

HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

30 March 18 – Good Friday
1 April 18 – Daylight Savings Ends
2 April 18 – Easter Monday
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
21 July 18 – HMNZS Ngapona Assn – Formal Dinner, Pt Chevalier RSA

Hi Folks

HMNZS NGAPONA ASSN - FORMAL DINNER 2018

It is with pleasure that I advise that the Ngapona Assn will be holding its second Formal Dinner on 21 July 2018 at the Pt Chevalier RSA. The Dinner held in 2016 was very successful and this year we have another excellent Guest Speaker. Details to follow.....

Reservations are being accepted now, reply to this email with an expression of interest to ensure you do not miss out.

NAVY OPEN DAY - LAST WEEKEND

The weather did not deter the crowds from enjoying a very successful Open Day last weekend.



ANZAC DAY PARADE 2018 - DNB

The Commanding Officer, HMNZS Ngapona, has extended an invitation to all 'Old Salts' to join with HMNZS NGAPONA on Anzac Day at HMNZS PHILOMEL memorial wall starting at 0730 through to 0830 to commemorate those who served. On completion there will be light refreshments served in the Vince McGlone Galley. **Please advise your intention to attend by return email so numbers can be finalised.**



CHANGE TO STORES ACCOUNTANT TRADE NAME

Chief of Navy has given his approval for the change of the Stores Accountant trade name to **Logistics Supply Specialist**, which can be reduced to LSS. This recognises the role of a naval LSS within the NZDF Logistics Doctrine, as distinct from other logistics functions, and provides a name comparable to the civilian sector. The approval to change the trade name does not confer an updated branch badge: however, the trade may develop and submit a new branch badge to the RNZN Clothing Board for consideration to better reflect their role and function.



DID YOU KNOW?

On 31 March 1951 Reserve and Volunteer Reserve Officers changed to wearing straight stripes rather than the distinctive sinuating style that had given them the sobriquet of belonging to the 'Wavy Navy'.



EX HMNZS ENDEAVOUR TO BE RECYCLED - BY LAINE MOGER

The RNZN's Endeavour cast off her lines from Auckland's shores for the final time on March 20, but that final voyage marks a world-first. The Endeavour is the first western Government-owned ship to go to Alang in India to be recycled. A total 99 per cent of the ship's body would be recycled and 70 per cent of that would be in its current format. Everything, right down to the cutlery, would be recycled. "To reuse items in original format is quite impressive," project manager Chris Calvert said. Also, Indian orphanages will be gifted some of her relics, in honour of her grand 30-year legacy. Endeavour was decommissioned on December 15. Because of Endeavour's age, the decision was made for the ship to be recycled, not sold, Calvert said. "She is a single-hull tanker and, while compliant now, this won't be in the future." The project had been 18 months in the making, and Calvert was incredibly proud of what the Endeavour's final journey said about New Zealand. It was important for New Zealand that her decommissioning be environmental, so the navy was very careful to research options. New Zealand Defence Force (NZDF), Environmental Protection Authority (EPA), and Ministry of Foreign Affairs and Trade (MFAT) worked closely together on this project, so it went smoothly and complied with international law, because it marked a couple of firsts, Calvert said. "You could put her on the beach here and still be happy with the process they are carrying out there." She was the first ship to be recycled under the Basel Convention, an

international treaty designed to reduce the movements of hazardous waste between nations. Along her journey there would be three audit visits, as every kilogram of the ship would be tracked to make sure the process was completed properly, he said. Casting off the lines was routine for any ship departure, but this week's event was significant as the severing of the last connection to New Zealand. The last commander of the ship, Cdr Martin Doolan, said the finality of saying goodbye, was the "sad bit" of this project.

Source: Stuff



Endeavour departing Auckland 20 March 2018

A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 22

1980 arrived rather quickly, as usual Xmas leave seemed all too short and before we knew it was time to return to work and get the ship ready for deployment. The first part of the year involved a maintenance period and as usual there was a large crew change.

Unfortunately the new WOMEA decided I should take over the refrigeration section. It's a part of ship that for some reason I never really have enjoyed. I suspect it is the fact that the machinery runs 24/7 and you seldom get a chance to maintain it without the pressure of food going off or in the case of air conditioning the ship heating up and the crew complaining.

After another period at sea to carry out a crew shake down and set machinery to work etc. we left on another deployment. This was again to the West Coast USA but had a lot more port visits scheduled and looked exciting on paper.

However by now I had been at sea for over five years, to compound this I had trained many people but they were the ones that got posted off and I was left with the expectation of training the next in line. Being a little fed up with this I asked not to have some-one double banking for the early part of the trip. This made the watch keeping better in the sense that I made the decisions without having to justify why to someone learning or in fact prompting them to make the decision and come up with the reasoning for their decision.

We arrived in Pearl Harbour with CANTERBURY to participate in the annual big RIMPAC exercise. There were ships from a large number of nations collected for the exercise. Our participation was not to be as we were informed from NZ that we were not to go to sea. It turned out TARANAKI had suffered a failure in the castings associated with their High Pressure Saturated Steam Range.

We were urgently directed to pull some of the pipework in this system to check if we were in the same situation. Unfortunately from the first pipework removal it was obvious we were suffering from the same issues. There was deep radial cracking in the pipework in the area of the flange attachment. So from there we had to progress the removal of the affected pipes and have them manufactured ashore and then refitted.

This took some weeks so we were unable to participate in any of the exercises. We made sure that we were on the upper deck every time the poor guys on CANTERBURY sailed passed on their way out to spend more nights at sea while we were free at night to go ashore and enjoy ourselves.

I had met an USN Chief Petty Officer Kevin Bradley on the 78 trip and he was one of the first ones to greet us when we arrived. One of the great things about this was that Kevin would call in each morning and drop off the NZ Herald. He had passed by the AirNZ office and picked up the papers recently arrived from the flights. This caused a bit of rancour from the wardroom as the lowly CPO's had the NZ news and they had to wait until our mess had finished them before we would pass them on to the Wardroom.

Another difference between the Navies was, Kevin could never understand why I as a CPO was actually getting my hands dirty. In the USN CPO's were management and had people below them to carry out the physical work. Kevin was also a great source of spare parts. He was on the USS BRICE CANYON, which was one of their heavy repair ships. It was also in the process of being de-commissioned so we could basically help ourselves to what ever we needed.

I still remember the day we went over in the mini-moke and brought back heaps of spare parts and tools. It was surprising the moke didn't break an axle. The days went pretty quickly and the nights even more quickly. We would often retire to Kevin's house and party. The American's could not believe the way we mixed up Moose's Milk. Indeed the 7-11 shop down the road was a bit bemused when we bought them out of plain ice cream several times. The other thing that impressed them was the Kiwi way of cleaning up the mess before we left; even more impressed were the American Wives when we did the dishes.

Because of the pipework trouble we were late leaving Pearl Harbour and had to forgo a visit to San Diego. Fortunately we picked up our original programme with a visit to San Francisco. I have only been there once but still have the memory of how vibrant the city seemed to be. There were some strange sights for sure, a real mixture of people and cultures but some how it just seemed to pulsate.

The first night there I was duty. We had shut down and had both diesel generators running. Unfortunately we were alongside Fisherman's Wharf, which was one of the top tourist dining areas. Most people will remember how smoky and smelly the two Paxman generators were, and being right up forward their exhausts exited through the ship's side under the focsle. The result was there were numerous complaints from the restaurants. People were getting up and leaving refusing to pay for their meals. Not good PR.

So the decision was made that we would do all required maintenance overnight and flash up to go auxiliary early next morning. So my plans of doing rounds and having an early night went out the window. It was a long night with a lot of hurried maintenance.

The same night was the usual Cocktail Party. I went to school with a guy Paul Crack. I knew he was working in the USA as a NZ Trade Ambassador. So I asked the MEO if he could make inquiries as to where in the States Paul was. Luckily he was actually at the cocktail party so I got to quickly catch up with him and made arrangements to further catch up a couple of days later.

Because of the over night work I was granted leave or a 24 off the next day and spent it by taking the ferry out to Alcatraz to visit the island prison. Apart from struggling to stay awake it was a real eye opener. After all I had heard of this prison, it was a lot different in real life. Some of the interesting things, in no particular order;

The major employment of the prisoners was a laundry. This is ironic as the island has no natural water, so all water had to be barged in. There was the Xmas menu still up in the Dining Hall, evidently prisoners could have as much food as they liked but they were required to eat whatever they took or they were put on punishment.

The worst punishment must have been that every morning as they were walking to their work place they had to walk down a set of stairs that faced the city. The city is what looks like a stone throw away from the island and this must have been a real torment for inmates that in some cases were there for a long stretch.

Visiting the cellblock was also quite sobering. Of course it is a pretty antiquated system but the two rows of cells facing inward towards each other about three stories high from memory. The prisoners had no privacy, as there was no cell door just an electronic gate. The practice prior to our visit was to put the visitors in the cell and operate the door to give them some idea of the feeling of incarceration. However not long before us they had carried this out and couldn't get the door to open to release the visitors, which had caused some stress so they had ceased doing it. All in all a fascinating place and fully worth making the time and effort to visit.

The next night we visited an Irish Bar. The place really hopped and it was a thoroughly enjoyable evening. This was at the time when the US President had Okayed the plan to send in a military force to rescue the hostages in Iran. As well known the attempt went horribly wrong, however we had sympathy for the situation. In discussion with the locals

about the situation and other topics they insisted we should return in uniform on our last night in the city.

As arranged earlier Paul came down and picked me up from the ship. This raised a few eyebrows as to why an embassy car was on the jetty and no one had advised the ship of who was visiting etc. It was more of an eye opener when a CPO and overnight bag depart in the car with the Trade Ambassador. However it was a great catch up, I hadn't seen Paul for about thirteen years so was great to catch up and meet his wife and baby.

The four days in San Francisco just seemed to race by, .and before we knew it we were sailing under the Golden Gate Bridge, a very impressive structure viewed from which ever angle you see it, and back out into the Pacific and towards Vancouver, Seattle and Victoria BC.

To be continued



Alcatraz

Take care

Jerry Payne

Editor@ngapona.org.nz

021 486 013

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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