



## LONGCAST

- 19 August 22 - Ngapona Assn Lunch at Orakei RSA
- 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

### **TRIP TO PERTH NEXT ANZAC DAY**

It is time now to make your bookings for the trip to Perth next year.

The itinerary is be below:

#### **Plan B**

Return flights to Perth – Air NZ the Works

7 nights' accommodation at Quay Perth, with breakfast daily

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Return airport transfers

Full day tour of Fleet Base West

Swan River and winery tour, full day with lunch and refreshments

Rottneest Island full day tour with lunch

ANZAC Day commemoration

Shopping and Perth mint visit

Hospitality

Approximate price in NZD \$3950 per person

### **Plan C**

Includes all or the above, plus 1 extra night in Perth and Indian Pacific Gold

Class Rail Journey and flight out of Sydney Air NZ the Works

Approximate price in NZD \$6950 per person

Contact Richard Maddix on 021 369 904 or email [richardmaddix@gmail.com](mailto:richardmaddix@gmail.com)

### **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](mailto: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.

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## SECOND ELECTRIC FERRY FOR WELLINGTON



Fully-electric ferry IKA RERE is showing huge fuel cost savings compared with diesel vessels. [Image: Stellar Studio] The success of New Zealand's first fully-electric passenger ferry, IKA RERE, is prompting its owner, East By West Ferries, to push ahead with plans to order a second electric vessel. It will be the second to be built by Wellington Electric Boat Building Company (WEBB Co), a joint venture between the ferry operator and established boatbuilder Fraser Foote. As fuel costs rise globally, East By West is reaping the benefits of the 132 passenger Ika Rere electric vessel, with incremental route energy costs being slashed by 82%. A round trip to Days Bay on IKA RERE costs just NZD 28 (about US\$18) in electricity, slightly higher than one Adult passenger fare. This equates to cost savings of NZD 180,000 (about US\$116,000) per year when compared to the operator's diesel boats. By adding another electric vessel to the fleet, East by West will be able to run its entire existing schedule using the two fully-electric ferries. With greater onboard energy storage, a second fully-electric ferry is set to save the operator a further NZD 280,000 (about US\$181,000) per year in overall energy costs. "Following an in-depth

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business case, and with the success of Ika Rere, we've made the decision to push for funding for a second fully-electric ferry to be built by WEBB Co," says Jeremy Ward, managing director at East By West Ferries. "We always knew we wanted to expand our electric-powered route capabilities, and with global interest in New Zealand's electric boatbuilding, we wanted to secure a build slot for the second vessel. IKA RERE is performing exceptionally well, and we had no hesitation about continuing with our partners." The second electric vessel will be a sistership to Ika Rere, and run on the existing route between Queens Wharf – Matiu/Somes Island – and Days Bay. It will carry 132 passengers; however, says WEBB Co, it will be equipped with a newer iteration of battery technology, enhancing onboard energy storage. Both vessels will be charged at Queens Wharf, with the potential to expand charging infrastructure to use the new megawatt charging standard (MCS), which is also being considered within the project.

*Source: Marinelog*

## **NAMING CEREMONY**

New tug receives her Māori name, 'TIAKI', in a special blessing ceremony In a major milestone Damen's first all-electric harbour tug, the RSD-E Tug 2513, was officially delivered to its new owner, Ports of Auckland (POAL). The revolutionary tug was named SPARKY and also received her Māori name, 'TIAKI', in a special blessing ceremony held in Auckland on August 8. This powerful new tug, which has a 70-tonnes bollard pull, is capable of manoeuvring even the largest vessels and can undertake two or more assignments before being recharged, which takes just two hours. With its pristine environment and unique ecosystem in the Pacific Ocean, New Zealand is renowned for its commitment to sustainable development. In 2016, Ports of Auckland adopted the goal of becoming a zero emissions port by 2040 and, in light of the impetus to tackle climate change, the port authority challenged Damen to develop a fully electric tug. Over the course of the next six years the two organisations worked closely to develop this pioneering, sustainable vessel type.

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**NEW ZEALAND VICTORIA CROSS RECIPIENTS**

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**Samuel Forsyth, VC (3 April 1891 – 24 August 1918)**

Samuel Forsyth was born in Wellington, New Zealand, one of four children of Thomas Forsyth of Thorndon, who was a night watchman on the SS *Maori*, and his wife Grace. He attended Thorndon School and later Terrace School. After completing his education, he found employment as a gold amalgamator for the Monowai Gold Mining Company based at Thames.

Forsyth participated in charity work, volunteering for the Sailor's Friend Society. He was also interested in the military and in 1910, joined the Territorial Force in which he served as a field engineer.

Forsyth landed at Anzac Cove in May 1915 during the Gallipoli Campaign. In the early stages of its service in the campaign, the Field Troop was posted on Walker's Ridge where it worked on deepening the trenches there. He was lightly wounded during the August offensive later that year, but remained in the front-line. Suffering from jaundice, he was medically evacuated in November 1915 to the island of Lemnos and then onto England, where he spent several months in various hospitals around the country. In the meantime, the New Zealand Division had been formed and needed its allotted complement of New Zealand Engineers. To achieve this, the Field Troop was disestablished, with its personnel forming the basis of the 3rd Field Company and reinforcements bringing it up to strength.

On recovering his health, in April 1916 Forsyth was posted to the NZEF base at Étapes before re-joining the 3rd Field Company, now serving on the Western Front in support of the New Zealand Division's 3rd Infantry Brigade. Later in the year he spent a period of leave in the United Kingdom and struck up a relationship with a Glaswegian, Mary, who he soon married. Forsyth was promoted to acting corporal in March 1917 having been made an acting lance corporal late the previous year. The 3rd Field Company was involved in the Battle of Messines of June 1917, following the infantry and constructing strongpoints in front of the village of Messines once it had been captured. During the following operations around the village of La Basseville, Forsyth was officially noted for his service. From early October, the New Zealand Engineers was involved in the maintenance of the roads during

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the Battle of Passchendaele, and later that month the 3rd Field Company helped in the consolidation phase of the Battle of Poelcappelle and in sorting out lines of communications and retrieving wounded in the subsequent First Battle of Passchendaele. By the end of this defensive phase of the fighting, Forsyth had attained the rank of sergeant, having been promoted to this rank on 15 May 1918.

In late August 1918, Forsyth was on a temporary attachment to the 2nd Battalion, Auckland Infantry Regiment, during the early stages of the Hundred Days Offensive. He was on probation for a commission in his unit and his attachment to the battalion was to gain front-line experience. On 24 August 1918, during the Second Battle of Bapaume, the battalion was ordered to capture of the village of Grévillers. On reaching the outskirts of the village, German machine gun fire prevented any further forward movement. Forsyth, scouting ahead of his platoon, made contact with two British tanks and despite being exposed to the German machine guns, guided them in, providing covering fire for the New Zealanders. One tank was soon crippled by artillery fire. Despite having been wounded in the arm, he assisted its crew to evacuate the tank and then organised them, along with several other soldiers, into a flanking party to attack the machine gun nest holding up the advance. The Germans shortly withdrew and the advance was able to continue. Forsyth set about organising defensive positions but was fatally shot by a sniper.

Forsyth's actions were instrumental in the capture of Grévillers and it was for this he was posthumously awarded the Victoria Cross

Forsyth is one of 70 New Zealanders buried at Adanac Military Cemetery, near Miraumont in France. His name is on a memorial headstone erected by his mother Grace Forsyth at Karori Cemetery in Wellington. In the same city, a memorial tablet was erected in his honour at the premises of the Sailor's Friend Society. There is also a plaque to him in Queens Gardens in Dunedin.

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