



## HMNZS NGAPONA ASSOCIATION INC

### LONGCAST

- 5 April 20 – Daylight Saving finishes
- 25 April 20 – ANZAC Day
- 27 April 20 – ANZAC Day observed
- 8 May 20 – Navy Club Lunch – Remuera Club (tbc)
- 15 May 20 – Ngapona Assn Lunch at Pt Chevalier RSA (tbc)
- 1 June 20 – Queen's Birthday
- 12 June 20 – Navy Club Lunch – Remuera Club
- 19 June 20 - Ngapona Assn Lunch at Howick RSA
- 10 July 20 – Navy Club Lunch – Remuera Club
- 17 July 20 - Ngapona Assn Lunch at New Lynn RSA
- 25 July 20 - Ngapona Assn Formal Dinner at Pt Chevalier RSA

Hi Folks

#### **ROLL CALL**

Just a thought for all our old salts out there who may have a weak immune system either by natural, poor health or age of 70+. You are not bullet proof of a 20 yrs sailor once was, you are very vulnerable to this hidden enemy. How about each week on a Monday morning like 'both watches' you check in to let us know 'I'm ok'. Looking after each other.

Email: [editor@ngapona.org.nz](mailto:editor@ngapona.org.nz)

#### **VETERANS' AFFAIRS**

For our Veterans' cohorts – Veterans' Affairs like the rest of the country are operating in a reduced capacity due to Covid-19. The best way to contact VA if anyone has any issues is to email VA at [veterans@nzdf.mil.nz](mailto:veterans@nzdf.mil.nz) and they will call you back – ensure you give them your contact numbers.

Website: <https://www.veteransaffairs.mil.nz/>

Email: [veterans@nzdf.mil.nz](mailto:veterans@nzdf.mil.nz)

#### **TARANUI**

Taranui is 30' in length with a beam of 9' 7".

She was built in 1948 as an internally ballasted 350 sq. ft. sail area Bermudan ketch (D28). There is speculation that Taranui was built either on the Hobsonville Air Force

Base, or nearby, of kauri. She was built by G Neville in 1948, her first registered owner is D.H. McMillan of Ellerslie, Auckland – she was kept at St Heliers Bay.

Her second registered (15-09-1951) owner was W. (Bill?) Ridley of Pakuranga who kept her at Panmure.

She passed to D Wintle in 1961 & then **Ron Faber** on 13-10-67.

Grant Faber (son of Ron) has commented that when she was owned by Don Wintle, she was kept at Northcote Point, where she was moored when Faber Snr. bought her. Faber Snr. continued to keep off Northcote but later secured a mooring for her in Westhaven.

One day when Johnston was on a cruise, Grant Faber rowed over to Masquerade and asked Johnston if he could have a look aboard, as he believed his father Commander Ron Faber RNZVR OBE VRD, may have owned her in the period c.1964 -79. After an inspection, he confirmed it was indeed his father's old boat. After being informed that her original name was Taranui, during her 4 year re-fit, Johnston changed her name back to her original name, which she still has today. Grant Faber has commented that when his father bought her, she had a marine converted, 6 cyl. petrol Chev car engine, most probably her original engine, this engine gave a lot of trouble so Faber Snr. replaced it with a brand new, 6 cyl Holden petrol car engine.

Neil Lineham, a member of the Ngapona Assn, tells me that he maintained the boat for Ron and it was he who installed the Holden engine.

A note from Grant Faber-

*“Of nautical interest, the ensign staff shown in one of the photos, and the ensign, was passed to Dad, from my grandfather (Roy Drummond). It came from his launch Te Whara. He purchased it and fitted it to Te Whara in 1921 specifically for the visit of the Governor General visiting Whangarei in his ship Tutanikai. The launches of the day formed a guard of honour in the harbour. This ensign which is of real bunting made by Le Roy's (the noted marine canvas makers) flew on Te Whara until Pa sold her, then on Taranui, then on my launch Te Whara 11). It is currently framed and hanging in my library showing remarkably little wear for an ensign coming up to 100 years old.”*





## **TAMAKI-FORT CAUTLEY REUNION NEWSLETTER # 2. (From Jack Donnelly)** **“THE LIFE OF SAILORS”**

Today, I received a wonderful concept from [Piripi Mclean](#), a member of the Far North ex-navy group, administered by [Charlie Parkinson](#). Piripi, believes that a special way to help retain our memoirs and preserve them for our families, children and grand-children would be to start up a book of ‘dits’ short anecdotes and stories within groups such as his.

He reminded me that each day our ranks are getting thinner and thinner.

I would like to advance that initiative one step further and request that matelots within their respective RSA’s follow suit. It would mean putting a book behind their bar and whenever they are holding a reunion with other RSA’s or just gathering on a Friday night they could write up dits and stories of when they were in the RNZN. With the Tamaki-Fort Cautley reunion being planned, this idea would be a perfect way to gather information for the writing of a book which I intend to write as a souvenir booklet.

Would members of RSA’s and groups be interested in doing this?

There is now a Facebook page called SAILORS STORIES where you can add you ‘dits’

GI Jack.

## **USS THEODORE ROOSEVELT**

On March 26, 2020 – The following statement was released today by the Chief of Naval Operations, Adm. Mike Gilday:

“As testing continues, additional positive cases of COVID-19 have been discovered aboard USS Theodore Roosevelt. We are taking this threat very seriously and are working quickly to identify and isolate positive cases while preventing further spread of the virus aboard the ship. No Sailors have been hospitalized or are seriously ill.

“USS Theodore Roosevelt is in Guam on a previously-scheduled port visit. The resources at our naval medical facilities in Guam will allow us to more effectively test, isolate, and if necessary treat Sailors. We expect additional positive tests, and those Sailors who test positive will be transported to the U.S. Naval Hospital Guam for further evaluation and treatment as necessary. “We are confident that our

aggressive response will keep USS Theodore Roosevelt able to respond to any crisis in the region.”



*USS Theodore Roosevelt*

### **SHIP OF THE WEEK – HMNZS KUPARU (Q1348 – P3563)**

Q1348 was one of 16 Harbour Defence Motor Launches (HDML) to be delivered to the RNZN in 1943-44. Commissioned on 14 March 1944, it joined the 125<sup>th</sup> ML Flotilla based in Auckland before being placed in operational reserve in late 1945. Commissioned for use by the Canterbury RNZNVR Division in August 1948, it was renumbered P3563 in early 1950 and commissioned as HMNZS *Kuparu* in March 1968. *Kuparu* ceased fisheries patrol duties in June 1975 when the Lake-class patrol boats entered service. Along with *Manga*, *Haku* and *Koura*, she was allocated to an RNZNVR Division for training. Initially at Auckland, *Kuparu* transferred to Lyttelton in 1976. With the new Inshore Patrol Craft entering service, she left Lyttelton in July 1983 for retirement, spending brief periods attached to Wellington and Auckland divisions along the way, until early 1985.

*Kuparu* was the ML in best condition of those remaining, and she was completely overhauled and attached to HMNZS *Tamaki* in July 1985 for seamanship training until she was replaced by HMNZS *Kahu* in May 1988. It was then intended to preserve the ML as a potential exhibit for the RNZN Museum. She was placed in a cradle on an unused portion of Calliope North wharf on 21 November 1989 and shrouded in a tarpaulin. When the end of the wharf was demolished in 1999, the vessel was moved to the North Yard, but it was only a temporary reprieve. With the establishment of a new museum that could display the vessel still some way off, the former *Kuparu* was sold in January 2002, almost 60 years after it had been built at the Ackerman Boat Works at Newport Beach, in southern Los Angeles, California. After deteriorating in a storage yard at Helensville for some twelve years, *Kuparu* was ‘re-discovered’ in March 2017 by former RNZN stoker, Scott Perry, who has restored her to sea-going condition.

She is currently berthed at the Town Basin in Whangarei. Scott has done a magnificent restoration job and along with *Paea*, also in Whangarei, and *Medusa* in



the UK, she is possibly one of only three MLs left in the world that have not been reconfigured to a pleasure craft.

*(The restoration of Kuparu will be covered in a separate article at a later date. Incidentally, I was the last person to drive her while in the RNZN. Ed)*



**Kuparu**



**CPO Jerry Payne & LS Shane Kennedy**