

HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

- 4 November 18 - HDML Kuparu fundraiser at Birkenhead RSA
- 10 November 18 – Armistice Day Remembrance Cruise, William C Daldy
- 11 November 18 – Armistice Day
- 9 – 12 November 18 - Engine Room Branch Reunion, Rangiora
- 9 November 18 – Navy Club Lunch, Remuera Club
- 16 November 18 – Ngapona Assn Lunch at Grey Lynn RSA
- 17 November 18 – HMNZS Ngapona Wardroom Mess Dinner
- 23 November 18 – Change of Command, HMNZS Ngapona
- 29 November 18 - Change of Chief of Navy
- 30 November 18 – STEAMEX 18 at SRFM
- 7 December 18 - Weapons Electrical Reunion at SRFM
- 7 December 18 – 8th Maritime Societies' Annual Dinner, Northern Club
- 14 December 18 - Navy Club Lunch, Remuera Club
- 21 December 18 - Ngapona Assn Lunch at Orakei RSA

Hi Folks

Fundraising Event

Sun 4 NOV Birkenhead RSA 2.00pm

HDML Kuparu

Raffles

**Entertainment with
Urban Country &
friends**



- * Lucky door prize**
- * Bar open**

\$10 entry Optional meal from 5.30

Limited door sales. or obtain/ book tickets from BH RSA

**All funds to the ongoing restoration of HDML Kuparu
Visit Facebook HDML Kuparu for the full story**

Ph Dianne Taylor 027 344 0723 or

Scott Perry 027 278 2542 for more info

A GUIDE TO A MATELOT'S FUNERAL

Compiled by Rupene Waaka and Jack Donnelly

When one of our own "Crosses the Bar" it is normally posted by 'Bungy' Williams and we write out our bereavement notices. If we have any desire to attend the funeral then it is important that we immediately begin to prepare and organise ourselves just like we did as sailors years ago. You never lose those skills or 'team work' it is what makes us different from others. With funerals, time is of the essence.

There is hardly a week that goes by nowadays when we read or hear that one of our beloved matelots has, "Crossed the Bar" so I thought it would be helpful to produce a basic 'check off' list for matelots to be aware of, when attending a sailors' funeral.

1. Refer to 'Crossed the Bar' site for dates, time, venue and any other anomalies that may be published.
2. A "volunteer" to identify himself and act as co-ordinator. This could easily be established through this site. The co-ordinator should be someone with close links to the next of kin/whanau pani (bereaved relatives)
3. While posting your bereavement comments, begin sharing your ideas and thoughts about the funeral service.
4. 'Dress' is an important factor, if nothing is stated on dress, wear your #1's, and have medals on your person ready. A tie and jacket can easily be removed, medals placed in your coat/jacket.
5. If travel is involved, organise car-pooling or suggest the hiring of a van/mini bus. Organise pickup points, time etc.

IF THE TANGI IS ON A MARAE:

- a. Be guided by whoever the Kaihautu (Leader) is, as there are certain tikanga (rules) Different Marae's have different rules.
- b. Have your koha (donation) available. It is only what you wish to give. If you cannot attend, and wish to send a koha, place your amount into a mate's bank account who will be attending. (By mutual agreement.)
- c. The Kaihautu will brief and collect the koha prior to moving onto the Marae.
- d. Be prepared to hongiri (pressing of noses) and hariru (shake hands) many times, as well as singing waiata (songs)
- e. Wash your hands when leaving the urupa (cemetery) or after paying respects to te tupapaku (the deceased)
- f. If staying over-night have a mihimihi (informal speech) prepared about yourself and whanau

NOTE: A Bosun's Call should always be carried by someone attending a sailor's funeral. The Army & Air-Force have their bugle, we have the bosun's call for such an important occasion. Certain aspects of ceremonial can be devised to fit the occasion without any serious consequences. If you wish to use a bosun's call I would recommend the following:

- (i) "Pipe the Still" as the coffin arrives and enters the church, wharenui, RSA, hall.
- (ii) "Pipe the Side" as the coffin leaves the church, wharenui, RSA, hall as a final salute
- (iii) "Pipe the Carry-on" as the hearse departs.

DID YOU KNOW?

On 29 October 2009, the last of the Inshore Patrol Craft (IPC) built at Whangarei, HMNZS *Kahu*, decommissioned. She had begun life as HMNZ Diving Tender *Manawanui*, and changed to *Kahu* on 17 May 1988.

Built by Whangarei Engineering & Construction Co in 1978 she was the first of the Moa-class patrol craft.

She was sold in 2009 and in 2011 was lengthened from 90 feet to 111 feet and extensively modified at Fitzroy Yachts' yard in New Plymouth.



Kahu paying off in 2009



Kahu at Fishermen's Terminal on Salmon Bay, Seattle, 2014

Newsletter #13 from Old Salts ex RNZN

OLD SALTS

Ex Royal New Zealand Navy



Welcome to this latest update from the Old Salts.

BOOK YOUR TICKETS NOW: Old Salts Memorial cruise Saturday 10 November
November 10, 2018, 0930–1330

Join us aboard *William C. Daldy* on **Saturday November 10** as we commemorate Armistice Day the day before with a Memorial service and wreath laying, followed by BBQ lunch and up spirits.

Tea/Coffee and sticky bun on sailing. - Cash Bar.



Make your payment NOW to confirm your place onboard.

\$65 per person. All welcome.

Bank Account details: Ex-Navy Old Salts 06 0878 0735427 00 for internet banking or call Vivienne Ingram 09 533 4336 to pay by credit card.

For further information:

Jill Thompson 09 836 5191 or 021 2744426 or email jillt.nz49@gmail.com

Please hurry and get your tickets now.

ARMISTICE DAY REMEMBERANCE CRUISES

There will be two cruises on board separate HDMLs on **Sunday 11th November** to commemorate Armistice Day. *Paea* will be leaving from Whangarei and *Kuparu* will leave from Auckland. A wreath laying service and lunch will be held on each vessel. If you wish to register for either cruise please reply to this email for further details.



A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 52

The restoration of the mini Moke encouraged us to investigate other projects we could provide assistance for. Some of the other museum items that we assisted with between 2010 and 2015 were as follows.

The Museum of Transport and Technology had a cleanout and two of the things they returned were the Wasp helicopter, which many will remember especially in service on the Leander's and the 277 radar, which was the radar fit on the Lake Class frigates.

The Wasp was an issue of storage, as the museum had nowhere to display it. Luckily we had Brian Carroll working with us and being a Wasp ex-pilot he was very keen to

keep it safe and arranged storage for it. The hope is that at some stage it will be able to be displayed at the museum however unfortunately they are always going to be strapped for room.

The 277 radar arrived in a fairly unkempt state. So we had it cleaned down and re-preserved. I also had the inspection plates removed and Perspex covers fitted in their place to allow internal viewing of the innards so to speak. My disappointment with this was I had hoped they would place it beside the operation Grapple display as that's the radar used for tracking balloons etc. and is visible in the photos of this display. However that was not to be so, so that also has gone into storage.

The next involvement in 2012 was the addition of the playground at the front of the museum. Unfortunately a lot of this went on while I was overseas or on sick leave, however we did arrange the speaking tubes, preservation of the gun barrel, propeller and the ships wheel. It is great to sit on the patio and watch the enjoyment the children get out of what is a fairly simple playground.

Next was the ship's motorboat that was in stored in Naval Stores. They had an engine for it could we place it in the boat. This was a simple task but of course there were a lot of other things missing like gauges and panels so we have done it up and cleaned it up. It initially went down to the museum and sat out the back subjected to weather and rain. Cliff Heywood always had in mind to make the boat shed a display. There was a lot of work they required to do before we could put anything in it.

The restoration of the boat shed being complete there was then movement towards putting a display together. I arranged for some young guys to clean and preserve the winch. The cutter and whaler were then put in and shifted to the side platform to allow the captains gig and the motorboat to be arranged on the actual slip. It was a really tight fit.

To better display the cutter and whaler I suggested we chock them up on one side so people could actually see into them otherwise all they viewed was the one side. We initially wanted to stand the sailing dingy on its stern but it proved too tall, so we settled to secure it as it is currently displayed on its side. The rail and glass panels were also arranged and fitted. It was a real privilege to be invited to the opening and see the pleasure and memories that these boats brought back.

A naval binnacle was also overhauled and returned for display, and the final thing I was involved in was arranging the manufacture of the water tray under the World War 1 statue.

There was one final task that was sent my way and that was assistance for the NZ Maritime Museum. They had been presented with Nautilus, a boat built in 1913. They were refitting it to run, although it had been changed over time it still was recognisable as its original shape. It had a maritime link to NZ Service during World War 1 as one of two motorboats on the Hospital Ship MARAMA.

It was an honour to be able in a small way to assist in the restoration. The rudder had cracked around the boss and weld repairs were proving difficult as the cracks just kept propagating. As they wanted to carry passengers it had to be certified and so the rudder was becoming an issue. We went over and viewed the job. The decision was made on cost not to cast a new one but manufacture and galvanise a steel one which we did for them as well as providing some physical labour to the re-installation of the engine and shaft.

So we are now up to 2013. After TE MANA deployed to the gulf I knew I had seven months to fill in and the preparations for her maintenance when she returned were not going to keep me overly busy.

At this time TE KAHA was going through what was called the HVAC Upgrade. This was an upgrade of the air conditioning and refrigeration plants along with the re-configuration of the Machinery Control Room and upgrading of the control systems. This again was a fairly big project and as in all naval projects trying to fit new equipment into the available space was always a challenge. So I got involved in the project but controlled more of the general maintenance while Warrant Officer Barry Rees in the main controlled the actual upgrade.

This was another one of those projects that when designed on a drawing board looks a lot simpler than when you actually go to jam it into a small space. There is always other equipment in the way of where a pipe or fitting was to go, so there were some interesting changes required and Barry put in a lot of extra hours to ensure this upgrade was completed.

After Xmas TE MANA returned from the gulf and had an extensive leave period before we cracked into the required maintenance. Through this time we were aware of the ongoing negotiations in Wellington about the new Dockyard Management Plan and had been aware for some time that a lot of our jobs were at risk.

This made the second half of 2014 a very tense and I guess unhappy place with none of us quite knowing what the future held for us. However we were aware of the need to still try and do our job diligently and not let the future unknown influence the output. One of the things however that did stand out was the different way we were treated. This is not a criticism but it was notable that we were not invited to the same forward planning maintenance meetings, which we had attended in the past; this in itself was a pretty strong indicator that we would not be part of the new plan.

Next week I will deal with how this future unfolded and my perception of how I saw that, which I must reiterate is my sense of what happened and why and how it affected me personally.

To be continued.