



Maritime Society
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HMNZS NGAPONA EX MEMBERS ASSOCIATION INCORPORATED

LONGCAST

24 November 17 - Ngapona Assn End of Year Function at the Pt Chevalier RSA at 1900

24 November 17 – Steamex, SRFM

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

19 January 18 – Ngapona Assn Lunch at Swanson RSA

16 February 18 - Ngapona Assn Lunch at Manurewa RSA

16 March 18 - Ngapona Assn Lunch at Waiheke RSA

Hi Folks

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. (That is this Friday!!!)

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.

Please email Jill by Wednesday.

NORTHLAND LUNCH

It is reported that the Northland Lunch which was held in Pihia last Sunday was a great success. Well done Margaret and Jill.

DECOMMISSIONING – HMNZS ENDEAVOUR

On 15 December, HMNZS ENDEAVOUR will be decommissioned after almost 30 years of service. Over her time in service, ENDEAVOUR has steamed over 800,000nm and pumped more than 210 million litres of fuel to more than fifteen partner nations.

ENDEAVOUR has seen operational service in Bougainville and East Timor as well as conducted deployments throughout Australia, South Pacific, Asia, West Coast of Canada and the United States as well as travelling through the Panama Canal to Europe.

ENDEAVOUR will return to her home port of New Plymouth for the last time on 14 November 2017 where she will officially hand back the charter to the Mayor of New Plymouth before making her final entry into Devonport at 1000, Friday 01 December 2017.

In March 2018, ENDEAVOUR will depart New Zealand for the final time under a civilian crew, heading for India. She will be recycled in an environmentally responsible manner, which will take approximately five weeks.

In 2020, the RNZN will welcome a new replenishment capability for the Navy with the arrival of HMNZS AOTEAROA. Once in service, she will be almost double the displacement of ENDEAVOUR and the largest Naval vessel the navy has ever operated.

REMINDER - MARITIME SOCIETIES' ANNUAL DINNER

Maritime Societies' Annual Dinner will be held at the Northern Club, 19 Princes Street, Auckland, on Friday 8th December 2017. (See attached flyer.)

FROM SICKBAY RANGERS FACEBOOK PAGE (Thanks to Bungy Williams)

NZ navy veteran wins 'landmark' compensation battle after proving exposure link to Parkinson's

A Royal New Zealand Navy veteran has won a years-long battle for compensation after connecting his Parkinson's disease with chemical exposure during his military service.

In a potentially-landmark case, Veterans Affairs' has provided the ex-serviceman, who wants to remain anonymous, with an entitlement to disability compensation for Parkinson's, a condition attributed to his operational service on a Royal New Zealand Navy ship during the 1948-1960 Malayan Emergency.

During his naval career, he was exposed to toxic chemical solvents, including trichloroethylene (TCE), while degreasing and cleaning electronics.

TCE, which is now classified as a carcinogen, is linked to a number of adverse health effects including the debilitating Parkinson's.

Now, after living with the debilitating condition for years and fighting Veterans' Affairs for recognition with support by the Returned and Services' Association (RSA), the veteran is receiving compensation.

"We are very pleased that [the veteran] and his family received this entitlement from Veterans' Affairs New Zealand. There are likely to be many more people living with Parkinson's in [the veteran]'s situation, who are not aware of the link between this solvent TCE and Parkinson's," said Parkinson's New Zealand chief executive Deirdre O'Sullivan.

The veteran's decision was made on appeal to the independent War Pensions Appeal Board - now replaced by the Veterans' Entitlements Appeal Board - which considered appeals against decisions made under the War Pensions Act 1954.

Since 2014, the Veterans' Support Act has specified how Veterans' Affairs makes decisions about whether a veteran's condition may have been caused by factors associated with their service. It involves the use of Statements of Principles, which are instruments developed by the Repatriation Medical Authority of Australia and state what factors must exist in order to establish a causal connection between particular diseases, injuries or death, and service based on the best current synthesis of research published on the RMA website.

A Veterans Affairs spokesman said there was a range of possible entitlements available based on the level of impairment of any individual veteran. It could include payment of a pension, and also the cost of treatment and support services to assist the veteran to remain independent.

"Veterans' Affairs encouraged all veterans who may qualify for entitlements under the Veterans' Support Act to get in touch," he said.

STEAMEX - NAVY AND EX NAVY GATHERING

Date: 24th Nov 2017

Venue: Senior Rates Fleet Mess

Time: 1800 - 2359

Tickets: \$30 pre sales. \$35 at the Door

Ugly Shirt Theme!

Contact: Mark.Allan@NZDF.mil.nz for further information

A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 4

Joining INVERELL was both exciting but also daunting as it would be my first experience of the big blue ocean and at the same time would be actually expected to work. As soon as we had our kit on-board we were introduced to the Boiler Room as that is where our watch keeping experience would start.

The Bathurst Class minesweepers were built in Australia during the Second World War. Of some 800 plus tons they were gifted to the RNZN in the early 1950s. Early in the 1960s with the paying off of the Loch Class frigates there was an obvious shortage of dedicated training billets. At that time all four Bathurst Class sweepers were in mothballs and a decision was made to recommission INVERELL and KIAMA to be converted into training ships and also to assist with the fishery protection tasks around the New Zealand coast.

Ship's Company were billeted in the forward mess and a training mess was created aft just forward of the Tiller Flat. Junior Rates were all in hammocks, which were slung in the dining hall as well as forward of that in the rec spaces. My first hammock space was outside the aft heads on the stbd side. This was not a choice space as you can well imagine as during the night people going to the heads would bang into your hammock thus interrupting your sleep. Also some of the smells drifting out were somewhat challenging to the nasal passages. As people drafted on and off the ship the priority was always to try and improve your sleeping area, I ended up slinging my hammock for most of my time on the ship right forward above the cable locker.

The Boiler Room contained two Admiralty Three Drum boilers mounted side by side. The Boiler Room was pressurised to force the air into the boiler through vents in the boiler front. To maintain this pressure the Boiler Room was accessed through an airlock containing an inner and outer door. The intention was that to access the Boiler Room you opened the outer door, stepped into the airlock and closed the outer door prior to opening the inner door and accessing the Boiler Room.

So straight away we were in three watches as boiler front stokers. The watch was run by a POME whom had the responsibility for maintaining the boiler pressure thus supplying steam at 200psi to the triple expansion reciprocating engines, which were connected as a direct drive to the shafts and propellers. These would drive the ship at a maximum speed of 15.5 knots.

The first trip was a week at sea in the Bay of Plenty. Whilst there we spent time checking Japanese long lines, which were set just outside the 3 mile limit, which was at the time the legal area off the coast. To check these lines we would pull in the long line and remove the first dozen fish for measurement and weight recording. There was a snapper pretty much on every hook. So as not to waste the fish they would end up in the galley for dinner that evening.

The galley contained a large stove, which was heated by diesel dripped into the furnace under the hot plate. The diesel was supplied from a small header tank on the upper deck. A hand pump in the Engine Room manually pumped up this tank. In heavy weather it was a real challenge to produce regular meals and often they would consist of soup.

At the end of the first week we arrived in Tauranga for the weekend. In those days Ship's Company Junior Rates had to go ashore in uniform. The first thing I noticed on going ashore is the road seemed to be moving under my feet, this was the result of the ship's motion all week and the bodies adaptation to the motion.

Every time we encountered heavy weather the story would be related around the ship as to how the Australians had lost a couple of these vessels in heavy weather with them rolling over. It was somewhat disconcerting when hearing it for the first time however as time passed it was proven to be just an old sailors tale, however these vessels with their round bilges and small bilge keels did roll around alarmingly at times. As the saying went "These vessels would roll around on wet grass".

These were the days before helicopters and ships were called on regularly to carry out Search & Rescue missions. Some of them I will recount, as I believe it was the most satisfying reward of my whole time on INVERELL.

One of the earliest missions was to rescue a dismasted yacht. The BLACK DOLPHIN was a participant in the Fiji to Auckland yacht race and was dismasted more than 200 miles north of North Cape. We were dispatched to her aid and towed her back to Auckland.

Radio Hauraki was another notable rescue or should I say rescues. Hauraki was set up as a private radio station and as they couldn't get a licence to broadcast from land they converted a ship and anchored it in what was at the time International Waters in the middle of the Hauraki Gulf. We had steamed past the ship on our way out of Auckland to the Bay of Plenty. She was anchored peacefully in calm water however later that day the weather turned foul and she broke her mooring and after struggling against the elements ended up beached in an inlet on Gt Barrier Island. We were turned around and steamed back to the Gulf to render support. There was not a lot we could do while she was aground but we went to anchor in the bay and effectively became a radio support vessel for her.

The second time we went to her rescue was more dramatic for us. We had returned from a patrol and were alongside in Auckland. Again the weather was foul and again TIRI got into difficulty and the Navy was requested to help. The call went out on radio stations for the crew to return to their ship. The ship hastily flashed up and when sufficient crewmembers were on-board the ship slipped its berth at 0030 and proceeded out to rendezvous with the TIRI and escort her into port. TIRI was unable to steer to port and taking on water so INVERELL had to plot a course and escort her safely past Tiri Tiri Island, through the Whangaparoa Passage and into clear water. It was a very uncomfortable night as the wind was howling through the rigging and we were so close to TIRI that we could really hear the wind in their large radio mast. It was interesting that when TIRI was towed into a berth in Auckland she was meet by dozens of people and was in the spotlight whilst we arrived back into Devonport almost un-noticed.

For me the two years on INVERELL provided many highlights. As a country boy from Putaruru I had only seen the country from Orewa in the north to Waiouru in the south, so in the two years I visited almost every port on the NZ coast, amongst the best memories are the two weeks we spent in the Sounds. We visited almost every one of the Sounds from Milford Sound south and would spend a whole day steaming up them to the source of them. It was stunning scenery and just an amazing time. Some of the incidents during my time on INVERELL I will deal with in the next chapter.

To be continued

CNS #22

Rear Admiral J.E.N. Welch RNZN CB

Chief of Naval Staff: April 1994 to April 1997

Admiral Welch joined the RNZN in 1959 and received training as a cadet and midshipman in the United Kingdom at the Britannia Royal Naval College at Dartmouth. He returned to New Zealand in the newly commissioned frigate HMNZS *Taranaki* and continued service in her on the Far East station until joining the submarine HMS *Tapir* in late 1963. He was one of a very few New Zealanders to have served in Royal Navy submarines.

He was then posted to the frigate HMNZS *Pukaki* and back to *Taranaki* as the navigating officer. He was posted to HMNZS *Inverell* as First Lieutenant. Admiral Welch received specialist training as a gunnery officer at Whale Island, the Royal Navy's gunnery establishment in Britain. After completing the course he was posted as a Gunnery Officer of the frigates *Taranaki*, *Otago*, and *Blackpool*. He was then posted ashore and served with the Directorate of Defence Intelligence before he was posted to the newly commissioned *Canterbury* as Gunnery Officer.

He was promoted to Commander in 1977 following postings as Commanding Officer of *Inverell* and Fleet Operations Officer. In 1978 he was posted as the Commanding Officer of *Otago* and *Canterbury* in 1983 with a period at Defence Headquarters in Wellington in between. His *Canterbury* time included a deployment to the Indian Ocean in support of the Royal Navy task group in the area.

In 1987 Admiral Welch was posted as the Defence Adviser in Ottawa Canada and on return he was promoted to Commodore and posts of Assistant Chief Operations and Assistant Chief of Development in Defence Headquarters. In 1994 he was promoted to Rear Admiral appointed as Chief of Naval Staff. When his term expired in 1997 he retired from the RNZN.

Take care

Jerry Payne

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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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