



LONGCAST

9 July 23 - Ngapona Assn AGM at Birkenhead RSA

14 July 23 - Navy Club, Remuera

21 July 23 - Lunch at the Bays Club

Hi Folks

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.

NGAPONA ASSN – MONTHLY LUNCHESES

Another good muster for the lunch at Henderson last Friday.

Our next lunch is at the Bays Club, Browns Bay, on Friday 21 July. This is our 'Mid-Year-Function', so please make an effort to attend.

WWII SUBMARINE H.M.S. TRIUMPH LOCATED

After a 25-year search, the mysterious disappearance of British WWII submarine H.M.S. TRIUMPH is

coming to light after it was found more than 650 feet below the blue waters of the Aegean Sea. Thoctarides, owner of the dive search company, said the vessel was initially detected with a simple sonar through the help of his daughter. "The wreck site is treated with respect as it is a wet grave of 64 people," said Thoctarides of the seven officers, 55 crew members and two commandos onboard. TRIUMPH was lost in the blue waters of the Aegean on Jan. 9, 1942. It began its operations in May 1939. It carried out 20 combat patrols and saw significant successes during its operation, sinking several enemy ships and the Italian submarine SALPA. Triumph now rests at the bottom of the open sea at a slight right tilt, The vessel's lowered visors and closed manholes testify that TRIUMPH was on a deep dive at the time of its sinking, according to Thoctarides. Depth and direction pedals were also found straight, indicating they were at a steady depth. "In its tower, you can see the wooden steering wheel, compass, and 4-inch cannon that is slightly raised upwards," Thoctarides said. "The visible manholes in the cannon area leading inside the hull are also closed."



MELBOURNE EXPANSION

A project to accommodate larger ships at the Victoria International Container Terminal (VICT) is on schedule to be operational by 2024, paving the way for VICT to further consolidate its position as the most advanced container terminal at the Port of Melbourne and across Australia. Recently appointed VICT Chief Executive Officer Bruno Porchietto says that upon completion, the AUD235 million expansion will enable VICT to handle two 336-meter vessels simultaneously. "Once the project is complete, our operations will expand from five quay cranes to eight, adding three new-generation cranes, 10 new automatic stacking cranes (ASC) and 50 percent increased yard capacity," said Porchietto. He added: "VICT will be able to handle neoPanamax vessels of up to 14,000 TEUs, providing shipping lines with the opportunity to leverage economies of scale and thereby reduce supply chain costs – something that isn't available at the Port of Melbourne's Swanson dock terminals."

NEW ZEALAND NAVAL AUXILIARY PATROL SERVICE

Z37 Silens

Silens was built by Harvey & Lang in November 1912, has morphed over the years. to suit the fashion of

the day and to match the changing lifestyles of their owners.

Silens was originally fitted with an Auckland built 14hp Silent Rotor engine (rotary valve), so I suspect that's where her name came from. Later she had a Stearns and then a 25hp Sterling.



Z38 Ranoni

RANONI was built by Charlie Gouk in August 1911 for the Rushbrook brothers of Onehunga for use on the Waitemata and cruising our east coast. There have been erroneous reports that she was built by Harvey & Lang who were next door to Gouk in Beaumont St. Her first engine was a 20hp Herald. She was 35'x35'x8'6"x2'6".

The Rushbrooks cruised with her very extensively, up North and to the Bay of Plenty. She became well known in Whangarei and was eventually bought by J. Main of Whangarei in early April 1920. He replaced her engine with a 25-30hp Buffalo in 1924.

In 1941 was taken into NAPS with the number Z38. Her owner was then Alex Matthews and skipper Vere Harrison. She spent most of 1942-4 stationed at Great Barrier.

Post-war she remained in Whangarei. In 1948 she was owned by O. Mann and her callsign was ZLAY 7.

In 2014 she underwent repairs in Opuia by local boatbuilder Graham Ridge, who had bought her after a mooring mishap with another vessel.



Z39 Ruamano

She was built for the Court family of John Courts Ltd, major department store owners in Queen St Auckland, in the late 1920 or early 1930s. was 46 ft long, & was sadly lost at sea, off the West Coast post 2000, by the owners of the day, who abandoned her at sea during a circumnavigation attempt around NZ, which she had previously completed once before, in her earlier days. They left, in inappropriate conditions, struck high seas off the West Coast of the North Island, were taken off by a merchant vessel in the area, & they abandoned her with the engine running, & left her to founder (she was seen a few days later by another merchant vessel still with the engine idling) — very sad ending for a very beautiful lady.

When built she had 2 Redwing Petrol engines which were replaced about 1947 with a single Graymarine 6-71 diesel, a 2-cycle diesel engine, — virtually a GM Detroit, marinised by Graymarine, which she had until her demise.

During the mid-40s she had her original dodger replaced with the beautiful stainless steel dodger, which must have cost a fortune, but suited her very well. In 1949 She belonged to Jim Luke of the Claude Neon Lights Ltd family, of Glendowie.



Z40 Ngaio

In 1921 at Ngataringa Bay, Devonport, New Zealand's greatest boat designer/builder Arch Logan launched the motor yacht Ngaio that had been commissioned by owner H. Partridge.

Logan built this magnificent kauri carvel planked vessel using full length kauri planks i.e. each plank was 39' long.

Fast forward 92 years & Ngaio was acquired by Auckland architect Ian Kohler, who with partner Lancia undertook one of the most extensive professional restorations to a classic wooden boat we have seen in recent years. Ngaio's hull was taken back to bare timber, kauri splined & glassed. Every item of engineering & fitting on-board was either reconditioned or replaced.



414 Playmate

I kept the best one for last. - Ed

This is a transcript taken from 'Waitemata Woodys' (thanks to Alan Houghton)

From Peter Sample (former owner)

"I owned Ida Mae from 1982 to 2007. I had known Ted Swales, the original owners son, for a few years beforehand and when he found we had just bought a Sam Ford launch, named Ida Mae he told me about the one his family owned when he was a boy, named Playmate.

He told me that the RNZAF had purchased her in 1942 for service in Fiji and as far as he knew she had never come back.

He showed me photos of her in Whakatakataka Bay.

A couple of years later when I was burning multiple layers of paint from the hull I came across the old wartime registration number scribed in the timber. Something about that number rang a bell so I got in touch with Ted and asked him what the number was on their Sam Ford launch. He told me number 414. I said to him we have her in my back yard.

He was rather speechless for a while and within a couple of days was at my place sitting inside.

He confirmed evidence in the hull that she had been twin screw. for a while. She had originally been launched with a single Ailsa Craig engine which was far too small. This was shifted over and a second Ailsa Craig fitted. It was plain to see where the shafts had been as the cut ribs still existed where the shafts went through the hull and the replacement pieces of planking of a couple of feet long where the shaft logs had been. I later replaced the ribs along with many others but the twin shaft evidence still exists. Ted said she was fitted with a single Fairbanks Morse when the RNZAF had her but I do not remember if this was done by the Swales or not.

Whenever Ted was on board, he always referred to her as Playmate.

The logs I had showed she was in Napier in 1970 probably in her original state. She had a 90hp 6 cyl BMC Sealord in her at this time and was still in when I sold.

She made a few sailings up the coast to Tauranga while based at Napier for Big game fishing at Mayor Island and it made interesting reading in the log of the non-stop voyage up the coast stopping at Gisborne for fuel.

Owners I am aware of:

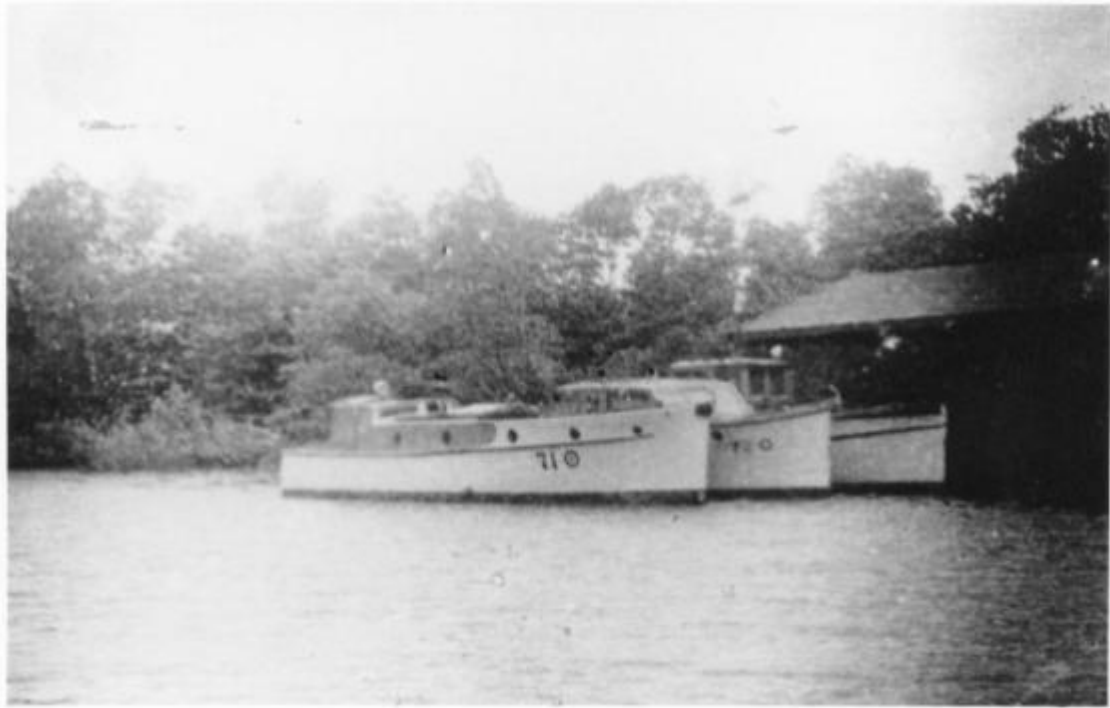
Wyness of Auckland who I think had Shipbuilders do the alterations in the early 70's

Eric Boisen of Auckland up to about 1981

George Mabey of Coromandel

Peter and Liz Sample Westpark 1982 to 2007

Aksel and Susan Jepsen Kerikeri



The photo above shows her (#72) at Lauthala Bay, Fiji with Mataroa (#71) & Doris



Playmate at Whakatakataka Bay, Auckland. Probably 1942



Eric berthed her at the ML Pontoon at St Mary's Bay.

(There is a story that there was some fuel transfer arrangement between the ML and Ida Mae! But my lips are sealed.)

This is the final in this series of launches of the Naval Auxiliary Patrol Service, I hope you recognised some of the beautiful launches that were built prior to WWII.

Regards

[Jerry Payne](#)

Editor

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