

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

15 January 21 - Ngapona Assn Lunch at Swanson RSA
1 February 21 – Auckland Anniversary Day
8 February 21 – Waitangi Day
12 February 21 - Navy Club Lunch – Remuera Club
19 February 21 - Ngapona Assn Lunch at Titirangi RSA
19 March 21 - Ngapona Assn Lunch at Waiheke RSA

Hi Folks

DEATH NOTICE

SEFTON, Roy Colin: Q.S.M

Of Palmerston North. On Tuesday 5th January 2021 (peacefully) at Arohanui Hospice. Aged 82 years. Dearly loved husband of Joan. Adored father of Tracey and Danu. A cherished grandfather and great-grandfather to all his grandchildren.

Artist, Activist, A dear friend to many. All messages to the Sefton family c/- PO Box 5191, Palmerston North, 4441. In lieu of flowers, a donation in Roy's memory can be made to the Arohanui Hospice, PO Box 5349, Palmerston North, 4441, or can be left in the Chapel foyer. A service to celebrate Roy's life will be held at the Terracehaven Chapel, 697 Main Street, Palmerston North, on Monday 11th January 2021 at 10.00 am.

(I urge you to read 'OP GRAPPLE – Roy Sefton's Story' which is available on the Comm's website – Ed)

FROM THE SICKBAY

ELAINE PAYNE – Sad to report that there has been no improvement in Elaine's medical condition during the last week. The good news is that I hope to have her home this Friday, just got to arrange all the equipment that is needed.

MONTHLY LUNCH

The first Monthly Lunch for 2021 is this Friday at the Swanson RSA. Our members have voted that this RSA provides the best lunch at a reasonable cost.

I know it is a long trip for some of you but it is worth the effort. Hope to see you there on Friday, starting at 1200hrs.

UK NEEDS SOME GOOD NEWS

The UK's Carrier Strike Group (CSG) has achieved a major milestone ahead of its first operational deployment this year. The Ministry of Defence announced that CSG

has reached Initial Operating Capability (IOC). The CSG has reached Initial Operating Capability (IOC), meaning all elements of the group from fighter jets to radar systems to anti-ship weapons have been successfully brought together and operated. Both the air and naval elements of the CSG have now met this milestone, which includes qualified pilots and ground crews being held at short notice for carrier-based operations and trained to handle weapons and maintain the equipment. Another marker of success at this stage includes the ability to deploy Anti-Submarine Warfare capabilities such as frigates and destroyers, as well as both fixed and rotary wing aircraft including Merlin helicopters to operate alongside the carrier. This is a hugely significant milestone for HMS *Queen Elizabeth*, the Royal Navy and the whole country.



HMS *Queen Elizabeth*

GOLDEN RAY BEING CUT UP

Crews working to cut up and remove the *Golden Ray* in St. Simons Sound, Georgia, USA have started cutting the stern section, known as “Section Eight”. The cutting comes after crews successfully cut off and removed the bow section in November, marking the first section to be removed. Crews have since been working on modifications to make the operation more efficient based on lessons learned from the first section.

The *Golden Ray* was carrying about 4,200 vehicles when it lost stability and grounded in St. Simons Sound in Georgia as it departed the Port of Brunswick in September 2019. All vehicles remain inside the ship’s cargo holds and are being cut along with the wreck’s hull.

Golden Ray – Bow section

2021 SPY MISSION

China's space-tracking ship *YUAN WANG-5* set off on last Monday for missions in the Pacific Ocean, marking the start of China's satellite marine monitoring and control missions in 2021. *YUAN WANG-5* operated at sea for 223 days in 2020, with a total voyage exceeding 510,000 nautical miles. *Source: People's Daily, China*



YUAN WANG-5

INTERESTING DECK CARGO

The *Bigroll Bering* loaded with 7 newly built hulls with weights from the smallest of 507 ton and the largest located in the middle of 1640 ton each, making it a total deck load of 6465 ton.

The *Bigroll Bering* made a stopover in Singapore for crew change, bunkers, stores and hull cleaning. Last Thursday the vessel departed again from Singapore heading west enroute Rotterdam.



SHIP OF THE WEEK – HMNZS TUI T123

In March 1942 in Scotland, *Tui* and the four Isles class trawlers, *Killegray*, *Inchkeith*, *Sanda* and *Scarba* had been newly built for New Zealand. They were formed into a flotilla and departed from the River Clyde with a convoy bound for Canada. The trawler flotilla then left for Auckland, arriving there in August.

In Auckland, *Tui* was assigned to the 25th Minesweeping Flotilla and sailed

for Suva to replace *Matai*. In December she joined her sister ships *Kiwi* and *Moa* at Nouméa. The 25th Minesweeping Flotilla had been offered to COMSOPAC, and by early December *Tui*, *Moa*, and *Kiwi* with *Matai* as flotilla leader, were all together at Nouméa ready to move north. They sailed for the Solomons, escorting a convey some of the way. Making Tulagi their base they began anti-submarine screen patrols on 19 December 1942 off Tulagi and Lunga Point, Guadalcanal.

On 21 January 1943, *Tui* and *Moa* came across four Japanese landing barges stopped close inshore. When *Tui* and *Moa* closed in, those aboard the barges opened fire with machine guns and small arms, and got under way. At close range *Moa* fired on the leading barge, but a fluke shot passed through the 4-inch gun aperture, ignited a cordite charge and injured all seven in the gun crew. *Moa* managed to silence the first barge and sink the last in line with 20mm fire, then withdrew and attended to the cordite fire and injuries. *Tui* then opened fire on the barges, sinking one with her 4-inch gun, and the remaining two escaped inshore in the darkness.

On 19 August 1943, while escorting a convoy from Noumea, *Tui* picked up a submarine contact. She made an initial run over it without using depth charges, a second run dropping two depth charges, and a third run throwing another two depth charges. Contact was lost and *Tui* signaled some US seaplanes who joined the search. A plane indicated that *Tui* should investigate smoke on the horizon. The submarine was sighted on the surface and *Tui* opened fire at maximum range, scoring one and possibly two hits. Aircraft then dropped depth charges and the submarine sank at 23°26'S 166°50'E. She was the Japanese submarine *I-17*, 2,190 tons, 108m long, built in 1939. Ninety-seven crewmen were lost. *Tui* picked up six survivors who said that *Tui's* depth charge attacks had damaged the submarine and forced it to the surface.

The commanding officer and anti-submarine control officer on the *Tui* had doubted whether the contact was really a submarine, so the depth-charge attacks were not properly carried out. A later Naval Board report concluded that "had the proper procedure been followed and a full depth-charge pattern fired in the original attack, there is little doubt but that the submarine would have been destroyed then and there."

COMSOPAC released the New Zealand ships in June 1945, and *Tui* departed the Solomons escorting a group of six RNZN Fairmiles. On her return to Auckland, *Tui* worked with *Kiwi* and the 7th Trawler Group on the final clearing of the German minefield in the outer Hauraki Gulf.

In 1952 the Navy wanted to free some Loch class frigates for war service in Korea. *Tui* was recommissioned in February 1952 to take over training duties previously undertaken by the frigate *Kaniere*. This training was carried out for the Naval Volunteer Reserve and included training for compulsory reservists as well as volunteer reservists and sea cadets.

She was also used part-time by the DSIR and the Naval Research Laboratory (NRL).

In October 1955 *Tui* was docked for conversion to an oceanographic research ship. On 5 March 1956, the now disarmed *Tui* was recommissioned and reclassified as a fleet auxiliary. She made many scientific cruises for the DSIR and NRL to places around New Zealand and Pacific islands. She investigated shipwrecks, notably *MV Holmglen* off Timaru in 1959 and *MV Kaitawa* off Cape Reinga in 1966.

Tui was finally decommissioned on 22 December 1967. She was stripped of her equipment and sold in December 1969 to Pacific Scrap Ltd who demolished her. She was replaced in 1970 by a purpose built oceanographic ship with the same name.



Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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