



LONGCAST

12 May 23 – Navy Club

19 May 23 - NGA Assn Lunch at Pt Chev RSA

5 June 23 - Monarchs Birthday

16 June 23 - NGA Assn Lunch at Henderson RSA

Hi Folks

SEMINAR - THE NZ DIVISION OF THE ROYAL NAVY 1921 – 1941

RNZN Museum Friends

Registration Form

When Friday 12 May 2023 0900- 1500

Where RNZN Museum Torpedo Bay Devonport

Programme

Arrive at RNZN Museum Torpedo Bay Devonport 0900

Welcome 0910-0915

Development of the Navy in New Zealand from 1840 to 1941 with a focus on 1921 to 1941. Richard Davies - 0915-0955

The ship's, personnel and activities of the New Zealand Division 1921 to 1939. William Stevens 1000-1040 followed by morning tea.

The visit of the Royal Navy Special Service Squadron in 1924. Richard Jackson 1100-1140

The New Zealand involvement in Western Samoa 1928 to 1930. Michael Wynd 1145-1225 followed by lunch 1225-1310

The establishment of the New Zealand Mine-Sweeping Forces 1939 to 1941. Gerry Wright 1315-1355

SS Nucala Her Role in the inter war years. Murray Dear 1400-1430

New Zealand Naval War Dead 1914 to 1941. Brett Fotheringham 1430 1500.

Wrap up and departure for TAMAKI reunion @ Fort Takapuna or RNZN Museum visit (closes 1700)

Morning Tea and a light lunch will be provided.

Free for Friends of the RNZN Museum

Cost to Non-Members of the RNZN Museum Friends \$30.00

Please pay RNZN Museum Friends 12-3015-0033183-01 using your name as the reference

Can you please confirm attendance by May 1 for Catering purposes.

I would like to attend the Seminar ____

Name _____

Email _____

Ph _____

Please return your form to either William Stevens wtstevensiv@gmail.com or Alastair Clayton-Greene alchriscg@xtra.co.nz

William Stevens +64 21 969 833

VETERAN' S DAY - POSTPONEMENT

Due to weather conditions, the visit to Nth Shore airfield has been postponed to 6 May. The North Shore Aero Club is hosting a Veteran's Day, Saturday, 6 May 23, starting 1000 to show appreciation for service in operational areas.

Programme: 1000-1200 morning tea and static aircraft displays. 1200, flight or bus (weather, numbers dependent) to Whenuapai Air Force Base for lunch and controlled walk a bout, possible static display. O/c return North Shore airfield.

This opportunity has been advertised through local RSAs but has been opened to HMNZS NGAPONA Assn members in receipt of a NZ Operational Service Medal. RSVP to Wayne Smith by text to 022 010 5018 by 1400 Thursday 4 May 23. (Leave your name and contact number)

WRECK OF SS MONTEVIDEO MARU LOCATED

Deep-sea explorers said they have located the wreck of a World War II Japanese transport ship, the SS MONTEVIDEO MARU, which was torpedoed off the Philippines in 1942 killing nearly 1,000 Australian prisoners of war onboard. The ship was sunk on July 1, 1942, en route from what is now Papua New Guinea to China's Hainan, by a United States submarine whose crew did not realise the ship carried prisoners of war. The location of the wreck had remained a mystery for more than 80 years. The vessel was found at a depth of more than 4 km (2.5 miles), the maritime archaeology group Silentworld Foundation, which organised the mission, said on Saturday.

Source: Al Jazeera



UNUSUAL PAINT JOB



Sky Princess entering dry dock in Rozenburg, Rotterdam

There was a distinction between the Q class boats which were permanent navy and the NAPs which were a completely separate division that was part time navy, in some ways a naval version of the home guard. The crews were never on patrol long enough to suffer the rigours of close confinement in all weathers. The

NAPS boats were maintained and operated through the naval organization, but only on a part time basis. Their owners were part time naval personnel and given the rank of petty officer, each boat had a crew of 6. Every 6th night, between 6pm and 6 am, they did overnight patrol of Rangitoto channel and Motuihe Passage. They had on board an Aldis lamp and a set of semaphore flags for communication (No radio) a Bren gun and small depth charges. They were sometimes also called upon to do other odd services, for example, one night taking various high-ranking officials out to view the blackout from the approaches to the Auckland Harbour.

Valsan - Z10

The 1938, 45' Lidgard built bridgedecker Valsan. was built for Alex Harvey Jr as a 38-footer with twin 90hp Grays. She was lengthened (as were so many of these big bridgedeckers) to 45ft by the time she went into NAPS as Z10 in 1942-3, possibly during the time she was being repaired after going up on the Castor Bay reef in February 1940. Peter Annan bought her when she was de-mobbed in 1944 and renamed her Lady Edith. Annan had been the long-term owner of the big Logan cutter Thelma. In 1948 Annan sold her to Arnold Baldwin who changed her name back to Valsan.



Valsan - Z10



Looking very smart in this recent photo

Lady Joan – Z11

In the mid 1940s she had a Ford flathead V8, with 2 side exhausts initially, which were sited well up each side of the hull, below the bridgedeck, with no mufflers. The engine sounded terrible, as you could only hear 1 at a time & as all V8 engines must fire 2 cylinders from the same bank one after the other, it sounded as if the engine was missing badly. The set up was later replaced by 1 stern exhaust in the late 1940s.

Lady Joan was taken over by NAPS in 1942 with the following crew; CPO Stan Headland (owner and skipper), PO Max Vipond and Stan Thomson (deputy skippers), A.V. Hardley, R.A. Johnstone (AB6690), H.Rees, T. Taylor. Her number was Z11. Her duties were Boom Patrol and Boom Control vessel. Her early history is somewhat enigmatic. It's likely that she was a pre-WW1 34-footer renamed Lady Joan post-WW1.

The first record under that name is in 1921 and there are sporadic entries from then on with owners like J. J. and F. Mackay of Bayswater (1926-1936), the Cashmores sometime in the 1930s (although that may have been Lady Jean) and then Stan Headland just before WW2. Headland converted her from a straight - stemmer to a raised-foredeck, flared-bow bridge decker.

Headland kept her until at least 1950. During his ownership she had a 95hp Palmer marine engine (probably a conversion of the Ford Mercury V8 by Palmer). Later owners include W.L. Beattie, J Caulfield, and then on the Kaipara, Bill Woodcock, Pouto (1968), Ivan Mockett, Ruawai (1975) and Cyril & Doug Powell (1985). She was in Helensville as recently as 1995.

(Thanks to Harold Kidd)



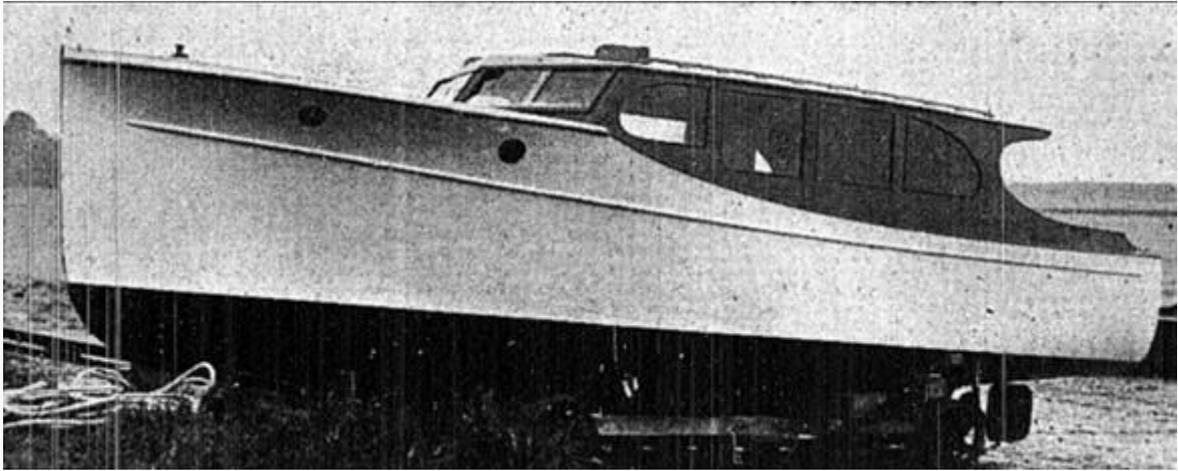
Lady Jane with her NAPS number



Unable to find a record of her floating again.

REREMOANA – Z12

Reremoana was launched on November 2, 1938. A neat 28ft sedan built for leather goods manufacturer H.L. (Len) Ganderton of Sarsfield St., Herne Bay and fitted with a Kermath petrol engine. Then, in August 1939, just as war was about to break out, Ganderton commissioned Lane Motor Boat Co, then at Mechanics Bay, to extend her hull to 34ft 10ins and convert her to a bridge-decker configuration. She was re-engined with a 60hp Scripps. Like many of the new or capable older launches in New Zealand, *Reremoana* was impressed in 1942 into patrol service with NAPS under Z12 with Charlie Lees, a close friend of Ganderton, as skipper. Cyril Parker bought her in 1953 and Colin Dennes had her in 1963, by which time she had a 90hp Redwing engine. Later owners included G.G.P. Taylor in 1970 and Dean Silich in 2001. These days, she remains in fine order.



Reremoana as launched in 1938



As she is today

DEFENDER - Z13

Originally named SCRIPPS III, was pretty quick with her 4 cylinder Model K Scripps, bore 5.5" and stroke 6" = 475 cu ins =7.6 litres. It was a straightforward side-valve engine with twin ignition, producing vast gobs of torque. A special feature was a vacuum bleed off the inlet manifold leading to a distribution box which in turn had flexible copper pipes which could conveniently be affixed to the back of one's coat and then up the neck to the hairline and thence to the top of the head. This produced a respectable partial vacuum under the hat crown, keeping it firmly in place (unless one was a Mexican or Tom Mix or wore a ponytail).

The photo show Defender (ex Scripps III) pictured on March 30th 1937 at the arrival of the PanAm Sikorsky S42B flying boat arrival from San Francisco. Defender at the time was owned by E H Chamberlin.



Defender showing a turn of speed.



Defender at Mechanics Bay

Regards

[Jerry Payne](#)

Editor

HMNZS Ngapona Assn

021 486 013

(To be removed from this email list please reply to this email with
"Unsubscribe" in the subject line.)

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

Grow your business with  **mailchimp**