

# HMNZS NGAPONA ASSOCIATION INC

## LONGCAST

16 October 20 – Ngapona Assn Lunch at Glen Eden RSA  
21 October 20 – Trafalgar Dinner, Tauranga  
7 – 9 November 20 - Armistice in Cambridge  
13 November 20 - Navy Club Lunch – Remuera Club  
20 November 20 - Ngapona Assn Lunch at Grey Lynn RSA  
11 December 20 - Navy Club Lunch – Remuera Club  
18 December 20 - Ngapona Assn Lunch at Orakie RSA

Hi Folks

### DEATH NOTICE

It is with sadness that I have to advise that Richard Simpson, (POWEF D106309) passed away last Friday evening at Middlemore Hospital after a brief tussle with bowel and kidney cancer. He was very comfortable when he passed, Wendy was with him virtually all the time.  
No funeral details yet, as his daughter is in isolation after returning from the UK.

### NGAPONA ASSN – MONTHLY LUNCH

A reminder that now the Covid-19 level is about to go to Level 1 in Auckland our monthly lunches can be held.  
Our next lunch is this Friday, 16 October, at the Glen Eden RSA.

### PAPAMOA CENOTAPH NEARS COMPLETION

The Papamoa Cenotaph has been having the final elements of a wall, seating and landscaping installed this week, thanks to the generosity of many locals.  
“The last part of the landscaping design is a World War 1 type trench,” says Michael O’Carroll. “There will be seating on the front part of the wall so local folk can go up to the memorial, sit down and spend time to reflect and remember our current servicemen and women and also our veterans and fallen heroes.”



Papamoa Cenotaph



Mick O'Carroll hoists the flag

### **HOW TIMES HAVE CHANGED**

At HMNZS Tamaki (Fort Cautley) we had the Officers, Senior and Junior Rates Bars where our ships companies gathered to relax, drink, enjoy each other's company and invited guests.

However, there were also other places within the establishment where at certain times matelots would gather to celebrate, party and socialize.

One of the most insignificant places was the old white house at the southern end of the rugby field which at one time was known as the Friday afternoon party house where senior rates would return too after the 'make & mend' session at the Masonic had ended. It was ideal as no one could hear the noise level or see what was going on. Guitars would play, singing and laughter as matelots enjoyed the party atmosphere through the afternoon and evening.

On completion of the end of term/year parades the drill shed put on the 'best show in town' It would be set up prior to the parade by the gunners with comfortable chairs, seats, trestles, a couple of bars and decorated appropriately for the celebration.

Guests that we invited in were the parade Reviewing Officers such as Admirals, Governor Generals, Commodores right down to the junior gunners who would be detailed off as stewards for the occasion. Light finger-food snacks were also provided courtesy of the CPOCK. The only thing that the shed didn't have were "Heads"

Christmas time it was the Buffer who would throw a huge party down in his compound. What a 'piss up' this was. This party was for the whole ships company to attend and they did in numbers. The Buffers party spent days in preparing for this annual event. The compound was decorated, drums full of ice and bottles of beer full to the top, a BBQ, a spit, fresh sea food (donated by the divers) salads and finger food were all on offer. They even had 'Father Christmas' make an appearance.

One of the years I attended John Peddie was the CO who just enjoyed himself and the entire occasion. I am not sure who the Buffer was that year, could have been Dave Miles or Dave Tatana, I'm sure someone out there will be able to add the names of Buffers who did a great job in organising these wonderful times. The guitars and songs went on well into the night with haka and waiata being performed. These are just three places that I remember, I'm sure there were other places that matelots will identify once they read this 'dit' They were occasions never to be forgotten.

Throughout our naval history matelots have always found ways to gather in places that were forbidden, off limits or were different from the permitted areas for a few “quiet ones” I wonder if the sailors of today do the same?  
On the outside the Drill Shed ...On the inside the ‘Party’ Shed.

### **RMS QUEEN ELIZABETH**

The RMS Queen Elizabeth pulling into New York with service men returning home after the end of World War 2, 1945.  
*(Just an interesting shot – Ed)*



### **SHIP OF THE WEEK – HMNZS TAKAPU P3556 (1943)**

HDMLs Q1187 & Q1188 were shipped as deck cargo from Vancouver aboard SS Kootenay Park and arrived at Wellington on 30 April 1943. There they were unloaded by floating crane and underwent full commissioning trials.

Q1188 joined the 125<sup>th</sup> Motor Launch Flotilla based in Wellington and carried out routine patrols through to 1945. As the war came to an end in 1945 the launches were concentrated at Auckland to pay off. Q1188 arrived on 11 July. After paying off they were laid up at Pine Island in the Upper Waitemata. In July 1946 ownership passed to the Marine Department who was selling off war surplus. Once the Lend-Lease agreements were concluded the government put them up for sale. However, during the sale process the government realised their value and in February 1947 Q1188 was withdrawn from sale.

In 1949 the RNZN purchased the frigate *Lachlan* for use as the first survey vessel in RNZN commission. It was decided that two smaller vessels would be needed to assist her in the survey task which HDMLs would be suitable. Q1188 had been cannibalised for parts to keep the other HDMLs that were in service so she had to be rebuilt. This was completed in February 1950 and she was commissioned as SML 1188 and was sent to Wellington in March. After arriving in Wellington, she began a survey of Cook Strait. In April she was given the pennant number P3556.

A second launch was required for survey duty so that Auckland Coastguard's *Cutter No. 1*, formerly Q1187 reverted to the RNZN on 29 May 1950 and was given the pennant number P3566 in October 1950. She was converted to SML in March 1951 and commissioned as a survey vessel on 21 March 1951. In April she proceeded to Wellington to carry out surveys of the Cook Strait. From then until 1979 both vessels carried out surveys right across the New Zealand coastline mostly by themselves or as a pair. They would also work with HMNZS *Lachlan & Monowai*.

In 1948 the Admiralty re-classed HDMLs as Seaward Defence Motor Launches [SDMLs]. The RNZN changed the classification in August 1949. The similar pennant numbers caused some confusion in signalling and the keeping of records. There is still today some uncertainty about which vessel is being referred to due to errors in recording the correct number. To try and solve the problem for the signallers from May 1951 P3556 had [A] added and P3566 [B]. These were added to the hulls in 1953. The next change was to assign names to the SDMLs that were in service with the RNZN. Those SDMLs that were assigned to fisheries protection were assigned Maori names for fish while other vessels were given Maori names for sea-birds. On 21 July 1955 P3556A was renamed *Philomel*, P3566B was renamed *Maori* from the shore establishments. As per NO 14/56 of 19 January 1956 *Philomel* was renamed *Takapu* [Gannet] from October 1955. *Maori* was renamed *Tarapunga* [Black-backed Gull] also from October 1955. They would serve as survey vessels under these names until they were released from survey duty in 1979.

In November 1979 *Takapu* arrived at Auckland for paying off and was decommissioned in December. At this time the IPC vessels marked for survey duty were under construction at Whangarei and had been assigned the names *Takapu & Tarapunga*. Both SDMLs were repainted to the standard colour scheme and refitted for use by the RNZNVR. *Takapu* was renamed *Kahawai II* and was sent to HMNZS *Toroa* in August 1980. *Tarapunga* was renamed *Mako II* and sent to HMNZS *Olphert* in November 1980. In August 1982 *Kahawai II* left Otago and was dismantled for disposal. *Mako II* left Wellington in August 1983 for dismantling. Both vessels were sold by the RNZN in 1984 ending some 40 years of service with the RNZN which was well beyond their expected life in 1943.

When *Kahawai II* was sold she renamed *Takapu* again and underwent an extensive refit. For many years worked out of Whakatane as a charter boat. She then moved to the Fiordland to continue her charter work. A helipad was added to the quarterdeck. She was in survey until earlier this year and is currently for sale, asking \$200,000.

