





HMNZS OLPHERT 90th Reunion Update

Thank you to those that have already registered. Payment confirmation will be sent to you shortly.

We are in the process of finalising the details for the weekend so would appreciate if those who are intending to come could send in the registration form prior to the 14th of December, with payment occurring NLT 01 March 2018. The event is in March and this will creep up on us quickly with Christmas in between, this will assist the committee in its planning.

If you are in the Wellington area and could spare some time to assist the committee in setting up then please contact HMNZS OLPHERT 04 5275049

As you may be aware due to Wellington's earthquake risk we had to relocate to 34 WAIONE ST, Petone. Since taking occupancy there have been significant changes to the building and she is starting to look Naval in preparation for the 90th.

Some common questions answered:

The dress for the weekend events is Smart Casual.

The church service, OLPHERT's ships company will be in uniform with medals everyone else smart casual with or without medals.

Due to catering logistics, following the Church Service on the Sunday we are now having a buffet luncheon rather than a BBQ.

We are still trying to track down a few people so if you know of anyone who has yet to receive a registration pack then please email their contact details to OLPHERT.REUNION@nzdf.mil.nz.



HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

8 December 17 - Navy Club Lunch at the Remuera Club

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

9 December 17 - HMNZS Ngapona End of Year Parade

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

DEATH NOTICE

Commander G.A (Gavin) Wright VRD*, RNZNVR

On 1st January 1975 he was promoted to Commander and appointed Commanding Officer HMNZS OLPHERT. He retired from command on 31st December 1978 but continued to serve as required for ML Command and Junior Officer training until retiring, age for rank, in March 1981. He was awarded a bar to his VRD in July 1979.

During his career Commander Wright served on or undertook training on HMNZShips KIWI, TUI, KANIERE, KIAMA, INVERELL, SANTON, ROYALIST, PARORE, HAKU, MANGA, TAMURE, KOURA, KUPARU, PAEA, MAKO.

A service to celebrate CDR Wright's life was held in Cedarwood, 17 Parata Street, Waikanae, on Wednesday, November 29.

HMNZS NGAPONA ASSN - WEB SITE

I am pleased to report that the website is progressing well and we should go live before Xmas

The website will serve to keep members informed of the activities of the Assn and hopefully attract new members.

As you will be aware, there is no annual subscription to belong to the Assn, so we are still seeking donations to cover the cost of the website.

Our bank account is: ASB 12-3287-0184065-00. Please show 'Website' in particulars and use your name as a reference.

The response to the call for donations to date has been very pleasing but we are still well short of our target of \$1500.

HMNZS OLPHERT 90TH REUNION - UPDATE

HMNZS Olphert Reunion - see attached.

REMINDER

Maritime Societies' Annual Dinner, Northern Club, Auckland, this Friday.

A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 6

On the 27th May 1968 I posted into PHILOMEL. It was strange going back to PHILOMEL as Ship's Company and of course being accommodated in what was then termed the NEW BLOCK or the Cruiser Block it was like five star accommodation compared to the past two years.

To be in a cabin of only four people and a bed took some getting used to. Especially as it didn't jump or rock around. One of the disadvantages was having to walk to work. As part of Fleet Maintenance Unit (FMU) we were based in a small building at Calliope Central. From memory the workshop had a lathe, drill and not much else.

Most of the tasks assigned were either tank cleaning or assisting Ship Staff with small maintenance tasks. All the big jobs went directly to the Dockyard. One of the other drawbacks was having to wash up then go to PHILOMEL for lunch and Up Spirits.

Duties were still one in four watches. Mustering in either the CRO Flat or car park outside B1 dormitory at which time you would be detailed off for duty and what cleaning station you had for rounds. Most of the time I would be duty driver, which was a bit of a cushy number, as you tended to get left alone and apart from regular duty runs were just stand by to be called when needed. If you were duty fire truck driver the first task was to muster all equipment at 1630 and attend any fire exercise of which there was

usually one between 1600 and 1700 which then made sure it was out of the way before supper.

One of the other duties was at North Head. Usually a Leading Hand and two AB's were driven up there at 1600 and were responsible for the security of the place. Unlike today the public didn't have access to the top of Nth Head, which was fully fenced off, at any time and there was a fence and gates at the bottom of the hill, which were closed at night. We kept watches up there but apart from a visit by the OOD for rounds and the Q/D ringing every hour instructing which set of rounds you had to do at Nth Head it was a quiet lonely duty.

The best part of this duty was you took your provisions up with you and cooked your own meals; this actually made the duty go pretty quickly. Doing rounds there were about four different routes and as you visited each building on the rounds route you had to sign the log. Pretty antiquated system looking back but that's the way it was done.

As I had previously indicated the Navy got regular call outs for search and rescue. In my six months ashore in PHILOMEL I had two crash postings to assist in these incidents. The first was a Saturday night and being duty O was obviously on-board. Just after supper duty watch was mustered in CRO Flat, TARAPUNGA one of the survey ML's had run aground surveying off Red Mercury Island in the Bay of Plenty.

MAKO was tasked to sail and support her as they needed to get her to Whitianga, put her on the hard and carry out a more permanent repair to get her back to Auckland. So I was detailed off to join MAKO and sail with her. We took on a lot of extra gear and sailed at 1900. We arrived alongside TARAPUNGA about 0200 next morning. The crew had carried out a patch job on the hull internally so the next day we escorted her across to Whitianga and she was beached just up passed the wharf. As the tide went out we had to progressively prop her up to stop her listing onto her side. With the tide out and the boat propped upright the damage was surveyed and a more permanent patch put onto the outside of the hull which allowed her to sail back to Auckland and be slipped for a permanent repair.

We sailed at 1200 and arrived back in Auckland to off load excess equipment then shifted around to the ML pontoon in Whitebait Corner. Arriving back in PHILOMEL I tried to get my tot out of the OOD but even after my sterling sea service he wouldn't open the rum store and issue me a tot, oh well I suppose it didn't kill me to miss out for one day.

Early August once again mustered in the CRO flat and detailed off to pack sea kit and report to BLACKPOOL. The GOTHIC had reported an engine room fire and needed assistance as she headed for Wellington. Joined BLACKPOOL at 2100 and she slipped from Devonport at 2130. This was an exciting trip for me as it was my first time on a Frigate. Because of the mercy dash we headed down the coast at 30knots. The Y100 frigates once they got up to full speed were a joy to steam. They had a great wake

behind them that towered over the Q/D and the whole ship pulsed so you knew you were travelling at a high power.

We meet the GOTHIC out off Wellington at 1700. She was underway so we escorted her into Wellington, fuelled and then departed again at 0330 the next morning. It was a more leisurely steam back up the coast arriving back in Auckland three days after our hurried departure.

The six months in PHILOMEL went all too quickly. I had cemented my friendship with Kerry and we were now well into our courting. By November I had been advised I was posting to TARANAKI before the end of the year. TARANAKI was just coming out of a major maintenance period so I was excited to know I would be joining her and also a bit apprehensive as I realised after my trip on BLACKPOOL that these ships were a big step up from INVERELL and her 200psi three drum boilers. There seemed to be steam lines of various sizes everywhere and an expectation that you would identify them all and know where all system valves were even blindfolded.

So again I found myself packing my kit, kit bag on my shoulder and gas mask at the slope off to another experience.

To be continued

HMNZS WAIKATO

Did you serve in HMNZS WAIKATO?

In 1999 the HMNZS Waikato Association loaned, to the then Wellington Maritime Museum, a painting of the sailing ship 'Waikato'. This was meant to be returned but for whatever reason was not. It is thought the painting may have hung in the Junior Rates Dining Hall on Waikato.

The Museum now wishes to return the painting to either the Association or the original owner. Does the Waikato Association still exist? If anyone can shed some light on this please reply to this email.

NEW OPVs FOR RAN

The fleet of 12 new Royal Australian Navy offshore patrol vessels will be built by German ship designer Lürssen as prime contractor, the Australian government announced on November 24. The government further stressed that OPV project, which is worth up to AU\$4 billion, will be delivered by "Australian workers, in Australian shipyards using Australian steel". The design for the 12 new vessels will be based on Lürssen's OPV80 design adapted to Australian requirements. Somewhat bigger than the four OPVs Lürssen built for the Royal Brunei Navy, Australian O PVs will be 80 metres in length with a displacement of 1700 tonnes and a draught of 4 metres. The vessels will be fitted with a 40mm gun for self-protection, three 8.4m sea boats, and command and communication systems. This will allow the OPVs to operate alongside

Australian Border Force vessels and other Australian Defence Force units. The vessels will accommodate up to 60 personnel, including a crew of around 40 Navy personnel and have the ability to accept modular mission packs such as unmanned aerial systems. First two ships will be built by ASC Shipbuilding in Adelaide and the project will then transfer to the Henderson Maritime Precinct in WA where Lürssen will use the capabilities of Austal and Cvmec to build 10 OPVs, subject to the conclusion of commercial negotiations. The first of the 12 OPVs will start production in the fourth quarter of 2018 and is expected to enter service in 2021 starting the replacement of the current Armidale-class patrol boats.

(Credit to: The Naval Historical Society of Australia)

CNS #24

Rear Admiral PM McHaffie RNZN CNZM, OBE
Chief of Naval Staff: April 2000 to April 2003
Chief of Navy: April 2003 to April 2004

MEDIA STATEMENT

The Chief of Defence Force, Air Marshal Bruce Ferguson, said he is delighted at the decision to extend the term of the Chief of Navy Staff, Rear Admiral Peter McHaffie. "We have a strong team at the head of the Defence Force and the Admiral's extension will ensure that the excellent progress we have made this year will be continued. "The Navy is engaged in a number of significant projects including the expansion of the maritime force with its consequent impact on personnel and infrastructure." Rear Admiral McHaffie has been extended by a year until April 2004.

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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