



Northland Lunch
November 2017.docx



Xmas poster
2017.docx



HMNZS NGAPONA EX MEMBERS ASSOCIATION INCORPORATED

LONGCAST

17 November 17 - Old Salts Lunch at Titirangi RSA

19 November 17 – Northland Xmas Function

24 November 17 - Ngapona Assn End of Year Function at the Pt Chevalier
RSA

8 December 17 - Navy Club Lunch at the Remuera Club

8 December 17 – Maritime Societies' Annual Dinner, Northern Club,
Auckland

15 December 17 - Old Salts Lunch at Orakei RSA

Hi Folks

NGAPONA ASSN MONTHLY LUNCH

Our monthly lunch is this Friday 17th November at the Titirangi RSA. Hope to see you there at 1200hrs.

Take Titirangi Road from New Lynn, when you reach the Titirangi township turn left into South Titirangi Road, it is about 200m on your left.

There will be a gold coin donation.

NORTHLAND LUNCHEON

A reminder that the next Northland Luncheon will be on 19 November 2017 at the Bay of Islands Yacht Club Waitangi. This will be the last one until next year. Let's make it a good one. More the merrier.

Please RSVP by 14th November with the number attending. See attached flyer.

HMNZS NGAPONA ASSN - END OF YEAR FUNCTION

The Ngapona Assn is holding its annual End of Year Function at the Pt Chevalier RSA on Friday 24 November. For those who are unable to make it to our monthly lunches this is a good opportunity to catch up with your shipmates. Partners and friends are most welcome. Just drop Jill an email so we can advise the caterer. See attached flyer.

RNZN COMMUNICATORS ASSN

The next long lunch is open to all ex sailors and their partners. No need to register just turn up. Details of the event are:

Event: The next Looooong Lunch

When: Saturday 18th November 2017

Where: O'Hagens Bar, in the Viaduct, Auckland Harbour

Time: From 1200

A NAVAL CAREER IN THE EYES OF COLIN ROSS Pt. 3

After Xmas leave I returned to Auckland and joined ROYALIST. It was easy to identify those posting as you had your kitbag on your shoulder and had your respirator bag slung from a shoulder. There were quite a few of us coming out of Training Division and posting to ROYALIST on the same day therefore the posting in routine took some time. ROYALIST was by now berthed on Calliope West Inner, White bait corner as it was affectionately known. Originally we were to be accommodated on the Stokers Mess and all thought we were now Ships Company, however further disappointment awaited us that day. It was decided for whatever reason we would all be accommodated down aft and treated as trainees. This of course went down like a lead parachute.

As Training Division we were turned to at 0600 scrubbing down the upper deck, I had always thought that's what they had sailors for, however it was the scrubbing of the wooden decks on the Quarterdeck and waists either side of the bridge that awaited us each morning.

After breakfast, which was eaten on the mess deck, as the ship had broadside messing, which meant you had to lash up and stow your hammock as the mess tables were all below slung hammocks. The meal was collected from the galley and then you walked back down to the mess to eat it.

After breakfast the mess cooks would clean the mess, all plates went back to the galley and you had to clean your own knife fork and spoon as these were issued to you and you had to guard these as those whom had misplaced theirs were always on the look out for replacements.

From day one on ROYALIST all the new stockers were assigned tasks, most of us were involved in boiler cleans. After the salt-water contamination of the boilers in the Coral Sea it was deemed necessary to clean all four boilers. This work was extremely hot and dirty as you would either be in the steam or water drums wire brushing to remove any deposits. The dust, which was a combination of salt, corrosion products and boiler compound, was very fine and got into the pores in your skin. It took a lot of scrubbing to get it out at the end of the day.

One of the interesting features of the ship was the Tiller Flat. At sea there was always a sailor and a stocker on watch down there and as they weren't allowed to read or sleep the place was spotless. You could quite literally have eaten your meals off the deck, it really did gleam.

We straightaway were put into four watches which meant you were duty every fourth day. As you can imagine being the newbies we got all the unpleasant duty watch tasks. This was cleaning in the galley, cleaning of mess decks, passageways and anywhere else that was deemed in need of a clean.

The mess decks had linoleum flooring laid over the steel deck but a lot of the passageways were steel decks, which were painted green, but of course the paint was chipped in places and always seemed to require a lot of effort to even look remotely clean.

The other tough rule to handle was that as trainees we were required to go ashore in uniform, this with a ROYALIST cap tally of course always lead to derision from some quarters of the civilian population. Of course whilst we were suffering this indignity the Court of Enquiry was being progressed and being reported in all the local papers, so as can be imagined we were not happy to be ashore in uniform.

An incident that took place whilst I was still on ROYALIST had a very fortunate outcome. HMS DAMPIER was a Royal Navy survey ship that in ROYALIST's hour of need in the Coral Sea had gone to her assistance and at one stage took her in tow. During one of these assistance evolutions DAMPIER had collided lightly with ROYALIST and the impact had shattered the formica in DAMPIER's aft bathroom.

DAMPIER arrived in Auckland and in early 1966 underwent a maintenance period at which time the Dockyard replaced all the shattered formica. On completion of her maintenance she proceeded to sea as usual for sea trials. However on returning to Auckland on completion she suffered a telegraph failure approaching Calliope West opposite ROYALIST. As a result of this she hit the wharf rather heavily and as a consequence shattered all the newly replaced formica in the bathroom. Also the impact knocked the dockside crane off its rails and its boom crashed down onto ROYALIST's quarterdeck. Luckily Duty Watch had completed their muster and the quarterdeck was empty.

In March all stokers were mustered in their mess and our Divisional Officer came down. It transpired they needed three volunteers to post to INVERELL the following day; I couldn't get my hand up quick enough and was duly selected as one of the lucky contenders. This actually had a downside as the rest of the stokers class went to either WAIKATO, which was brand new, and commissioning in UK or HMS BLACKPOOL, which the Government had negotiated as a temporary replacement for ROYALIST and this, was also to be commissioned in UK as HMNZS BLACKPOOL.

Whilst this was a disappointment as far as career went, I was just glad to get off ROYALIST and finally get to sea. As you will see from the future story this quick decision and wish of mine probably cost me advancement in the future of about eighteen months. However it was not with a heavy heart I packed my kit, donned my kitbag and respirator and trundled down the jetty to join INVERELL and a life on fishery patrol and as a training ship, but at least I was now Ships Company.

To be continued

CNS #21

Rear Admiral I.A. Hunter RNZN CB

Chief of Naval Staff: March 1991 – April 1994

The information available on the net is very limited.

Take care

Jerry Payne

021 486 013

President

HMNZS Ngapona Ex Members Assn Inc

"There are good ships, and there are wood ships, the ships that sail the sea."

"But the best ships are friendships, and may they always be."

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