring the oil didn't reflash after being extinguished, as this was a very dangerous problem.

There were a couple of issues with the fire pit. It generated great amounts of smoke so we could only utilise it if the wind was blowing down the harbour, which would take the smoke down over Lake Rd in the vicinity of Waitemata Golf Course. It seemed almost every time we would set up and light it the wind would change slightly and carry the smoke across to the Navy Flats in Ngataringa Rd, so we would be fielding irate phone calls from navy wives about the state of their smoke ruined washing. Also one time the class fighting the pit fire managed to blow the fire out of the pit and ignited the tar seal in the compound. There was a frantic effort to get this fire out as it was burning extremely close to the buildings and also a couple of the staff cars were parked in the compound and effectively were fenced in by the security fence at one end and the

burning asphalt at the other end. Luckily the fire was extinguished with no damage but from then on all staff cars were parked outside the compound on fire days.

The flooding unit was also used extensively to teach leak stopping and shoring. This was a great evolution in summer and it was sometimes an effort to stop classes giving up their leak stopping and just having a swim. It of course was a lot different in the middle of winter and was probably the least enjoyed experience of any class at that time of the year, it was not really enjoyed by the staff either as somehow we always seemed to get wet as well.

There was also a mock-up of a helicopter which was used to train ship staff on the skill required during a crash on deck, with the rescue technique for extracting the pilot and occupants as well as beating the fire down and extinguishing it.

Being a Leading Hand it was somewhat frustrating that I had no junior rates to take charge of, however whilst I was here I sat and passed my Command Exam for Petty Officer. After a few months there were three more Leading Hands posted into the school, so this took the pressure off the volume of work required each day and made the time more enjoyable.

The best thing about my time at the school initially was that I was not in any Duty Watch. This meant I got to go home every night to my wife. Also during this time we were blessed with the arrival of a daughter. We were living in a two bedroom flat in Burgess St Devonport. Kerry was determined to find and purchase a house.

Luckily Kerry did all the hard work and I only had to view a couple of houses. We finally purchased our first house in Hogans Rd, Glenfield.

This was done with effectively three mortgages. I was lucky and qualified for a Rehab Loan. The best part of that as a first mortgage was it was a fixed interest rate at 3% for the 25-year duration of the loan. The loan was \$7000. We then had a second mortgage of \$1500 but the interest rate on this was not fixed and finally we had a \$500 loan from a family member. The house price was \$12500, and this seems a pittance in this day and age but it is important to remember that we were on one wage and I think I was earning as a Leading Hand something like \$1200 a year.

The purchase of the house had exhausted us financially; we had no car and few material items so it was a tough time. I predicted that if bus fares had gone up I would have had to request a posting to sea to make ends meet. Notwithstanding these pressures it was a great time in our lives especially spending time with wife and baby daughter.

The only real way to get a pay rise in those days was get promotion. I had been pretty laid back for the first four years of navy life but once I had become engaged I suddenly discovered that money was going to become important, hence I had hurriedly finished my Auxiliary Watchkeeping Certificate and did the Command and Professional Exams for Leading Hand. So I was really playing catch up in my naval career and I guess again it is thanks to Kerry I got off my but and started down the road to the future.

When the three Leading Hands arrived at the school it took a while for them to realise that whilst they were on the watch bill in PHILOMEL, I wasn't. So in the end I had to come clean and join the list of watch bill Leading Hands.

Remembering back one of the duties was Corporal of the Guard. Back then there was almost always someone in cells. One of the few ways back then that you could get out of the navy before your contracted time was to "Shoot Through" or desert, and there seemed to be a continual stream of these deserters being returned and in cells awaiting their case to be heard and their "Warrant" read most of these cases were sentenced to detention at Ardmore or "Over the Hill" as it was termed.

As Corporal of the Guard you would have to pick up one of the prisoners and escort them to the dining hall to collect the meals for the prisoners and of course afterwards do the reverse to return the plates etc. to the dining hall.

The other thing about the NBCD School was because of its isolation we tended to be forgotten for parades and all those square bashing type evolutions. Great!!! It was also notable as towards the end as part of our development we had to teach some of the basic courses damage control. This first experience of standing in front of a class of young trainees was daunting and also notable for how many awkward questions a class could raise. So it was also about thinking on your feet and also expanding your knowledge.

Towards the end of 1971 was advised that I would be on the next Advanced Engineering Course. This course was a pre-requisite for advancement to Petty Officer and also was the defining course for selection to do a Mechanics Course.



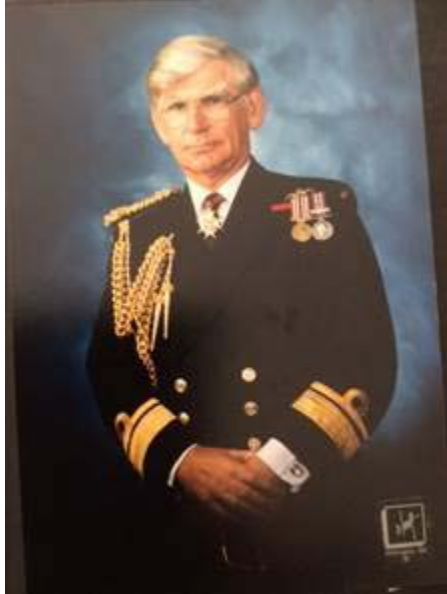
To be continued

Note: Due to my inability to find a biography on the internet for Admiral Hunter last year he was not included in the chronological list. I have since been sent the below bio by his son. Thank you Jeremy.

I still require a biographies for RA Cedrick Steward and VA Somerford Teagle. Let me know if you can help. - Ed

CNS #21

Rear Admiral Ian Alexander Hunter RNZN CB
Chief of Navy: March 1991 to April 1994



Born in Dunedin in 1939, Admiral Hunter was educated at Christchurch Boys' High School and joined the Royal New Zealand Navy as a Cadet in 1957.

After training at the Britannia Royal Naval College Dartmouth he served in a variety of HMNZ Ships and HM Submarines as well as in exchange posts ashore and afloat with the Royal Navy. He qualified as a submarine watch keeping Officer as well as a specialist in antisubmarine warfare. He was also a naval diver. He spent the summer season of 1962/63 in the Antarctic including visits to the South Pole and Eights Station and then was Navigating and Communications Officer of HMNZS ROTOITI carrying out weather picket duties at latitude 60 south. In 1965/66 he was the Royal Navy Diving Officer and Bomb and Mine Disposal Officer for Northern Ireland, and on the instructional staff of the joint RN/RAF Antisubmarine School. He was the last Executive Officer of HMNZS BLACKPOOL for that ships return to the Royal Navy and then stood by HMNZS CANTERBURY then building at Glasgow and was that ships first Operations Officer.

A graduate of the Royal New Zealand Air Force Command and Staff College in 1973 he then became Executive Officer of HMNZS CANTERBURY and subsequently commanded HMNZ Ships WAIKATO and SOUTHLAND.

In 1978 he was a member of the New Zealand Delegation conducting fisheries' negotiations with Korea, Japan and the Soviet Union on the introduction of the New Zealand 200 nautical mile Exclusive Economic Zone. He was RNZN representative to the Harbours Association and a member of the Shipbuilding Industry Review Committee

and Outlying Islands Committee. In 1982/3 as the first Commanding Officer of HMNZS SOUTHLAND he was involved in overseeing the refit and conversion of the ship to New Zealand requirements in the United Kingdom.

In 1985 he attended the Royal College of Defence Studies in London, and in 1987 was promoted to Commodore, and was appointed Assistant Chief of Defence Staff (Development Plans).

From 1988 to 1991 he was Commodore Auckland (Maritime Commander, New Zealand) and also Patron of the Royal Akarana Yacht Club, Trustee and Member of the Management Committee of the Auckland Maritime Museum, Executive Trustee of the RNZN Museum, Patron of the North Shore Association Football Club and President of the Auckland Anniversary Regatta Committee. He was involved with the organisation for the stopover for the Whitbread race and many other 1990 activities and was an additional Aide de Camp to HM the Queen.

He commanded the RNZN Task Group carrying out Operation Big Talk the peace negotiations between Papua New Guinea and Bougainville separatists. He was awarded the 1990 Commemoration Medal

Promoted to Rear Admiral in 1991, he was Chief of Naval Staff until his retirement in April 1994. During the period 1988 to 1994 he was involved from a senior management perspective in the implementation of government financial reform and the restructuring of HMNZ Dockyard, culminating in it being leased to a facilities manager.

He was made a Companion of the Order of the Bath in the 1993 Queens Birthday Honours.

Since retirement he has been a Trustee of the Wellington Civic Trust and Chairman of it 1996-1999 and Deputy Chairman until 2004 and is a life member of the Trust.

In 1994 he was a member of the Wellington City Council Museums Working Party which led to the establishment of the Wellington Museums Trust in 1995 and was a Trustee until 2001. He chaired the redevelopment of the Wellington Maritime Museum to the Museum of Wellington, City and Sea, a \$12.5 million project which completed in November 1999.

He was a member of the Community Consultative Committee on Lambton Harbour.

He was a member of the Royal New Zealand Returned and Services Association Protocol, Ceremonial and Medallion Committee and Defence Committee and was Patron of the Wellington RSA.

From 1995 until 2002 he regularly crewed on the Spirit of New Zealand.

In June 1998 he was elected National President of the Sea Cadet Association of New Zealand. He is a past President of the Friends of the Maritime Museum and a life member of the RNZN Museum. He was a member of the Wellington City Council Environmental Reference group since its inception in 2003. He was a Trustee of the Sink F69 Trust which sank the former HMNZS WELLINGTON as an artificial marine habitat in Houghton Bay.

He was a Trustee of the United services Medal Collection Trust.

He is married to the former Hilary Sturrock of Auckland and they have two adult sons. Hobbies and interests include playing bridge and tramping. He was a member of the Tararua Tramping Club, the Karori Sanctuary, and Victoria Bridge Club.

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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