

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

27 January 20 – Auckland Anniversary Regatta
6 February 20 – Waitangi Day
14 February 20 – Navy Club Lunch – Remuera Club
14 – 16 February 20 – Motuihe Island Reunion
21 February 20 - Ngapona Assn Lunch at Titirangi RSA
13 March 20 - Navy Club Lunch – Remuera Club
20 March 20 - Ngapona Assn Lunch at Waiheke RSA

Hi Folks

MONTHLY LUNCH

Considering that there were a number of people away on holiday, we had a good muster at the Swanson RSA last Friday. Apart from Greerton RSA, Swanson would have to have the best lunch of all the RSAs that we go to for lunch.

FROM THE SICKBAY

Bryan Shankland has had his operation and although still in some pain, he expects to go home tomorrow. All the best for a speedy recovery Bryan.

Jim Paltridge is still in Middlemore Hospital undergoing treatment. It is expected that he will return to St Christopher's tomorrow.

Ray Niethe is undergoing a course of treatment to see if his shoulder can be fixed without further surgery. Hope this works Ray.

CERTIFICATE OF SERVICE

Grant (Rocky) Morrell was presented with his Certificate of Service by the Chief of Navy, at his home in Carterton recently. Well done to the Navy for going the 'extra mile' to make the presentation. Well done Rocky for your service.



Grant Morrell and RA David Proctor in Carterton

MOTUIHE REUNION

A reunion is to be held in Auckland 14-16 February 2020 for all those who served in HMNZS Tamaki on Motuihe Island (The Rock). This will be a one-off reunion to bring together those who experienced a unique time in their lives and the history of the RNZN. To have completed your training on that island was a triumph in itself and an experience that will never be forgotten.

The reunion will be open to anyone who served on The Rock, either as a trainee or a member of the Ship's Company. Personnel attending the reunion are welcome to bring their wife, partner or sweetheart with them.

Registration form available from RNZN Comms Assn website.

ML STORIES

I asked if anyone had some ML stories they would like to share.

A couple have been submitted:

HMNZS Hinau was on patrol off the East Coast of the North Island with Lieutenant Commander Russell Johnson as officer in command, when he (Russell), decided that he wanted to explore the inside of the cave at Poor Knights Islands.

We (the crew), thought he was going to take the Zodiac in but instead he drove Hinau right into the cave. All engines and ventilation were shut down so that we could listen to the amazing acoustics for which the cave is famous.

There was a gentle swell running which pushed us to the side of the cave. Before we could flash up main engines, the top of the mast was scraping along the roof of the

cave, wiping out the Sat Nav aerial and damaging the Anchor light. Bits of aerial came raining down on the deck.

Furthermore, the swell was lifting the ship so that the mast acted as a battering ram against the roof of the cave. Now the mast on an IPC is rather like an inverted letter "Y", with the stem of the "Y" as the mast. With the battering, the stem was being pushed down into the "V" part of the "Y" putting the mast out of shape.

Our MEO, Doug Wood, reckoned he could fix the mast with a couple of timber jacks and what's more he knew the owner of a timber mill at Tryphena.

The next day we were anchored in Tryphena harbour. Doug went ashore and came back with 2 timber jacks whereupon we proceeded to jack the mast back into shape. The Sat Nav aerial was made to look real using what was left of the broken pieces and the anchor light was repaired.

At the end of the patrol we sailed back into Auckland as if nothing had happened other than an OPDEF on the Satellite Navigation system.

(The Dockyard could never work out how the damage occurred.)

Supplied by Peter Goodman

On one trip as an AB I was assigned cooking duties. I was well briefed about the requirement that the nature of the custard was "perfect" for pudding, and the corn beef was easy to cut. I later achieved Chief Ernie West's seal of approval for the custard – lump free. The beef however gave me an opportunity to increase my rations for the day. The engineering Chief was looking a little light green around the gills when he came down for lunch, as we were doing easy 20 degree rolls as we made our way up the Tutakaka Coast. I had been able to cook up potatoes and green peas to have with the beef, and as we sat down I said in a low voice. Aren't the peas a lovely green colour Chief. He gulped and headed top side not to be seen again that watch, and I got my extra meal....

"All care and no responsibility" was certainly the motto of Ordinary Seaman R. He was so keen he was dangerous, but a little easily distracted. On one Waitangi Run we had the Governor General (Sir David Beattie) aboard, and he took note of things as an old RNVR man himself. As we let go on the Waitangi Wharf our "Keen OS" decided to keep hold of the line when ordered to "let go", and Chief Thompson screamed at me to leave off coiling my recovered line, launch myself over the deck, and knock the OS out of the way, and throw the tethered line into the water before the GG was decapitated. I at least knew what to do, having been taught this maneuver by an LS who had to use an axe to sever a line that was dragging an ML under the water steadily.... Fortunately I didn't have access to an Axe or I may just be getting out of jail at this point.... Russell Johnson or Charles Blackie were on the bridge and fortunately kept the GG busy and he pretended not to notice....

It was always dangerous to get frustrated with OS R and make a "throw away" comment, as he was likely to "throw things away". When he asked, "what shall I do with?" Was to invite an expletive from the Chief, but literalism was OS R's problem....and if he was told "I don't care whether you throw it over the side..." would mean that's where it would go. I have seen a vacuum cleaner disappear, a large pot, and an electric frying pan, which he upended – maintaining grip on the handles...

Best Waitangi was when we were accompanying Taranaki (as training ship), with a full crew of basic trainees aboard for their first cruise. From Bay of Islands she sailed to Fiji and around the Islands. One rating missed that cruise though. We were duty run ashore boat and delivered the boys to the Russell wharf, all of them in

full Number 1s for their run ashore before sailing for the tropics. One young buck was over confident and we all winked as he sauntered ashore – last run back we picked him up, wearing only someone else’s underwear and a random pair of jandals, and very drunk. Good humour from old heads aboard the ML kept him stable until we got him to the brow, which he gingerly ascended and promptly decked the OOW. We then got the Duty jail role on the way back down the coast, with him locked in the wireless shack, and delivered to the MPs on Torpedo Bay wharf.

Next “duty jail run” was the Haddo/Pintado arrivals. I was still an AB at the time and really enjoyed the entry of USS Haddo to Auckland, as I later got aboard the Nuclear sub and had a great time with the American sailors, and felt the weirdness of that silent ship, but before that we were the floating jail for protesters who had been fished out of the sea ahead of the sub. They were all incredibly impressed with their fame and awesomeness and we humoured them with very mild promises to maim if they didn't do what we told them, until passing them over to the Police.

Supplied by John McEwan



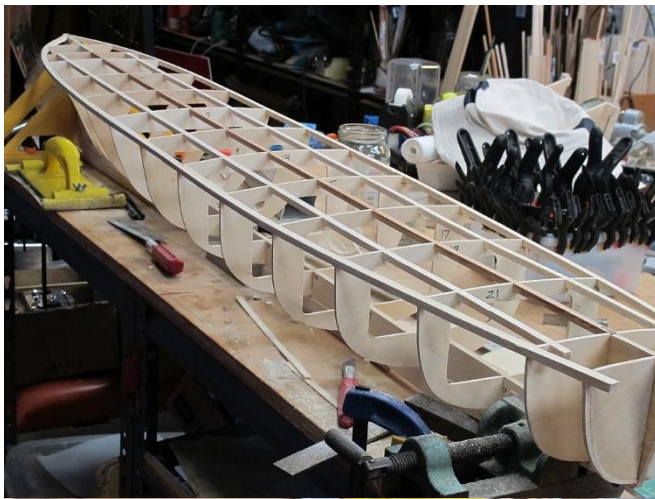
FAIRMILE ML404 MODEL

Pat Lynch is making a 1:24 model of ML 404 (became Deborah Bay and then Romanda – wrecked in the Islands) from a set of UK plans.

To assist him he would like a copy of the book *Fairmile Flotillas* by Ken Cassells and *New Zealand Naval Vessels* by R K McDougall.

If anyone has a copy of either book they could donate, sell or loan to Pat he would be most grateful.

Reply to this email if you can help.



SHIP OF THE WEEK – HMNZS IRIRANGI

The station was commissioned on 2 September 1942 and became HMNZS *Irirangi* on 30 October 1951. Initially the station was a joint RNZN/RNZAF facility, built inland to avoid any possibility of bombardment from the sea. The air force complained about the spartan conditions and had moved out by 1946. The station decommissioned in 1993, when technology allowed the transmitters and receivers to

be remotely controlled from a communications facility in HMNZS *Philomele* in Auckland.



HMNZS *Irirangi*

DID YOU KNOW?

On 20 January 1941, the first rating entered on the ledger at the newly commissioned HMNZS Tamaki (Commander GH Denniston DSO RN) on Motuihe Island, was Norman H Ambler, who entered as an Ordinary Seaman.

