

## HMNZS NGAPONA ASSOCIATION INC

### LONGCAST

15 May 20 – Ngapona Assn Lunch at Pt Chevalier RSA (Cancelled)

1 June 20 – Queen’s Birthday

12 June 20 – Navy Club Lunch – Remuera Club (tbc)

19 June 20 - Ngapona Assn Lunch at Howick RSA (tbc)

10 July 20 – Navy Club Lunch – Remuera Club

17 July 20 - Ngapona Assn Lunch at New Lynn RSA

Hi Folks

#### **ANZAC DAY**

I hope you were able to remember those who have gone before us in a special way on ANZAC Day.

Elaine and I stood on the footpath in front of our house with a candle and listened to the service on National Radio, I found it quite moving.

#### **RNZRSA POPPY DAY**

As you know the Poppy Day was cancelled this year. If you feel you would like to contribute, the RSA has a ‘Givealittle’ page:

<https://givealittle.co.nz/org/rnzrsa>

#### **NGAPONA ASSOCIATION BI-ANNUAL DINNER**

The Assn committee has decided that due to COVID-19 we should postpone the dinner which was to be held in July this year. Due to the uncertainty of the current situation it was thought best to postpone it to a similar date next year. Details will be advised in due course.

#### **NGAPONA ASSOCIATION AGM**

The Ngapona Assn AGM which was scheduled to be held in June this year has now been re-scheduled to 9<sup>th</sup> August 2010. Due to the current uncertainty, this date is still tentative.

#### **RNZN COMMUNICATORS REUNION**

The Reunion is planned for New Plymouth over the weekend of Friday, 26 March to Sunday, 28 March 2021. The venue has been booked and a full weekend programme has been arranged for you and your partners.



### **PRINCE OF WALES TOO NOISY**

Residents complain HMS Prince of Wales is causing noise pollution and keeping them up at night. The Royal Navy's newest aircraft carrier, HMS Prince of Wales, has been the subject of a number of complaints from residents near Portsmouth Naval Base, who say the ship is keeping them up at night. Neil Sutton, who lives in Gosport, claimed the hum created from the generators was easily heard throughout his neighbourhood.

Portsmouth Naval Base has installed a £13 million electricity station to power the carriers, but a Royal Navy spokesperson said that the ships were still required to use their generators for limited periods during the current lockdown because of increased local electricity demand.

### **AUSTRALIAN WARSHIPS SOLD TO CHILE**

Chile's Navy is preparing to sail two recently retired Australian warships out of Sydney after purchasing them in a deal believed to be worth more than \$100 million.

Former Adelaide-class frigates HMAS *Melbourne* and HMAS *Newcastle* were quietly commissioned into their new service this month during a formal handover ceremony between both navies.

Both ships entered service with the Royal Australian Navy (RAN) in the early 1990s and since being retired last year Defence has been examining various options for their disposal.

Defence has confirmed the ships, renamed *Almirante Latorre* and *Capitan Prat*, will remain in New South Wales until next month "while training is completed, and preparations are made for them to sail to Chile".

The ABC has been told the deal with Chile is worth \$110 million, comprising of \$45 million for each warship and the remainder of the purchase price going towards stores, data and training.



HMAS *Newcastle*

### **POSSIBLE RESTATEMENT OF CAPT OF USSN THEODORE ROOSEVELT**

Capt. Brett Crozier was fired last week as the commanding officer of the carrier Theodore Roosevelt.

Secretary of Defence Mark Esper left the door open for reinstating former aircraft carrier commanding officer, who was relieved of duty last week after he urged the Navy to step up its response to a COVID-19 outbreak on the 4,800-person ship.

“When I replaced the acting Navy secretary three days ago, I called him and the Chief of Naval Operations into my office I gave them some guidance,” Esper said in an interview with CBS on Friday morning.

“One of the things I told them is this: No further action will be taken against Capt. Crozier until the investigation is completed. And once that’s completed, we’ll see where that takes us. And so we’ve taken nothing off the table.”

### **SHIP OF THE WEEK – HMNZS MANAWANUI (1948, 1979, 1988, 2019)**

*Manawanui* is a Māori word meaning "to be brave or steadfast".

The first HMNZS *Manawanui* (1948) was a naval tug which was modified for use as a diving tender by the Royal New Zealand Navy (RNZN). Originally intended for service with the United States Navy as a tug, the vessel was built in 1945 and transferred to the New Zealand Marine Department, which employed her in Waitemata Harbour before transferring the ship to the RNZN in 1948. She was converted to a diving tender in 1953 and served out her time in the RNZN in this role, before being decommissioned in 1978 and sold to the Paeroa Historic Maritime Park. She was finally scrapped in 2010.

The second *Manawanui* was laid down on 8 December 1978. This ship was a lead-ship of an Inshore Patrol Craft type based on the 1970s RAN torpedo recovery vessel although it was built with a larger superstructure. In March 1988 the RNZN purchased a larger diving tender due to the expansion of the Operational Diving Team. This new vessel was commissioned into service as HMNZDT *Manawanui III*.

The third HMNZS *Manawanui* (A09) was commissioned in 1988 as a diving support vessel for the Royal New Zealand Navy. Originally she was built as a diving support vessel, the *Star Perseus*, for North Sea oil rig operations. *Manawanui* has a capability to hold station over a fixed position. She has a triple lock recompression chamber, a crane with 13 tonne lifting capacity, wet diving bell and a small engineering workshop. She also has limited deck cargo carrying capacity. The divers of the New Zealand Navy who worked on board *Manawanui* were trained for deep diving with mixed gases, underwater demolition and unexploded ordnance disposal. An ROV operated from the *Manawanui* returned photos of the wreck of the MV *Princess Ashika*, which sank near Ha'apai, Tonga on 5 August 2009. The vessel was decommissioned at Devonport Naval Base on February 23, 2018. In July 2018 the ship was sold to the Major Projects Group, an Australian demotions company, and has been renamed as the MV *Ocean Recovery*. The ship will be used by the Major Projects Foundation (which was founded by the company) as a research and education vessel, with a focus on investigating and preventing oil spills from sunken ships in the Pacific. The new owners, Paul and Wilma Adams, plan to base the ship at Carrington, part of the Port of Newcastle, New South Wales, Australia. They plan for the ship to be the diving base for work in Chuuk Lagoon (Truk) and more generally in the Federated States of Micronesia, where the US Navy conducted Operation Hailstone in 1944 and sank numerous warships of the Imperial Japanese Navy along with merchant ships. They plan for cathodic protection to be applied to the wrecks, to reduce the chance of further discharge of bunker oil into the lagoons.

The Ministry of Defence has recently acquired a dive and hydrographic vessel to close the capability gap created with the decommissioning of the survey ship HMNZS *Resolution* in 2012 and the dive tender HMNZS *Manawanui* in early 2018. HMNZS *Manawanui* is based on *Edda Fonn*, an offshore support vessel owned and operated by Østensjø Rederi. *Edda Fonn* was originally built in 2003 by Norwegian firm Myklebust Verft.

In August 2018, Østensjø Rederi agreed to sell *Edda Fonn* to the RNZN for NZD103m (\$67.3m).

The vessel was equipped with multiple dive and hydrographic systems during its redevelopment. It was also modified to meet the naval requirements of the RNZN. The modifications and sea trials were conducted in Frederikshavn, Denmark.

The support vessel reached New Zealand after embarking on a 46-day voyage from Denmark in May 2019, with the ownership of the vessel being transferred to the RNZN in the same month.

The new ship, named HMNZS *Manawanui* (the fourth Navy ship to bear this name), will provide the Royal New Zealand Navy with the ability to conduct a range of specialist diving, salvage and hydrography tasks around New Zealand and across the South West Pacific.

*Manawanui* will deliver the ability for diving and hydrographic specialists to embark and conduct specialised operations such as surveying of coastlines and harbours, underwater explosive disposal, mine counter measures and underwater search and salvage. Possible missions for the ship will include surveying harbours and approaches after a natural disaster prior to larger support ships landing support equipment and personnel, providing support to the ongoing mission to eradicate explosive remnants of war in the South Pacific and salvage operations to find and recover submerged objects.

Contributing towards New Zealand's maritime presence in the region, *Manawanui* will also be supporting government agencies including the Police, Customs, Ministry for Primary Industries and Ministry of Civil Defence and Emergency Management.





*Manawanui (1948)*



*Manawanui (1979)*



*Manawanui (1988)*



*Manawanui (2019)*



### **DID YOU KNOW?**

On 30 April 1917, the decoy or Q-ship, HMS Prize, commanded by Temporary Lieutenant Commander WE Sanders RNR, was in action with U-93. This was the first submarine engagement conducted by Sanders and by Prize, for which he was awarded the Victoria Cross. Three weeks later, he was awarded the DSO for his second action, and then tragically lost with all hands in August during his third submarine action.

William Edward Sanders was born in the Auckland suburb of Kingsland on 7 February 1883. His father, Edward Helman Cook Sanders, was a boot maker, who with his wife Emma Jane Sanders (née Wilson), would have three more children. William's maternal grandfather was a sea captain and worked for the family's shipping company.

Sanders attended Nelson Street School until 1894, when his family moved to Takapuna. He shifted to Takapuna School, which was close to Lake Pupuke, where he learned to sail. He earned the nickname *Gunner Billy* for his exploits with a small cannon that a classmate brought to school. He left school at the age of 15 and, at the urging of his parents, was apprenticed to a mercer in Auckland's Queen Street. He

was not particularly interested in the trade and, desiring a career at sea, would go down to the wharfs to inspect the berthed ships and chat with their captains and crewmen.

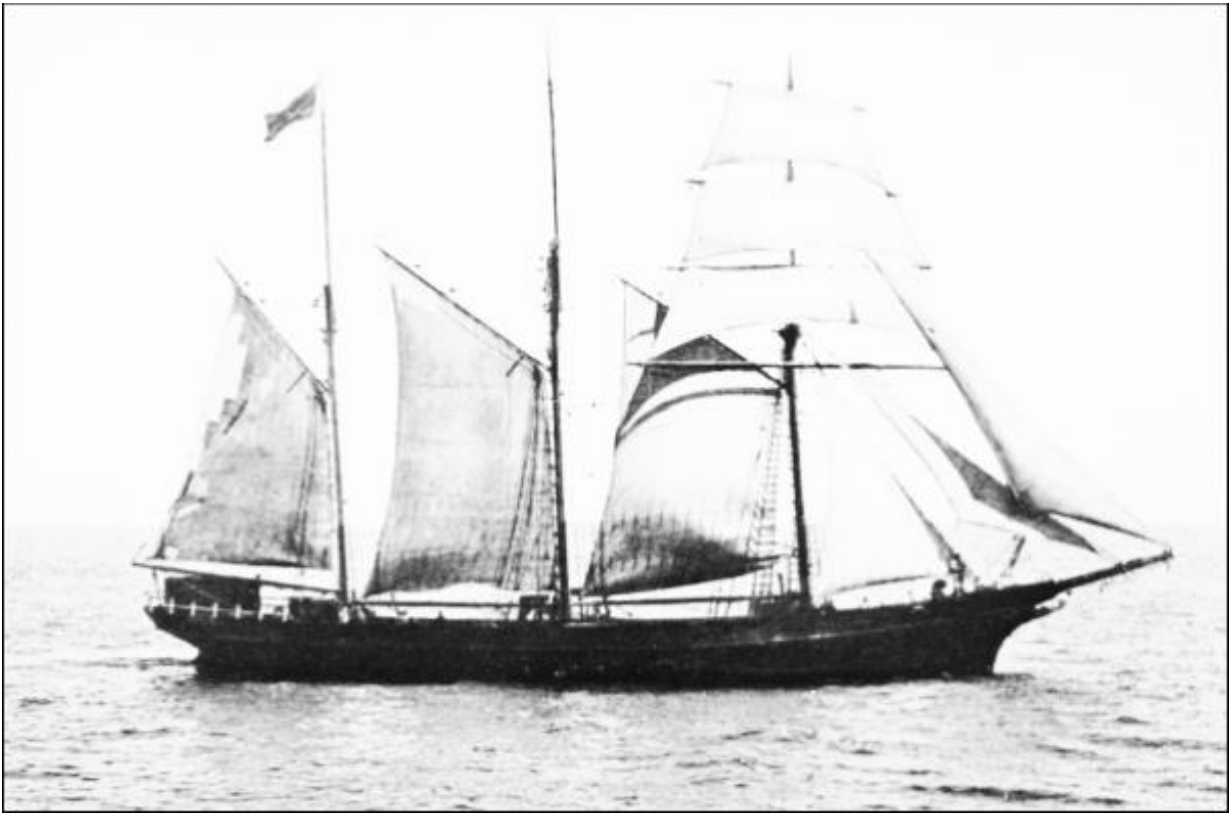
In 1899, Sanders joined *Kapanui* as a cabin boy. An officer on the ship, a coastal steamer which worked the coast north of Auckland, was an acquaintance and advised Sanders of the availability of a position on board as a cabin boy, and he promptly applied. He remained with the company that operated *Kapanui* for three years. In 1902 he joined *Aparima*, operated by the Union Steam Ship Company, which traded between New Zealand and India. He transferred to NZGSS *Hinemoa* in 1906 as an ordinary seaman. *Hinemoa* was a government steamer servicing lighthouses along the New Zealand coast and depots on offshore islands. Sanders earned a master's certificate in late 1914, following the outbreak of the First World War. He then served aboard troopships in the Merchant Navy until April 1916, when he was commissioned in the Royal Naval Reserve. He completed his military training in the United Kingdom, after which he served aboard *Helgoland*, a Q-ship that operated against German submarines. His performance on his first two patrols earned him his own command, HMS *Prize*, in February 1917.

In June 1918, Sanders' father received his son's VC and DSO from the Earl of Liverpool, the Governor-General of New Zealand, in a ceremony at the Auckland Town Hall. Sander's VC, the only one awarded to a New Zealander serving in the RNR, and DSO are on display at the Auckland War Memorial Museum.

Several memorials exist to Sanders' memory, including the Sanders Cup, a sailing trophy for 14-foot (4.3 m) centreboard yachts.



'Gunner Billy' LtCdr WE Sanders, VC, DSO, RNR



*HMS Prize*

Regards

**Jerry Payne**

Editor

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