



## LONGCAST

25 April 23 – ANZAC Day

12 May 23 – Navy Club

19 May 23 - NGA Assn Lunch at Pt Chev RSA

5 June23 - Monarchs Birthday

### Hi Folks

#### NEW MEMBERS

Welcome aboard to three new members.

**Alexandra Broxup**

**John Harrison aka Harry**

**Ray Maddix (Ginn)**

Thanks for joining and we look forward to seeing you at our social functions.

#### SEMINAR - THE NZ DIVISION OF THE ROYAL NAVY 1921 – 1941

RNZN Museum Friends

Registration Form

When Friday 12 May 2023 0900- 1500

Where RNZN Museum Torpedo Bay Devonport

Programme

Arrive at RNZN Museum Torpedo Bay Devonport 0900

Welcome 0910-0915

Development of the Navy in New Zealand from 1840 to 1941 with a focus on 1921 to 1941. Richard Davies - 0915-0955

The ship's, personnel and activities of the New Zealand Division 1921 to 1939. William Stevens 1000-1040 followed by morning tea.

The visit of the Royal Navy Special Service Squadron in 1924. Richard Jackson 1100-1140

The New Zealand involvement in Western Samoa 1928 to 1930. Michael Wynd 1145-1225 followed by lunch 1225-1310

The establishment of the New Zealand Mine-Sweeping Forces 1939 to 1941. Gerry Wright 1315-1355  
SS Nucala Her Role in the inter war years. Murray Dear 1400-1430

New Zealand Naval War Dead 1914 to 1941. Brett Fotheringham 1430 1500.

Wrap up and departure for TAMAKI reunion @ Fort Takapuna or RNZN Museum visit (closes 1700)

Morning Tea and a light lunch will be provided.

Free for Friends of the RNZN Museum

Cost to Non-Members of the RNZN Museum Friends \$30.00

Please pay RNZN Museum Friends 12-3015-0033183-01 using your name as the reference

Can you please confirm attendance by May 1 for Catering purposes.

I would like to attend the Seminar \_\_\_\_

Name \_\_\_\_\_

Email \_\_\_\_\_

Ph \_\_\_\_\_

Please return your form to either William Stevens [wtstevensiv@gmail.com](mailto:wtstevensiv@gmail.com) or Alastair Clayton-Greene [alchriscg@xtra.co.nz](mailto:alchriscg@xtra.co.nz)

William Stevens +64 21 969 833

## **RN FLEET REDUCTION**

The near-term state of the UK Royal Navy's surface combatant fleet looks grim as forecasts point to a potential 15-hull force in the middle of the decade. The UK Royal Navy's battle to maintain a viable fleet of surface warships able to undertake necessary taskings sustained a further, albeit planned, hit on 17 April as the Type 23 frigate HMS *Montrose* was decommissioned after 30 years of service. The step marks the second Type 23 decommissioned ahead of schedule, following the retirement of HMS *Monmouth* in 2021, which was planned to be retained in service until the 2026 timeframe. HMS *Montrose* was listed in official figures as having a planned out-of-service date (OSD) of 2027, meaning that it has had to come off the line four years ahead of schedule. A magnifying factor of the retirement of the increasingly ageing Type 23 frigates is that the timeline for the replacement Type 31 frigates will see the first-in-class HMS *Venturer* enter service in 2027, by which time the fleet could be further reduced with the retirement of Type 23 frigates HMS *Lancaster* and HMS *Iron Duke* in 2024 and 2025 respectively. Should these timelines remain, the UK Royal Navy's surface fleet of major surface combatants, made up of the Type 23 frigates

and Type 45 air defence destroyers, could be down to just 15 vessels.

Source: *Naval Technology*

### **NEW QUEEN GETS HER CROWN**

*QUEEN ANNE* received her crowning glory on Friday, April 14, as Cunard's iconic red and black funnel was secured onto the luxury cruise line's newest ship. This significant construction milestone, known as the 'funnel lift,' took place at the Fincantieri shipyard in Italy, and takes the remarkable ship one step closer to her maiden voyage in May 2024. It is an important shipbuilding moment that marks the installation of one of the ship's most recognizable features. *QUEEN ANNE* will be the 249th ship to sail under the Cunard flag, completing an impressive quartet alongside flagship *QUEEN MARY 2*, *QUEEN ELIZABETH* and *QUEEN VICTORIA*— the first time since 1999 that Cunard will have four Queens at sea. Cunard's distinctive red and black funnels have adorned its ships for more than 150 years, becoming synonymous with the company's rich seafaring heritage and reputation for luxury ocean travel. Their design is the brainchild of Robert Napier, the shipyard owner who built some of Cunard's earliest ships. The striking colour scheme endures to this day, making Cunard ships instantly identifiable in ports across the world. The design concepts for *QUEEN ANNE* have been founded on heritage, craftsmanship, style, storytelling, and innovation, and the 113,000-ton, 3,000- guest ship, which spans 14 decks, will offer travellers several breath-taking moments, including the largest curated art collection at sea.



### **RUSSIAN SHOW OF FORCE IN THE PACIFIC**

Russian President Vladimir Putin on Monday hailed the military's performance during massive naval drills that have involved the entire Russian Pacific Fleet — a show of force amid the tensions with the West over the fighting in Ukraine. Defence Minister Sergei Shoigu reported to Putin that the exercise that began Friday involves 167 warships, including 12 submarines, 89 aircraft and 25,000 troops. As part of the drills, Russia's nuclear-capable long-range strategic bombers will "fly over the central part of the Pacific Ocean to imitate strikes against groups of enemy ships," Shoigu said. Speaking during Monday's meeting with Shoigu, Putin praised the navy's "high level" performance and said that similar drills should be held in other areas. The Pacific Fleet drills started just before Chinese Defence Minister Gen. Li Shangfu arrived in Russia on Sunday and met with Putin, who hailed close ties between Moscow and Beijing. Li's talks with Shoigu would focus on "prospects of bilateral defence cooperation and acute issues of global and regional security," the Russian Defense Ministry said.

source: APnews

### **STAND BY – "FULL AHEAD BOTH"**

The latest incident to befall the U.S. Navy's troubled Littoral Combat Ship (LCS) was an embarrassingly public one, and one that left the brand-new USS Cleveland (LCS-31) damaged in the process of being launched, in front of around 3,000 people, including members of the media. The Navy has now issued a statement providing more details of the collision between the Cleveland — which is the last of the 16-strong Freedom class — and a tugboat involved during the warship's recent christening. "No personnel injuries occurred, but there was limited damage" to the *Cleveland*, the Navy said, of the April 14 incident. "The damaged area is well above the waterline and no flooding occurred."



### **NAVAL AUXILIARY PATROL SERVICE – NEW ZEALAND**

In early 1941, during the Second World War, an informal Emergency Patrol Service was created at

Whangarei as the Waterfront Section of the Emergency Precautions Organisation.

Later on, in 1941 owners of launches and yachts were asked to lend their boats for patrol services at the four main ports. This was formalised on 6 December 1941 when the War Cabinet approved the establishment of the Naval Auxiliary Patrol Service (commonly known as NAPS). The 1941 Naval Defence regulations authorised this service and allowed the informal patrols already working to be included in NAPS. As the boats were loaned to the government on a voluntary basis by their owners the boats were not formally commissioned into the Royal New Zealand Navy but were deemed to be part of New Zealand's naval forces. NAPS was in essence, the naval version of the Home Guard to which it was affiliated.

At Auckland, Wellington, Lyttelton, and Dunedin an NAPS executive was elected from members of the local motorboat and yacht clubs. Enlistment was open to men over the age of sixteen years. For example, the Dunedin division of the NAPS was based at Port Chalmers. The naval authorities provided fuel, naval stores & equipment, and issued modified naval uniforms. The government also pledged to pay the maintenance costs of the boats for 'wear and tear' or any accidents while in use. Training began in January 1942. Volunteers were given instruction in use of weapons, signalling, chart work and coastal navigation, ship identification, and enemy mines. At the same time the process began for taking up launches for use by the NAPS. By March 1942 patrols were underway but it was not until June 1942 that the NAPS was fully operational. The Auckland and Whangarei craft worked as separate divisions of NAPS. Turnover of volunteers was quite high as men were taken into the armed services for duty both overseas and within New Zealand. This was because enlistment in the NAPS did not absolve a person from liability of service with the armed forces under the National Service Emergency Regulations 1940. The objective of the service was to protect the harbours against enemy attack, particularly by small craft, spotting of mines deployed by parachutes, and search & rescue.

The owners of the boats along with family member, friends, and volunteers formed the crews for the designated patrol craft. Naval rank was given to each volunteer and the owner-master of each boat was given the rank of Chief Petty Officer and their deputy Petty Officer. Although the total number varied due to men being called up for active service the total number of volunteers was: Auckland, 180, Whangarei 84, Wellington 140, Lyttelton 68, and Dunedin 98 for a total of 570 men who served with the NAPS during its existence.

At each port the Naval Officer in Charge (NOIC) allocated duties and set up the patrol roster. The patrol began at sunset and finished at sunrise every night and covered the dock, wharves, inlets, and bays of each port. As can be imagined it was an arduous duty. Most craft were fitted with a Bren light machine gun on a stand forward. During the day, boats were kept for emergency use. The crews were given a petrol ration so they could report for duty if needed. Waters in *The Royal New Zealand Navy: Official History of New Zealand in the Second World War 1939-45* notes that 'the members of NAPS showed keen interest and carried out their duties efficiently.'

In order to supplement the numbers of launches that had been chartered or purchased for regular navy work, craft based at Whangarei and Auckland were placed on full time service between 1942 and 1943 but remained on loan as a NAPS craft. The crew would be paid and receive an allowance if they were called up to full-time service.

At first the duties assigned was the familiar patrol work. However, as the defensive minefields were laid around New Zealand to protect the ports, NAPS craft were used as tenders for the boom gate vessels, traffic control boats at the boom gates, examination vessels, and tenders to the minefields. For example,

the launch *Oleo* was taken up on a charter as a tender for the controlled minefield in the Bay of Islands in November 1942.

*Over the next few weeks, I will detail some of the launches that were taken up for service, particularly those that are still afloat and may be seen around the Hauraki Gulf. - Ed*

Regards

**Jerry Payne**

Editor

HMNZS Ngapona Assn

021 486 013

(To be removed from this email list please reply to this email with "Unsubscribe" in the subject line.)

---

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).

Grow your business with  mailchimp