

HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

24 March 18 - Navy Open Day, DNB

24 March 18 - Kumeu Militaria Show, Kumeu Showgrounds

6-8 April 18 - 75th Anniversary - HMNZS MOA Sinking

13 – 16 April 18 - HMNZS Otago and All ships Reunion, Poenamo Hotel, Auckland

14 April 18 – Book launch, 'Sailors Against the Odds' Ngataringa Sports Complex

20 April 18 - Ngapona Assn Lunch at Onehunga RSA

25 April 18 – ANZAC Day

15 – 18 June 18 – Greenies Weapons Electrical Reunion at Napier

Hi Folks

NGAPONA LUNCH

For those who were unable to make it to the monthly lunch at Waiheke last Friday, you missed a most enjoyable event. There were 36 attendees, and we had an excellent meal, the RSA put on 'Up Spirits' and my request for fine weather was granted. Many thanks to the Waiheke RSA for their hospitality.

NAVY OPEN DAY – SATURDAY 24 MARCH

The RNZN will host the public at an Open Day on Saturday 24 March, between 1000 and 1600. Held every four years, these events are an opportunity to showcase the Navy.

I have it on good authority that the newly refurbished HDML, ex HMNZS Kuparu, will be at the Philomel Landing.

See our ships and the talented and well trained sailors who crew them, the state of the art world-class technology our personnel train on, get close up to one of our SH-2G(I) Seasprite helicopters and see where the Navy works, lives and plays.

Enjoy live musical entertainment by The Royal New Zealand Navy Band.

Plenty of things for everyone to see, do and eat. Put the date in your diary now and bring the whole family.

HOW TO GET THERE:

- + Consider public transport – parking is limited.
- + There will be extra City to Devonport and Stanley Bay return ferry sailings available.
- + Access will be via the main Queen's Parade Gate and the Stanley Point Gate with parking available on Ngataringa Bay Sports Field.

WHAT TO BRING:

- + For safety, please wear closed toe footwear when embarking on the ships.
- + Please also bring drinking water.
- + Sunscreen.

Please note there may be ladders and steep stairs onboard our ships.



ROYAL NEW ZEALAND NAVY DIARY

I have just received my copy of the latest book by K.F. Wilson.

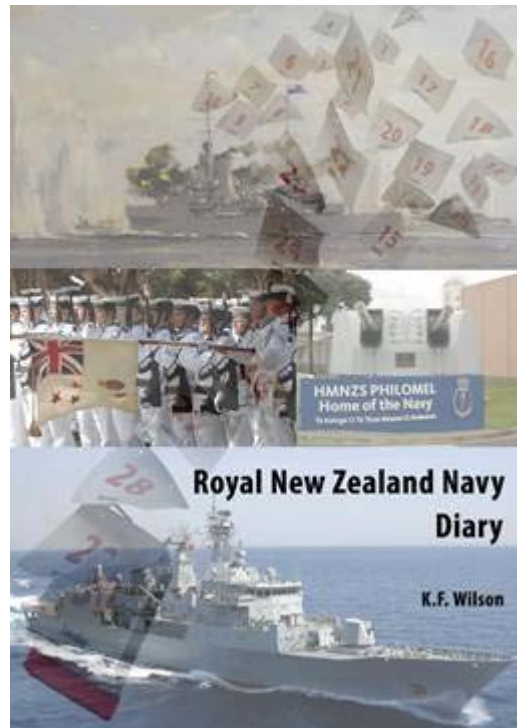
The book is compiled in the form of a diary and covers the first 75 years of the RNZN. Fred has to be commended on his in-depth research and the amount of detail covered by each entry, many of which are accompanied by photographs, both black and white and colour and diagrams and maps. Fully indexed and cross-referenced, with additional annexes providing summary entries, it comes in an A4 format and is hard bound with 342 pages. For anyone interested in the RNZN this will be an invaluable reference book.

Published by Quarterdeck Limited

PO Box 32-175, Devonport, Auckland, New Zealand.

ISBN 978-0-473-41429-0

If you would like to purchase a copy send an email to: kf.wilson@xtra.co.nz giving your name and postal address,
\$45 if local Devonport/Takapuna or pickup, otherwise plus courier \$7. Pay to account 12-3015-0631204-00 (use your name as reference)



DID YOU KNOW?

The current Navy logo was authorised by Rear Admiral Tony Parr, Chief of Navy, on 20 March 2010. It depicts the Naval Crown, the fern and the foul anchor, and represents a strong, modern New Zealand Navy.



A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 21

After leave and a bit of maintenance we started our period of fish patrols. These were proving very interesting but hard work with a heck of a lot of manoeuvring whilst the boarding party checked the fishing vessel details and catch.

The history of fishing around the coast changed rapidly over these times. In the 60's we were doing fish patrols in the Bay of Plenty with the three-mile limit. In the 70's this changed to doing patrols of the twelve-mile limit off the East Coast of Napier and especially down to the Chatham Rise, which is out off Christchurch. There was also a lot of squid fishing out off the West Coast and indeed at night there were lights everywhere with Taiwanese mainly fishing boats.

Indeed in the 80's whilst returning from Campbell Island on CANTERBURY we had something like fifty contacts south of Stewart Island, so this is an indication of how the fishing changed and indeed the species changed. As they fished out one species then there would be a change to another species. There seemed to be very little done at the time to check what this targeting of species did to the rest of the food change. As an example the sudden arrival of Orange Roughie on the table of NZ indicated this shift in species and indeed the targeting of certain species.

The biggest difference in the 70's was the arrival of the Russian trawlers. These trawlers were pair trawling out on the Chatham Rise and effectively taking everything in their way. They also had parent ships that were processing the catch on site into fishmeal. I know the inspecting people were frustrated at the net size when measured on deck was legal but when dragged between two ships, with the water pressure, seemed to close up and take all sizes and species. Of course they weren't particular as it was all turned into fishmeal.

We found that our four-hour watches below were very trying as we were constantly manoeuvring. We would pull up to a vessel and stop whilst the boat was lowered and the boarding party would be off to inspect the boat. Whilst they were away although the telegraph was at stop we were required to keep slowly rolling the turbine ahead to keep the expansion of the turbine in control. This meant that the ship would be slowly going ahead through the water. It took constant attention to ensure that the turbine was revolving at the slowest possible speed to reduce the way on the ship without allowing the turbine to stop.

So inevitably the Officer of the Watch (OOW) would have to come up in power to turn the ship around and keep it in the proximity of the fishing vessel. So as I have indicated a four-hour watch was pretty trying and also frustrating in knowing that these fishing vessels were effectively taking away a large part of our fishing wealth.

These trips were interspersed with port visits obviously for fuel and allowed some time ashore for a break of routine. These patrols took in the later part of 1978 and the first part of 1979. During this time I was constantly training unit tickets and passing on what knowledge I had. Some of the recipients were easier to train than others. I had one that had been double banked by a series of other Chiefs but he still wasn't ready to be left on his own.

After a couple of weeks of double banking him I realised he was competent but not confident. It was easier to indicate you were not up to speed and let someone else take the responsibility and make the decisions. So I had a word with the WMEA and we decided that the only way to get him out of this safe zone was to take me out of the space. So I ended up watch keeping or double banking him from the Engineers Workshop.

In some ways this was fortunate in that I was out of the sweaty hole, but unfortunately I could have picked a better time as it used to get quite cold and lonely in the workshop during the silent hours. I could still hear the intercom from engine room to boiler room and even hear the revolution counter changing, so was not really too far out of touch with what was happening.

Towards the middle of 1979 we arrived in Dunedin. I had arranged to go on leave from here; Kerry and the children flew down to meet me on our arrival in Dunedin. This was a bit of a novel experience being met by family and not in Auckland.

We had arranged to stay with Laurel and Bob Dunn. Bob had joined as a chef, the same year as I had and Laurel was a Wren Writer. The friendship had come out of cricket. In 1973-74 season we had played together for Navy and had games after that when we had both been at home between trips. I never served on the same ships as Bob but out of our love of cricket we developed the family friendship. Every Saturday whilst we were playing Kerry & Laurel would be at the venue with the children whom had a great time together and so the family friendship was formed.

Bob and Laurel very generously gave us the use of their car which enabled us to travel south and then up to spend a couple of days in Queenstown and the area around there, so that was very well appreciated. After a couple of more days we departed by train up to Christchurch and spent a night there. We were supposed to continue by train to Picton to catch the ferry to Wellington, however the line was closed so we had to bus up. Unfortunately Lydia our daughter was not a great traveller, however luckily the bus driver was sympathetic and a few stops we managed to arrive in one piece in Picton.

After all my stories of the wild and windy waters of Cook Strait, we get on the ferry and off we go to find the strait as calm as a mill pond, probably lucky as some of the family weren't the greatest of sailors. We then took the overnight train to Auckland, the Silver Star was a great way to travel and we thoroughly enjoyed the journey back to Auckland.

As a sideline, whilst I was away on leave OTAGO had been sent up from Dunedin to Christchurch. CATERBURY was in Christchurch and supposed to carry out a Shop Window for the local dignitaries. Unfortunately they were having trouble with condenseritis and unable to sail so OTAGO had been dispatched to carry out this commitment. As OTAGO backed out from the wharf in Lyttleton they had Rod Stewarts song "I am sailing" blasting out over the upper deck loud speakers. I doubt that that would have been appreciated by CANTERBURY, however in those days there was a lot of competition between what we saw as the workhorse frigates and the Formica frigates.

On returning from leave to meet the ship again in Auckland it was into a round of maintenance before we deployed to Sydney. After the maintenance we went to sea for a shakedown as we had just undertaken another big crew change. Whilst out on this we were having trouble with one of the Copes Feed Regulators. These control the water level in the boiler and as such are pretty important. The decision was made to come down to one boiler and have a look at the innards of this valve. This was a tricky operation as we were on one boiler and hand controlling the water level in the steaming boiler whilst they investigated the problem.

The Marine Engineer (MEO) Lt Cdr Beaman had one look at the inside of the valve and as nothing was obvious the decision was made to reassemble it. MEO decided to just take another look and as he did for some reason a large dollop of boiler water slopped out of the valve down the front of his overalls and over his hands quite badly scolding him.

The first we knew in the engine room was the boiler room requesting us to get the bridge to pipe for the Medic to the boiler room at the rush. Once I had managed to sort this out and had a report on the accident from the Boiler POM(E) I could inform the bridge. They had difficulty getting the MEO out of the boiler room as access to some of these engineering spaces was quite confined.

Once he was out of the space the valve was quickly reassembled and preparations made to bring the boiler back on line. In the meantime we had come up to full power on

one boiler and had turned back to Auckland. We finally connect the second boiler and proceeded into Auckland at full power until into the channel arriving alongside at 2300. We were all pretty shocked by this event. We were all aware of the dangers we were exposed to every time we went on watch but in all the hours of watch keeping this was the first serious accident I had witnessed. Although we knew it wasn't fatal it was still a big wake up call. The next day of course there was a Court of Inquiry started. As Chief of the Watch I was first up as a witness. This was pretty harrowing as the whole time you are running through what happened, what could have done differently that might have avoided the problem. However at the end of it we were informed the procedures we had used were correct and it was unknown how the water had jumped out, no one could remember even the ship rolling as a reason.

So we sailed for Australia without the MEO and a temporary replacement, however I must admit that accident has stayed with me ever since and really made me aware of the dangers we flirted with every time we were under way. The trip to Australia went quickly, helped by Kerry flying over for a week. It was a bit disconcerting when she expected me to show her all the highlights of Sydney most of which I had never experienced myself. However it was a great time and really good to spend time with her in a different environment on our own.

Unfortunately on our trip back in mid Tasman we heard the news of the AirNZ plane missing on a flight to Antarctica. We were unsure if it meant we would be dispatched to the Southern Ocean as of course they were unsure of where it had disappeared. As it turned out they discovered the crash site and that meant that we would just be returning to Auckland. It is very true that the loss of this aircraft affected the whole country; everyone seemed to know someone or have a connection through some one to a passenger on the flight.

I returned to Auckland to be greeted by a very distressed wife, she knew someone of the plane and of course that brought home the whole disaster to me. So it was a sobering arrival home and luckily we went straight on leave. Not the greatest year all round however we had another deployment to the USA to prepare for in 1980.

To be continued

Take care

Jerry Payne

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Editor

HMNZS Ngapona 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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