

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

15 May 20 – Ngapona Assn Lunch at Pt Chevalier RSA (Cancelled)
1 June 20 – Queen’s Birthday
12 June 20 – Navy Club Lunch – Remuera Club (tbc)
19 June 20 - Ngapona Assn Lunch at Howick RSA (tbc)
10 July 20 – Navy Club Lunch – Remuera Club
17 July 20 - Ngapona Assn Lunch at New Lynn RSA
22 July 20 – Navy Club – Trip to Wellsford RSA

Hi Folks

YOUR EDITOR IS MOVING HOUSE

My ability to produce a satisfactory newsletter over the next 2 – 3 weeks may be restricted as we are moving to temporary accommodation. Will do my best under what will be somewhat difficult circumstances. - Ed

ANZAC DAY 2020

Considering the circumstances, I thought this was an excellent way to acknowledge ANZAC Day.

Sent by Graham Milne.



Whangarei heads on the horizon

NGAPONA ASSOCIATION BI-ANNUAL DINNER

The Assn committee has decided that due to COVID-19 we should postpone the dinner which was to be held in July this year. Due to the uncertainty of the current situation it was thought best to postpone it to a similar date next year. Details will be advised in due course.

NGAPONA ASSOCIATION AGM

The Ngapona Assn AGM which was scheduled to be held in June this year has now been re-scheduled to 9th August 2020. Due to the current uncertainty, this date is still tentative.

VE DAY – 75TH ANNIVERSARY

8 May 1945 – VE (Victory in Europe) Day – was one that remained in the memory of all those who witnessed it. It meant an end to nearly six years of a war that had cost the lives of millions; had destroyed homes, families, and cities; and had brought huge suffering and privations to the populations of entire countries.

With Berlin surrounded, Adolf Hitler committed suicide on 30 April 1945. His named successor was Grand Admiral Karl Dönitz. During his brief spell as Germany's president, Dönitz negotiated an end to the war with the Allies – whilst seeking to save as many Germans as possible from falling into Soviet hands.

Millions of people rejoiced in the news that Germany had surrendered, relieved that the intense strain of total war was finally over. In towns and cities across the world, people marked the victory with street parties, dancing and singing.

But it was not the end of the conflict, nor was it an end to the impact the war had on people. The war against Japan did not end until August 1945, and the political, social and economic repercussions of the Second World War were felt long after Germany and Japan surrendered. For people in Britain, the end of the fighting didn't mean an end to the impact of the war on their lives. Although many things slowly began to return to normal, it took time to rebuild the country and shortages were still felt: clothes rationing lasted until 1949 and food rationing remained in place until 1954. Peace brought its own problems. The huge economic cost of the war resulted in post-war austerity in a practically bankrupt Britain and the far-reaching political effects of the conflict ranged from the fall of the British Empire to the onset of the Cold War.

(I can't help thinking there is a strange similarity between 1945 and 2020. – Ed)



Surrender Signed



Trafalgar Square

RNZN COMMUNICATORS REUNION

With registrations having only been open for two weeks, your Committee has been heartened by the number of registrations received from the membership indicating their intention to attend our 2021 Reunion. A full list of those who have registered and all other Reunion information, including the registration form, can be found on our blog www.rnzncomms.org under Reunion 2021. We are keen to keep the momentum going.

Our Reunion will take place over the weekend of Friday 26 March to Sunday 28 March 2021 in New Plymouth. A full programme been arranged over the three days. As a number of the weekends activities requires us to pre-arrange transport, could we please ask that you give your attendance, and selection of events, your soonest consideration.

The Reunion Venue and accommodation has been arranged at the Novotel in New Plymouth. The Novotel are holding a number of rooms for us at a special Reunion price. If you intend staying at the Novotel give them a call, advise them that you are attending the Reunion, and make a booking. No money needs to change hands to make the booking.

Apart from the Registration Fee (and any travel you may arrange), there is no other financial commitment required from you at this point. Should COVID-19 restrictions continue well into this year and make events early in 2021 unsustainable, your Executive Committee will make a decision prior to Christmas 2020 whether or not to proceed or postpone the Reunion in 2021.

SHIP OF THE WEEK – HMNZS MANGA (Q1185 – P3567)

HMNZS Manga (Q1185) was one of 16 Harbour Defence Motor Launches (HDML) to be delivered to the RNZN in 1943. She was built by Madden & Lewis in Sausalito, California, USA and was commissioned on 6 April 1943 and joined the 124th. ML Flotilla at Auckland. She was used in anti-submarine patrols in the port approaches and the Hauraki Gulf northwards to Cape Brett. On 11 October 1945 she paid off in Auckland and was placed in reserve. In early 1946 she was converted for army use, fitted with a towing bitt and transferred 'on loan' to the Army. She was renamed Bombardier and used by the RNZ Artillery for target towing and general transport duties for over 10 years. In 1948 she was reclassified as a Seaward Defence Motor

Launch (SDML) and renumbered P3567. In November 1959 she was transferred back to the RNZN. In 1960 she was commissioned as HMNZS Manga (call sign ZMBJ) and joined the fishery squadron where she served until 1967. After a refit she was assigned to Wellington RNZNVR until 1973, and then re-joined the fishery squadron briefly, returning to Wellington in 1974. In 1977 Manga was restricted to sheltered waters and returned to Auckland in 1977. During the period from 1977 to 1981 she was attached to HMNZS Ngapona. She was withdrawn from service and sold in 1982.

Her first owner post the Navy was Steve Hansen of Herne Bay, Auckland. When Hansen purchased her she had no engines. During his period of ownership she was kept on the outer side of the Auckland's Viaduct Basin.

Hansen sold her to his friend Hans Van Duyn of Helensville in the early 1980's, still with no engines. (Hansen also owned the HDML Black Watch).

Van Duyn stripped the coamings off her whilst she was at the Viaduct Basin and took her bare hull to Helensville on the West Coast, where they spent the next 2+ years rebuilding the vessel – including 16 single berths and 2 staterooms. In the mid 1980's she was renamed Himona after the owners late son.

The vessel was fitted with two Ruston Hornsby, 200hp diesel engines, with hydraulic gearboxes. Top speed was claimed to be 18 knots. The engines were ex the A.H.B. tug Manukau. Also fitted with a funnel & dry exhausts with silencers.

Van Duyn used her extensively, from the mid-1980s to c.1999. She was the largest pleasure boat in the Helensville Cruising Club fleet and was frequently mark boat and involved in many regattas and other club activities,

She fell in to disuse around 1999 when Van Duyn sold his water's edge property, on the Kaipara Harbour. As there was nowhere else on the Kaipara that had a suitable facility to slip her, she deteriorated through lack of ability to maintain her and lack of use. Ultimately, she got to the point, where her pumps were running 24/7 and despite attempts to provide her with better moorings, the end was near and they brought her ashore, stripped her engines out of her and saved what they could e.g. portholes and other useable fittings. In c.2006 they put a match to her.

Note: during this period Hans Van Duyn also owned HDML Kuparu, which is now owned and restored by Scott Perry and berthed at Whangarei.





HMNZS *Manga* alongside the ML Pontoon, Philomel



Manga - Himona at the opening of the Dargaville bridge 1988

On the Kaipara



Many memories of the For'd Mess



Do you remember the oil-fired stove?



Wheelhouse – HMNZS *Manga*

HMNZS MANAWANUI – CREST



The latest edition to the fleet, HMNZS *Manawanui* has a new crest. Thanks to Richard Gilvray for the update.

REQUESTMEN AND DEFAULTERS (During WWII)

On board HMS *Rodney* the Master at Arms (left) reading out the names at the "Captain's Defaulters and Requestmen" parade. A Defaulters and Requestmen parade is a court (petty sessions rather than courts martial) for both trying minor offences by defaulters or hearing pleas and petitions whilst aboard ship. It takes place at the break of the quarterdeck on a ship at the same time each morning. As the sailor in this image is still wearing his cap in front of the Commander he is a 'Requestman'. Defaulters have to remove their caps.



No more requestmen to-day, and the next to appear is a defaulter. He comes when his name is called, removes his cap and stands cap in hand before his judge. He should have come on board from shore leave by the 7.30 a.m. boat the previous morning but, not coming off till 11 a.m., was interrogated by the Officer of the Watch, and by him placed in "the rattle." "Ordinary Seaman Smith," drones the Master-at-Arms, reading from the charge sheet "was absent without leave for three hours and twenty-seven minutes, i.e. from," and so on. "The Bloke" looks hard and long at the accused then turns to the witnesses with "Well?" The Officer of the Watch who first interrogated Smith on arrival late aboard speaks first, stating baldly the time, the boat, and adding that Smith had stated that he had missed his way to the jetty earlier on and, when he did come aboard, seemed to be considerably distressed because he was late. "Anyone else got anything to say?" says the "Bloke." "Yes, sir," speaks up the man's Divisional Officer, "I've always found Ordinary Seaman Smith to be punctual and a very keen and willing hand the whole time he's been in the ship, sir!" "Hm-m-m!" retorts the Commander, and again looks long and searchingly at the malefactor. Then "Well, now, tell me what you have, to say about it all." Smith goes a little red and, in his own language, explains that he set out from the Y.M.C.A. ashore, where he had slept the night, in plenty of time to catch the proper boat, but that someone has misdirected him and he had arrived eventually at the jetty end after the boat had left and was already half-way across the harbour. "Expect me to believe that?" grimly questions the "Bloke." "Yes, sir!" comes the straight answer. "H-m-m! I don't see why I shouldn't either. Your record's in your favour - but, and it's a big but - don't come here again; I remember faces too well! Case dismissed this time!" "Case dismissed!" thunders the Master-at-Arms at his elbow. "On caps! Right turn, double march."

Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

021 486 013

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