



LONGCAST

- 9 September 22 – Navy Club
- 16 September 22 - Ngapona Assn Lunch at New Lynn RSA
- 14 October 22 – Navy Club
- 21 October 22 - Ngapona Assn Lunch at Glen Eden RSA

Hi Folks

TRIP TO PERTH NEXT ANZAC DAY

It is time now to make your bookings for the trip to Perth next year.

The itinerary is be below:

Plan B

Return flights to Perth – Air NZ the Works

7 nights' accommodation at Quay Perth, with breakfast daily

Return airport transfers

Full day tour of Fleet Base West

Swan River and winery tour, full day with lunch and refreshments

Rottnest Island full day tour with lunch

ANZAC Day commemoration

Shopping and Perth mint visit

Hospitality

Approximate price in NZD \$3950 per person

Plan C

Includes all or the above, plus 1 extra night in Perth and Indian Pacific Gold Class Rail Journey and flight out of Sydney Air NZ the Works

Approximate price in NZD \$6950 per person

Contact Richard Maddix on 021 369 904 or email richardmaddix@gmail.com

HMNZS TOROA REUNION

It is proposed to hold a reunion for the 95th Anniversary of the RNVR (NZ Division) Otago in June next year. Registrations of Interest from ex and current serving members of HMNZS Toroa are requested to forward names and numbers of those wishing to attend to the Secretary, RNZNVR Association (Otago) at jimdell295@gmail.com or write to The Secretary RNZNVR Association (Otago), 211 St Andrew Street, Dunedin, no later than 31 August.

NORTHLAND LUNCH

Bay of Islands Yacht Club, 12th November 2022. So, mark it on your calendars now.

Further news will follow.

Accommodation is available for two couples and two singles. Please advise by return email if you require accommodation.

DESTROYER USS JACOB JONES LOCATED

A team of British divers has located the wreck of the *USS Jacob Jones*, a US Navy destroyer sunk in 1917 during the First World War. The vessel was discovered approximately 40 miles off the Isles of Scilly, an archipelago situated around 24 miles south-west of Cornwall, UK.

USS Jacob Jones was one of six *Tucker*-class destroyers designed and built for the US Navy before the United States entered the First World War. She was torpedoed by German submarine *U-53* on 6 December 1917, the first US destroyer to be sunk by enemy fire.

The 96m vessel was found at a depth of 115m on 11 August by the Divestar wreck exploration team, a group of divers who have successfully located a number of notable shipwrecks around the UK.

The team was provided with GPS coordinates for wrecks in the area by the UK Hydrographic Office, which has a record of where wrecks have been located, but not which wrecks they might actually be.

Laid down in August 1914, *Jacob Jones* was commissioned in February 1916 and patrolled the New England coast until being sent across the Atlantic in April 1917. Operating out of Queenstown, Ireland, *Jacob Jones* was tasked with patrolling the Irish Sea and escorting convoys and had rescued several hundred sailors from at least 3 other stricken ships, including 309 from the armed merchant cruiser *Orama*, sunk by a German torpedo on 19 October.

On 6 December, *Jacob Jones* was returning from escorting a convoy to France, when she was spotted by the captain of German submarine *U-53*. The torpedo fired by the U-boat struck the ship's rudder and rendered her powerless, preventing the captain from issuing a distress call.

As the crew abandoned ship, the destroyer began to sink quickly and almost vertically. Armed depth charges kept on board exploded as she sank, killing men who had not been able to escape the ship and stunning others in the water. In total, 66 men from her complement of 99 were lost during the sinking, although their bodies have long since been claimed by the sea.



GRAIN SHIPS CHANGE COURSE

Over half of the ships carrying grain and other foodstuffs from Ukraine's export hubs have changed course to call at ports that were not part of their original destination. A total of 21 ships have departed the ports of Odesa, Chornomorsk and Yuzhnyi under the grain corridor initiative since the lane opened at the beginning of August, with 16 vessels having passed inspection by the Joint

Coordination Centre, which was set up last month to monitor vessel movements. Of those that have been cleared for outbound travel, 11 have changed course or altered their original journey, according to vessel tracking data from Lloyd's List Intelligence. Ships are required to submit an itinerary to Ukrainian Port Authorities under the Black Sea Grain Initiative. This includes details of the next port of call as well as the cargo's destination. These voyages have been published by the JCC on its dedicated United Nations page. However, the JCC does not take responsibility for where vessels travel after passing inspection and clarifies that destinations are subject to change because of commercial reasons. The bulker RAZONI (IMO: 9086526), the first vessel to depart under the agreement, was due to discharge its cargo of corn in Tripoli, Lebanon on August 7 after leaving Odesa on August 1. After the cargo was refused by the Lebanese buyer, the ship made a small dispatch in the Turkish port of Mersin before signalling Egypt as its destination. But RAZONI turned off its Automatic Identification System signals on August 12, and images from Planet Labs, seen by Lloyd's List, show it has now docked in Tartus, Syria. It was not clear if the RAZONI had its tracker off because it was heading to a port in Syria, a strong ally of Russia that Ukraine had accused of importing grain stolen from Ukraine. Syria is also under Western sanctions because of the 11-year conflict there that has killed hundreds of thousands.

INDIA GETS NERVOUS

A Chinese navy vessel arrived at a Beijing-built port in southern Sri Lanka on Tuesday, after its port call was earlier delayed due to apparent security concerns raised by India. The YUAN WANG 5 sailed into the Hambantota port and was welcomed by Sri Lankan and Chinese officials. The development could spark worry in India, which views China's rising influence in the Indian Ocean with suspicion. Sri Lanka has referred to the YUAN WANG 5 as a "scientific research ship," but there are fears in India that the vessel could be used to survey the region, with multiple media reports calling it a "dual-use spy ship." "The YUAN WANG 5 is a powerful tracking vessel whose significant aerial reach — reportedly around 750 km — means that several ports in Kerala, Tamil

Nadu and Andhra Pradesh could be on China's radar," the Indian Express newspaper wrote. The closely watched developments surrounding the vessel underscore the competing interests of regional giants India and China in the small island nation. For more than a decade, Sri Lanka's strategic location in the Indian Ocean and along one of the busiest shipping routes has seen both countries vie for influence.

Source: APNews

SKIPPER CHARGED

Skippers are being reminded of their watchkeeping responsibilities after a vessel hit rocks at Mt Maunganui, damaging the boat and putting lives at risk. Esmond Kelly O'Reilly was sentenced in the Tauranga District Court this week on a number of charges under the Maritime Transport and Health and Safety at Work acts. The charges included operating a ship in a manner which caused unnecessary danger or risk to any other person or property, and operating a vessel outside its prescribed limits. The charges relate to an incident on 31 January, 2020, when the 11.9-metre fishing boat Miss Fleur struck rocks at the base of Mt Maunganui. It was returning to Tauranga late at night after a day's fishing trip. Mr O'Reilly had fallen asleep at the helm, waking up just as the vessel hit the rocks. The three passengers climbed on to the rocks, from where they and Mr O'Reilly were later rescued, whilst the vessel

HEADS ARE ROLLING

Russia's Black Sea fleet based in annexed Crimea has installed a new commander, RIA news agency cited sources as saying on Wednesday, after Russian military bases on the peninsula were rocked by explosions in the past nine days. If confirmed, the removal of the previous commander Igor Osipov would mark the most prominent sacking of a military official in the nearly six months since Russia's invasion of Ukraine, in which it has suffered heavy losses in men and equipment. State-owned RIA cited the sources as saying the new chief, Viktor Sokolov, was introduced to members of the fleet's military council in the port of Sevastopol.

A STORY SUPPLIED BY JOHN WILKINS

“The story of Captain Richan’s retirement from the Navy, if true, was peculiarly Orcadian.

Whether smuggling was ever regarded as honourable by the gentlemen of Orkney may perhaps be open to question, but the fact remains that till the end of the great French War it was practiced by every one of them, unless he were in the direct employment of the Commissioner of Customs. Captain Richan had the hereditary instinct, and HMS. Norfolk ran many a contraband cask and web into the mansions of the Orkney lairds. But a zealous Collector of Excise, Mr Robert Pringle, who lived in Broad Street, knowing what was going on, determined to have a search, and, under some plausible pretext, he managed to board the Norfolk. He found that her very guns were loaded with tea and tobacco. The ship was condemned, ceased to belong to the Admiralty, and became the property of the Excise, and Captain Richan was permitted to retire from the Navy, probably on a pension.

A tradition regarding Mrs Richan’s reckless extravagance still lingers on in Kirkwall. On a wager with a gentleman as to which should outdo the other in the expense of a breakfast, the lady placed a fifty-pound banknote between two slices of bread and butter, and cutting this sandwich into little bits, ate the whole of it. It is to be hoped that the bet was big enough to pay for the meal. (*Kirkwall in the Orkneys* by B H Hossack (1900))”

NEW ZEALAND VICTORIA CROSS RECIPIENTS

Samuel Frickleton, VC, ED (1 April 1891 – 1 September 1971)



Frickleton was born on 1 April 1891 in Slamannan, Scotland, one of 11 children born to Samuel Frickleton, a coal miner, and his wife Elizabeth. Following the death of his father, he immigrated to New Zealand in 1913, with his mother and several of her children, to join an older brother who was living in Blackball on the West Coast. He and four of his brothers all worked in a mine in the town, extracting coal.

Following the outbreak of the First World War, Frickleton joined the New Zealand Military Forces in February 1915 and volunteered to serve overseas with the New Zealand Expeditionary Force (NZEF). His four brothers had also volunteered for the NZEF.

Frickleton embarked for the Middle East with the 5th Reinforcements with the rank of corporal in the Canterbury Battalion. After arriving in Egypt in June, he became ill with tuberculosis, was repatriated to New Zealand and subsequently discharged from the NZEF as medically unfit for active service. After a period of convalescence at a medical facility near Dunedin, he re-enlisted in the NZEF in 1916 and sent to England with the 15th Reinforcements. Initially a rifleman (equivalent to a private), later that year he was posted to France to join the 3rd Battalion, New Zealand Rifle Brigade. By March 1917, he had been promoted to corporal.

On 7 June 1917, Frickleton participated in the Battle of Messines. His battalion,

covered by artillery fire, was attacking the edge of the village of Messines, now known as Mesen, when it was slowed by two machine gun posts. Frickleton, wounded in the arm, led his section in an attack on the machine gun posts. With the barrage of artillery concealing their approach, he threw a grenade that destroyed one machine gun and rushed forward with a bayonet to deal with the survivors of its crew. He similarly dealt with the other machine gun, making a solo attack under the covering gunfire of his section. He continued to remain involved in the fighting in Messines until being wounded again, this time in the hip. He also was badly gassed which, with his wounds, saw him taken from the battlefield for treatment.

Frickleton was awarded a Victoria Cross (VC) for his actions in dealing with the machine gun posts in Messines.

The citation for Frickleton's award read as follows:

For most conspicuous bravery and determination when with attacking troops, which came under heavy fire and were checked. Although slightly wounded, Lance Corporal Frickleton dashed forward at the head of his section, rushed through a barrage and personally destroyed with bombs an enemy machine gun and crew, which were causing heavy casualties. He then attacked the second gun, killing the whole of the crew of twelve. By the destruction of these two guns, he undoubtedly saved his own and other units from very severe casualties and his magnificent courage and gallantry ensured the capture of the objective. During the consolidation of the position, he suffered a second severe wound. He set, throughout, a great example of heroism.

— *London Gazette*, No. 30215, 2 August 1917

Evacuated to England for medical treatment, Frickleton's wounds would affect his health for the remainder of his life. He was presented with his VC by King George V on 17 September 1917, in a ceremony at Glasgow. By then he was an acting sergeant, which was confirmed later that year. After a period of further hospitalisation, he was selected for and underwent officer training. He was commissioned as a second lieutenant in March 1918 and returned to the Rifle Brigade. However, his health problems persisted and he again was repatriated

to New Zealand in June 1918.

The first of the VC recipients of the NZEF to return to New Zealand, Frickleton was accorded a hero's welcome. A reception was held in Frickleton's honour at the Auckland Town Hall. He spent the remainder of the year under medical care before being discharged from the NZEF in December 1918. Of his brothers who also served in the war, one was killed in the Battle of the Somme, and three others were wounded.

After the war, Frickleton transferred to the New Zealand Staff Corps. He was promoted to acting lieutenant and served as assistant provost marshal for the Wellington Military District for several months until June 1919. He was then transferred to the Canterbury Military District. For health reasons, he retired from the military with the rank of captain in April 1927.

In civilian life he tried several professions. At first, he took up business in Wellington and then tried farming at Waikanae. He later worked as a house manager. His poor health notwithstanding, in 1934 he joined the Territorial Force with the rank of captain. He was later awarded the Efficiency Decoration (ED) for his long service in the military. He was part of the New Zealand contingent sent to London in 1937 for the coronation of King George VI and Queen Elizabeth. He was returned to the Officer Reserve the same year. On the outbreak of the Second World War, Frickleton was unsuccessful in his attempt to enlist in the 2nd New Zealand Expeditionary Force being raised for overseas service. Instead he served on the home front as Inspector, New Zealand Military Forces, for the duration of the war. He was returned to the Retired List in 1948.



Frickleton's grave at Taita Serviceman's Cemetery

In his later years, Frickleton worked for the Colonial Motor Company as a clerk. In 1956, he was one of 400 VC winners who paraded in Hyde Park in London for the VC centenary. He died on 1 September 1971 in Wellington after a long illness. He was survived by his wife, Valeska née Gembitzsky whom he married in 1922, and a son. He is buried in the Taita Serviceman's Cemetery, Naenae.

In 1977, Frickleton's wife donated his VC and other medals which in addition to the ED, included the 1914-15 Star, the British War Medal, the Victory Medal, the King George VI Coronation Medal, and the Queen Elizabeth II Coronation Medal, to the National Army Museum in Waiouru. The VC was on display when it was one of nine Victoria Crosses that were among a hundred medals stolen from the museum in December 2007. On 16 February 2008, New Zealand Police announced all the medals had been recovered as a result of a NZ\$300,000 reward offered by Michael Ashcroft and Tom Sturgess.
