

HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

30 June 18 – HMNZS Ngapona Senior Rates Mess Dinner
20 July 18 – Ngapona Assn Lunch at Pt Chevalier RSA
21 July 18 – HMNZS Ngapona Assn – Formal Dinner, Pt Chevalier RSA
17 August 18 - Ngapona Assn Lunch at Henderson RSA
18 August 18 – Navy Club AGM at Remuera Club
12 August 18 – HMNZS Ngapona Assn AGM at Pt Chevalier RSA
29 September 18 – Comms Assn AGM - Birkenhead RSA commencing at 1100

Hi Folks

NORTHLAND LUNCH

Jill Thompson and Margaret Mitchell did an amazing job in organising and hosting the lunch at the Bay of Islands Yacht Club last Saturday. Nearly 70 attended - what a great way to renew old acquaintances.
BZ to you both.



DID YOU KNOW?

On 20 June 1968 the New Zealand White Ensign was hoisted for the first time by HMNZS *Paea* on sailing from Mercury Island. The remainder of RNZN ships and shore establishments changed the ensigns in a formal ceremony at 1100.



HMNZS *Paea*

CHANGE OF COMMAND CEREMONIES

"I have the ship." At an historic Change of Command ceremony last week, Lieutenant Commander Zoe Brangwin became the first female Commanding Officer of HMNZS Pegasus – the Royal New Zealand Navy Volunteer Reserve division in Christchurch.

A Change of Command ceremony will be held on 26 June 2018. LTCDR Kerry Moloney, RNZNVR will assume command from LTCDR Richard Davies, RNZN. A/DCN (Captain Lawes, RNZN) will officiate at the ceremony.



Lt Cdr Zoe Brangwin



Lt Cdr Kerry Moloney

CELEBRATING RESERVES

Our talented Naval Reservists bring new skills to the NZ Defence Force, including LT John Ahearn, HMNZS Ngaona (Tauranga), who has won New Zealand's Space Challenge's \$40,000 prize. LT Ahearn, a GPS specialist, proposed a way to use GPS technology and robotics to self-steer Antarctic vehicles across the Ross Ice Shelf in Antarctica, avoiding crevasses along the way. (#Force4Good #NZNavy)



Lt Ahearn

RNZN BAND - LUNCHTIME CONCERT

The RNZN Band will conduct a free lunchtime concert in the RNZN Museum at 1200 on Wednesday 27 June 18. There will be limited seating so get there early.

HELP REQUIRED

The following was posted on Facebook yesterday. I have reprinted it here because I admire someone who is prepared to get off his backside, make an effort, and make things happen. Those who read this newsletter regularly will have seen the restoration of ex HMNZS Kuparu over the last two years; a project that very few would have undertaken. An important piece of New Zealand maritime history has now been saved. This has been done almost single handed and from his own funds.

Scott is now asking for help to finish the restoration and get her into survey so she can continue to be used as a training platform. The current class of RNZN midshipmen have already experienced some seamanship training on her.

Scott is not just looking for a handout but is seeking advise on how to fund raise to maintain the vessel.

So come on ex matelots, how about helping someone who has proved his ability but his little pot of gold has now run out.....

"My name is Scott Perry, and I need help! (in more ways than one) 😊:-) As the many of you that have been following my journey over the last 2 years since getting HDML Kuparu will understand, It has been a mammoth project which helped me get through after losing my wife & soul mate too cancer.

I have done this project as an individual, not a trust, so all expenses and time on me...but yes it is currently still a private boat.

Ex HMNZS Kuparu is a true piece of history that needs to be saved, being WW2 there are to my knowledge only 3 left in the world in original seaworthy condition

I need help in a few ways, mostly financial.

Kuparu needs tens of thousands of dollars put into her to get her up to scratch. I want her to me a mobile museum piece in showroom condition. She is now structurally sound and mobile; we have done 900nm in her with bringing her around the cape into Auckland, so she has proven herself.

Now she needs the major tidy up, mainly down below. I am capable of doing this, as I have rebuilt her structurally, re wired, re plumbed, sorted engines etc.

But now I am working full time during the week building to pay the mortgage and household bills (normal life- I accept that). The problem with this is Kuparu will not get finished, as work gets in the way of finishing her. She is on a swing mooring at the moment, as it's between \$1,500 & \$2,400 a month to have her in the marina. She needs 3 months alongside a marina or wharf to get things completed. Get materials on and off, helpers and trades people on and off. Even calling in to do an hour's work, can be done on a marina. On a swing mooring, half the day is gone just getting on and off.

Most of you have seen the other HDMLs lying around rotting and going to waste...I don't want this to happen to Kuparu.

I had an open weekend this weekend of the 23rd June for helpers and old salts to look through. Had a couple of helpers turn up, and bright work done, which was awesome. But only had a few through, with not even enough to cover the \$300 marina fees for the weekend. So quite disappointing.

So this proves I'm better hands on working on the boat, than organizing events.

So I need someone to help out with fundraising, accounts and event planning to help raise some money. Look into grants etc

I need volunteers to help restore her.

Any help would be appreciated."

Kuparu has a Givealittle page for those that would like to donate givealittle.co.nz/cause/exnavy

Alternatively she has a donation account 12-3139-0047798-00

We have t-shirts, Caps & Mugs too if you would like to support Kuparu that way.

For Private messages or communications

Ph 027 278 2542

e-mail p3563.kuparu@xtra.co.nz



Before



and After

A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 34

1984 got off to a hiss and a roar, no sooner were we back off Xmas leave than we were off to the Southern Ocean. This was in support of conservation and the usual checking of what and who was around the Campbell and Auckland Islands.

We went to Christchurch to pick up most of the passengers before departing to the colder climes of the south. One of the remembered things about the voyage south was the great orange colour in the water. These were schools of Krill; these are small crustaceans like shrimp. Unfortunately they also were just the right size to block up condenser tubes.

In past experience I had come across these on OTAGO and if you ran through them very quickly you lost the cooling effect in the condensers as they blocked up all the sea water side of the condenser, the vacuum on the main engines dropped rapidly and if bad enough you could be stopped dead in the water.

Cleaning these little beggars out was no fun either and I well remember having to open the seawater side of the condensers and brush them out of the tubes. Doing this of course some fell into the bilge and for the next week the engine room would absolutely stink of rotting Krill.

So as I happened to be on the bridge and noted the Officer of the Watch and lookouts admiring this orange colour approaching directly in front of the ship, they were startled when I was yelling at them to alter course and go round it rather than through it, I had visions of being a floating hotel for passengers while we turned too down below and cleaned all these little critters out of the tubes.

The trip south of Stewart Island was a bit bumpy but we arrived at Campbell Island. Working parties went ashore to support Conservation Department in their checking of nesting sites and also the seal population.

For anyone unluckily enough not to have visited these islands they really are a flora and fauna experience. There are no real trees there as the wind and cold limit what will grow. However walking is difficult as it is just a sea of bracken and small scrub plants with also the native grasses. To walk on it is like walking on sponge rubber so is pretty hard work and tiring. The air is so cold and clear it almost hurts to breathe.

We were in the vicinity of these Islands for a couple of weeks and then returned to Christchurch to drop off our passengers. As we had a couple of days there the ship Hash House Harriers had arranged to have a run with the local Hash group. Never having been tied up with these mad runners previously I thought it would be a good way to get off the ship for a few hours and blow out some cobwebs.

Alas I should have known better. We met outside the Lyttleton pub and set off. I was with Geoff Occleston (sorry about the spelling Geoff if you read this) and he was a bit of a runner and old hand at these things, so I figured he would know the ropes and I would tag along.

Knowing Geoff I should have gone on my own as we are off at a hundred miles an hour. As most people would know there are not many flat areas in Lyttleton so we seemed to be continually climbing hills or zig zagging around back streets. I was getting pretty puffed and was glad when we rounded a corner and there was our objective, another pub!

On walking into the pub I realized that only some of the fools had run the whole way as some had obviously retired to the pub almost immediately looking at the state of them, and it certainly wasn't sweat they were showing. I only stayed a short while, which is unusual for me I must admit, as I was feeling really knackered and just wanted a hot shower and a lie down.

We then transitioned north and back to Devonport for a docking and maintenance period prior to deploying to the States for RIMPAC 84. A docking is always a busy time for the Engineering Branch, allied to this was also a change of Commanding Officer and also the MEO posted. Was really sorry that Lt Cdr Beaman was leaving the ship as I had served with him previously on OTAGO and had also enjoyed the short time we were on CANTERBURY together, however those whom have done their sea time deserve a break.

The first thing the new CO (Cdr Mike Pate) did was clear lower deck to give us a brief on what lay ahead. He really stressed his disappointment that the ship had not figured more prominently in the latest exam results that had been published and informed us that this was going to change under his watch.

I must admit that although the CO seemed to be tough on his Officers he seemed to leave the Senior Rates to get on with their job. As you will see in the future I think he had me singled out as a marked man as I was to have quite a few dealings on the deployment with him.

The docking went to schedule and on completion of the rest of the maintenance and a successful basin trial we went to sea for a couple of days for a shake down. A good number of personnel changes had taken place and it was time to shake the cobwebs out and get into teamwork in anticipation of the coming deployment.

I was on strict instructions from Kerry to ensure I was home on time a few days before we deployed. She wasn't giving any details but I assumed it was because of the late hours I had been keeping that she wanted to ensure I saw something of the family before going away for another 6 months.

So I arrived home as ordered and was told to get showered and dressed up as we were going out. Always doing as I am told I carried out the last order and was then directed to drive her to Devonport. She had arranged a table at a flash restaurant, I was a bit concerned about the reasoning behind this night out wondering if this was the end of the road for us but delighted to find out she just wanted to have a nice night out and dinner on our own, it really was appreciated I enjoyed both the company and being able to forget about the tasks still waiting to be done on the ship.

So the time came when it was a farewell again to the family and off to the other side of the world for another tour of duty. People have probably noticed that most of my trips away were to the States, and indeed I only ever did two trips the Far East.

Next week I will deal with the trip to RIMPAC and beyond.

To be continued



HMNZS Canterbury

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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