



LONGCAST

5 June 23 - Monarchs Birthday

16 June 23 - NGA Assn Lunch at Henderson RSA

9 July 23 - Ngapona Assn AGM at Birkenhead RSA

21 July 23 - Lunch at the Bays Club

Hi Folks

NGAPONA MONTHLY LUNCH

Although I was unable to attend, I understand that the lunch held last Friday at the Pt Chev RSA was a great success. Probably the best muster we have had for many months.

Go to www.ngapona.org.nz/gallery/people to see who was there.

A CALL FOR YOUR HELP

John McEwan is writing further chapters of "Auckland Rockies". This well researched, 455-page work, covers the history of the Naval Reserve Forces from 1858 to 1995. John is now researching the period from 1995 to 2000, and needs the help of those who were members of Ngapona during that period. He would really appreciate any information from personal diaries etc, particularly of the years 2000-2009, when Ngapona moved from St Mary's Bay to the Devonport Naval Base. He wants to ensure that he gets the time line right for the move.

This is a general call to all past and serving members to get any records and photographs during this period, especially overseas service by our people. Any unique actions or stories would be of considerable help.

NGAPONA ASSN - AGM

The Ngapona Association Annual General Meeting is going to be held at the Birkenhead RSA at 1500 on 9 July 23. All Ngapona Reserve Personnel who are Assn. Members are encouraged to attend. Any other personnel posted to Ngapona are also invited. It is a good opportunity to join for some fellowship and

come and meet the Assn. and join.

THANKS TO NORTSHORE AERO CLUB

A big 'Thankyou' to the North Shore Aero Club for hosting a 'Veteran's Day' on Saturday, 6th May. A static aircraft display followed by morning tea was held at the North Shore Airfield, A flight then departed for Whenuapai Air Force Base for lunch and controlled walk a-bout, then return North Shore airfield. Once again, many thanks from those who attended, lets hope we can do the same again next year.

MEMBERSHIP OF THE NGAPONA ASSN

Full membership is open to serving and ex members of HMNZS Ngapona. Associate membership is open to all others who have an interest in nautical affairs (subject to approval by the Executive Committee.) Join us for the comradery enjoyed by our members. Joining fee is only \$40.00 and no annual subscription. Membership for serving members of Ngapona is free. Refer www.ngapona.org.nz

VETERANS' AFFAIRS ONLINE FORUM

This brief informative online event aims to help you understand your entitlements and any other support that Veterans' Affairs can offer you. You will hear answers to commonly asked questions and you can also ask questions of our staff. You can ask a question when you register.

We'll email you closer to the time of the forum with a link to join the Zoom and any other details you need to know.

More information about this event will be published on our Facebook page and website in the coming days.

For further information, Google 'Veterans' Affairs Online Forum'

EX-NZ INSHORE PATROL VESSELS ARRIVE IN IRELAND

A €26m pair of navy ships bought from New Zealand have finally arrived in Ireland more than a month after setting sail from Oceania.

The heavy lift ship Happy Dynamic made its way to Cork Harbour on Sunday with two new inshore patrol boats for the Naval Service, HMNZS *Rotoiti* and HMNZS *Pukaki*.

The 55m-long ships are much smaller than the likes of LÉ George Bernard Shaw and LÉ James Joyce and will be used to patrol the Irish Sea.

They will undergo a programme of works to fit additional Naval Service equipment, followed by a training programme for the crew, and are expected to enter service early next year.

Doubts have been expressed about the suitability of the ships by the former second-in-command of the entire naval service.

Captain David Barry, a now-retired 40-year veteran who served as officer Commanding Naval Operations Command, said in *Signal*, the official magazine for Raco (Representative Association of Commissioned Officers), that "pivoting towards smaller ships and crews may initially seem attractive, particularly on cost grounds and they being immediately available on the market".

He said while any new ships are welcome, replacing current ships with others that can only deploy in more

limited areas for more limited times and only if the weather is reasonable "is accepting a significant reduction in capability".

The arrivals come at a pivotal time for the future of the Naval Service, which has been dogged by recruitment and retention issues.

Just 15 naval recruits completed their training last year at a time when the navy is battling a severe staffing crisis, the *Irish Examiner* reported in March.



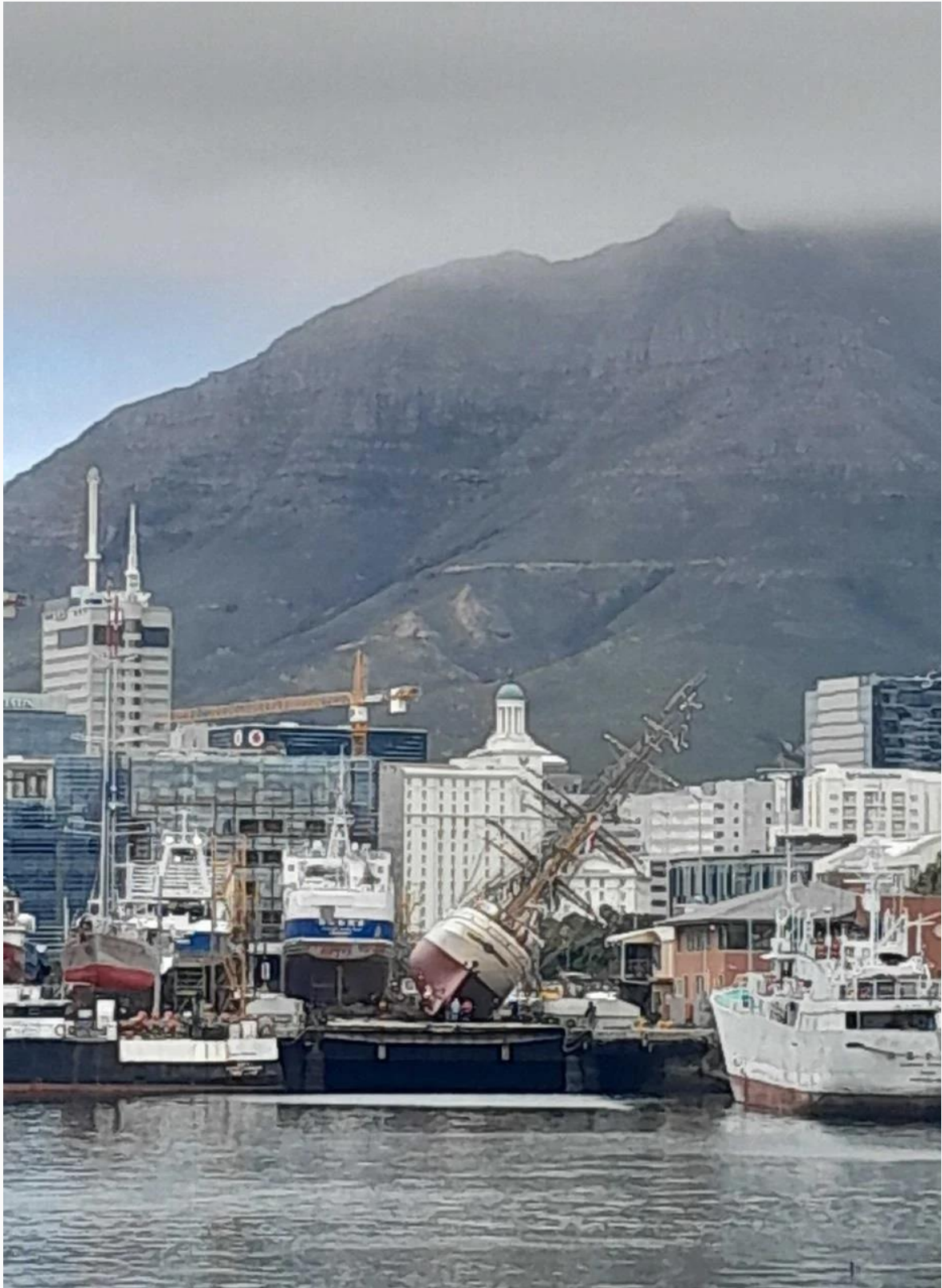
WHEN TWO TRIBES GO TO WAR

Container shipping is in the crosshairs of a superpower tussle that could divide the world and reshape trading networks. Countries that have benefited from China+ trade diversification, such as India and Vietnam, might need to get off the fence soon. It is not being paranoid to say that the world is currently in the middle of an almighty superpower grudge-match that threatens to redraw the network of international trade. The level of mistrust and suspicion between the two largest economies, the US and China, is boiling over and forcing other countries to pick a side. There hasn't been much attempt to conceal the mutual loathing in Washington or Beijing; it is in plain sight for all to see. Pick any one of the more recent spats, from Chinese "spy" balloons being shot down to the aggressive grilling of TikTok's CEO in the US Congress. The feud has been simmering for a long time, but it has intensified in recent years with the ongoing trade war that started in 2018, and more recently it has been brought to boiling point by Russia's invasion of Ukraine. Vladimir Putin's war has confronted the world order, but rather than cut off ties and denounce him, he has become something of a poster boy for (mostly) authoritarian states with deep anti-West leanings. Perverse as it might seem to those of us living in democracies, but Putin is widely regarded (by more people than we would like to admit) as a hero taking on the Western bullies and hypocrites. He is therefore a useful puppet to China. Putin can help widen the geopolitical schism and bring more countries over to its side. It is a delicate balancing act that requires China to be seen as impartial. The country also needs to retain good trading relations with the "anti-Putin" bloc. Therefore, the supply of weapons or ammunition to Moscow is out for the time being, but China is stretching things by ignoring Western

sanctions through the purchase, in growing quantity, of cheap Russian oil and gas, thereby funding Putin's war machine. Where the US has failed to unite, China wants to show it can do a better job as the world's leader. It has had some notable victories of late, including the remarkable speed in which it was able to secure a reconciliation agreement between Saudi Arabia and Iran. Its 12-point peace plan for the Russia-Ukraine war, formulated after Chinese President Xi Jinping sat down with Putin in Moscow in March, is unlikely to be as successful. Whether China cares or not is another matter, the primary objective is to be viewed as the world's honest broker that can shape the future. In February, on the eve of the one-year anniversary of the invasion, to retain its air of neutrality China abstained from a United Nations General Assembly vote calling on Russia to immediately end the war. Another 31 countries abstained, while seven others (including Russia) voted against the motion.

Source: Drewry

OOOPS!!



This happened yesterday morning when refloating the "EUROPA" off the synchro lift in Cape Town.

'SIR, I HAVE TO REPORT A GROUNDING'

Norwegian naval officer was found guilty on Monday and sentenced to a two-month suspended jail sentence for negligence leading up to the 2018 collision between a warship he navigated and an oil tanker in which the military vessel sank. Building a replacement for the lost HELGE INGSTAD frigate would have cost up to 13 billion crowns (\$1.24 billion), the armed forces estimated in a 2019 report. The early-morning crash between the INGSTAD and the fully loaded Sola TS crude carrier near a major North Sea oil export terminal also triggered shutdowns of parts of Norway's petroleum production. A commission investigating the collision said that the brightly lit Sola TS may have been difficult to distinguish from the nearby terminal from where it had set off, confusing the INGSTAD crew. A video recording from the tanker showed sparks flying as the two collided, tearing a gash in the side of the warship, which was later recycled as scrap metal. The tanker suffered only minor damage.

Source: Reuters



AND HOW DO YOU THINK THIS WILL BE FINANCED?

Two Chinese companies have reached a deal to build a 400-km (250-mile) rail line, a steel plant and a sea port in Cambodia worth a combined \$11.2 billion in what would be by far the impoverished country's biggest-ever investments.

Cambodia Iron and Steel Mining Industry Group has contracted the China Railway Group to build a railway to link a steel facility in northern Preah Vihear province to a port at the southern commercial island of Koh Kong, the company's chairman said on Wednesday.

The rail link and port would cost \$9.6 billion and the steel plant \$1.6 billion.

The deal is the latest sign of China expanding its footprint in the frontier economies of a booming Southeast Asia as the United States vies for influence in the region.

Loans and investment have won China some useful political allies in the 10-member Association of Southeast Asian Nations (ASEAN), which is set to become an integrated trade community by 2016.

All three projects in Cambodia would start this year and take up to four years to complete, chairman Zhang Chuan Li said.

"There is an important demand for transport of mined materials for export to China and to the world," Zhang told Reuters.

Cambodia Iron and Steel is a Chinese firm based in Phnom Penh and established in 2006.

The agreement was made on Monday and came three days after Sinomach China Perfect Machinery Industry Corp and Cambodian Petrochemical Company announced they would jointly build a \$2.3 billion oil refinery, Cambodia's first, capable of processing 5 million tonnes of crude a year.

Chinese companies are also set to build a \$7 billion, 400 km high-speed rail link through neighbouring Laos and are trying to win contracts to build new lines in Thailand.

Zhang was unable to provide details about where the billions of dollars for the Cambodian rail, steel and port projects would come from when Reuters visited the company's modest Phnom Penh office on Wednesday, when the only employees seen were four Chinese labourers in flip-flops eating lunch. Zhang said a ground-breaking ceremony for the railway would be held by the end of this month and

construction of the steel plant in Preah Vihear would start in July.

A three-km bridge would connect an island in the southern coastal province of Koh Kong with the mainland and the project would boost the economies of the four provinces covered by the link, the company said in a statement.

Source: *Reuters*

NAVAL AUXILLERY PATROL SERVICE

Z22 Norana

He replaced VALMAI in 1913 with the 40-footer *Norana* designed by Joseph Gillanders and built by Miller Bros at Port Chalmers. She had a 16-18hp Jersey Standard marine engine and was a handsome craft. He sold her to Arthur Brett of Auckland in 1927. During WW2 she was taken over by the RNZAF and sent to Fiji for towing work.

The 40' launch *Norana* was designed by Joseph Gillanders and built in 1913 by Miller Bros at Port Chalmers for Charles William Sundstrum. She had a beam of 9' and draw 3'6".

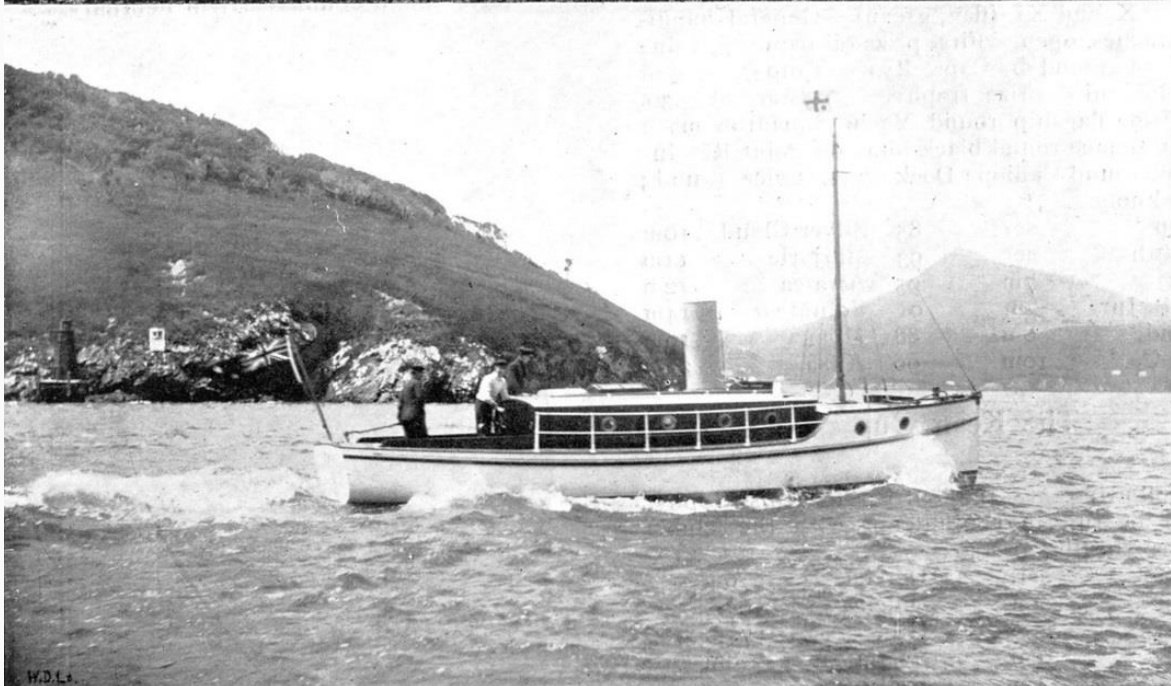
Sundstrum was a Dunedin dentist who was a key figure in Dunedin yachting circles for many years. His first launch was the 31' clinker double-ender Valmai of 1910 which had a Dunedin-built 5hp Viking engine. He raced her with the Otago Yacht Club including one of their Ocean races to Timaru.

He replaced *Valmai* in 1913 with *Norana*, which had a 16-18hp Jersey Standard marine engine, that gave her a cruising speed of 8 3/4 knots. He sold her to Arthur Brett of Auckland in 1927. During WWII she was taken over by the RNZAF and sent to Fiji for towing work.

From NAPS Booklet

Skipper, Alex. Donald; Deputy, Leo Bouzaid. Crew: Leo Stewart, Charlie Hogan, Ross Norgrove, Harry Williams.

Skipper has now taken up a position as Watchkeeper and Notice Writer at Westhaven, but keeps in touch with the sea through Peter Williams' binoculars trained on a schooner in the harbour.



Z23 Raira

Raira was launched in Devonport in February 1915. Built by the McLeod Brothers to a Collings and Bell design. The great looking interior is the result of a full restoration completed in 2011. This included: new steamed ribs with copper fastenings, new bulkheads, new keel fastenings, all paint removed back to timber and her hull re-caulked and just about everything else on board was replaced or upgraded.

In late 2016 *Raira* was repowered with a 120hp Ford on a zero hour rebuild, that pushes her along at between 7.5-9 knots. At the same time, she was treated to exterior paint job.

Ian McDonald commented that when he used to slip his boats at Omokoroa in the early 1980's, *Raira* was on a swing mooring there & unless mistaken, the game poles are just as they were back then.

From the NAPS Booklet

Skipper, Noel Campbell; Deputy Skipper, C. E. Chambers, Crew: H. B. Glover, A. E. Robinson, A. L. Martin. C. Chambers, A. F. Cadness, B. Hart, C. J. Lane.

One of the Flagships on Manoeuvres. One member of the crew was rather interested in Nelson's Blood; understand he is not so interested now.
a Collings and Bell design.



Z24 Mavis B

Mavis B was built in 1910 by James Reid for Albie Braund. She started life steam powered & had 2 steam engines in a short period of time (sub 3 years) these were replaced with an oil engine. She retained the steam funnel for many years after the upgrade.

She was later owned by S B Atkinson, who brought her to the Waitemata from the Manukau and renamed her *Ngaire*. Atkinson 'modernised' her, with a raised flared bow, bridge deck, tram top, dodger & flying bridge.

During the war years she was owned by Bernie Mc Jinn, who changed her name back to *Mavis B*. McJinn

ran her as a Navy patrol craft (Z24). Her engine had been re-powered with a P6 Perkins diesel engine. Ken Ricketts first sighted *Mavis B* in 1946 at Matiatia where she was permanently moored & believes she belonged to a Mr Wheeler of Waiheke Island, who had her in the mid & later 1940s. Ken next saw *Mavis B* c.1960, when she was bought by Jack Hayman of Riverlea Rd Panmure, who lived almost next door to Lane Motor Boat Co & on the water's edge of the Tamaki River, where she was moored. The Hayman's did a dramatic 3rd generation re-birthing that saw the vessels name changed again, this time to *Omana*. The Hayman's had the Lane Motor Boat Co., along with much personal input from themselves, refit her to the configuration she is today. They also fitted a 6 cyl. Ford diesel which is probably the same one she has today. *Omana* may now reside in Havelock in the South Island.

Harold Kidd Update 10-05-2015

Mavis B and her subsequent history is quite well, if briefly, covered in Robin's and my book "Vintage New Zealand Launches" on pages 81 and 100 and there are two excellent Winkelmann pics of her, one in 1922 and one in 1928.

The book is still available at Boat Books at Westhaven at a modest cost (plug).

She was a sister-ship, hull-wise, to Reid's *Seabird* which had won the Rudder Cup in 1908. After that she had a more powerful Simpson Strickland steam plant and then a succession of petrol engines including a 6-cylinder Alpha, a 50hp Harbeck, a 140hp Stearns and then became dieselised. She kept her yellow funnel for many years after losing her steam engine.

J Waldron of Onehunga owned her on the Manukau 1933-7 and changed her name to *Ngaire*. At the time she was the biggest private launch on the Manukau.

Shelley B. Atkinson brought her back to the Waitemata in late 1937. He was a great customer of Sam Ford so I guess Sam did the bridgedeckering for him.

Bernard Godfrey McGinn (1900-82) (not McJinn) owned her 1937-45 and skippered her with NAPS as Z24 when she was still Stearns-powered. The Perkins came later.

She was returned to Bernie McGinn's ownership in 1944. He sold her to W.L. and O.E. Wheeler in 1945. Jack Hayman of 5 Riverlea Ave was the next owner. Jack was a builder and did much of the work converting her to her *Omana* configuration.

She went to the Sounds and Nelson and is now owned in Nelson where *Seabird* also lives.

Her then owner had her for sale on Trade Me in 2011 as a "1963 Lanes bridgedecker". The 1963 bit would relate to the Hayman rebuild at Lanes. Her owner was quite shocked to find her true provenance but took it on the chin very well.

From NAPS Booklet

Skipper, Bernard McGinn; Deputy Skipper, Jack Cox.

Crew: Cliff Wiseman, Harold Mutch, Bill Oliver, Doug. Stewart, Charlie Hogan, Clyde Clark.

Past Members. Arnold Baldwin, Horrie Whimp, W. Robinson and Stan Tong.

Beginner Beghee's notable ship. Now known as the New Mavis B.

Has served on Boom Patrol, then as Net Depot Ship. In other words, it is not a Naps' baby. Can pack a bit of speed downhill, but not so good in a fog. A flying-bridge has been added because there was no room for the coxswain in the instrument panel room. It was lost for several months early this year, but turned up again larger and better than ever. Skipper keeps his eye on poultry that lay golden eggs. She is absent on refit again at present. It is rumoured she is being converted into a Fairmile.



Z25 Maro

Maro was built as the 33-footer *Thistle* by M. Forsyth of Bayswater in late 1909, early 1910. Harold Wiles and Percy Howden bought her in the winter of 1922. Wiles seems then to have taken over ownership. Wiles re-engined her with a 40hp Stearns, for which he was NZ agent. Wiles handed her to Colin Wild to rebuild in November 1925, replacing her "compromise stern" with a tuck stern and lengthening her by 3' 6" in the process. After the rebuild Wiles renamed her *Lady Margaret*.

When Wiles commissioned Wild to build *Lady Margaret II* in 1928, he sold this launch, *Lady Margaret I*, to Dr. C.J. Long. When *Lady Margaret II* was launched, Long changed her name to *Maro*, took out the high-powered Stearns, which went into *Mollie* (later *Alcestis/Raiona*) and put in a Universal 4 cylinder. She remained in Long's ownership until just before WW2 when L R H Webber bought her and was her skipper with NAPS in 1942-3 as Z25.



From NAPS Booklet

Skipper, Les Webber; Deputy skipper, A. Wilson; later, R. McKay became Skipper and G. P. Pearson, Deputy.

Crew: R. F. Hunter, V. Stewart, C. R. McLean, J. W. Palmer, G. Sadler, R. Purdy, E. McKinnon.

