

THE White ensign

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ROYAL NEW ZEALAND NAVY MUSEUM JOURNAL



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E-NEWSLETTER: TE WAKA

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DIRECTOR'S MESSAGE

THE ROLE of the Royal New Zealand Navy is intimately tied to the life of our nation, historically when we were part of the Royal Navy and currently as an independent Navy. Our Navy is a living organisation and so our history is contemporary and will include stories not yet enacted or written. Just as our nation grew from being a colony of Britain into a nation with its own identity and place in the Pacific, so too has our Navy.

This issue starts with the scuttling of the German Fleet at Scapa Flow, a story which helps commemorate the signing of the Treaty of Versailles in 1919. The Museum holds fascinating collection items from this event. We also remember a closer anniversary, the East Timor Intervention in 1999 and draw attention to the Navy's important contribution.

We are a Navy that values our history and traditions while keeping abreast of societal changes and modern developments. This is explored in the article about why we retain and reuse our oldest Ships' names.

Once again we highlight our rich collections, both photographic, artifact and archival and draw on different authors for their unique perspectives on the people and events we are discussing.

We trust you will find this issue both stimulating and interesting reading.

*Commander David Wright
Director Navy Museum
August 2009*

PHOTO DETAIL:

Silver Box presented to the Captain and Officers of HMS ROYALIST by Scotts Shipbuilding Company, 1943

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FRONT COVER PHOTO:

8 Breadth Imperial German Naval Battle Ensign taken from SMS NÜRNBERG after the ship was scuttled at Scapa Flow.

BACK COVER PHOTO:

This silver fish cutlery set was taken from the wardroom of the scuttled German cruiser HMS EMDEN, by the crew of HMS RESOLUTION, at Scapa Flow 21 June 1919. Made by German firm Christofel, it features a decorative dolphin on the knife blades and a German Crown on the handles. TCA0001

The *Death* of the German High Seas Fleet

Murray Dear writes here of the awe-inspiring story of loss and honour, when the German High Seas Fleet was scuttled under the noses of the British at Scapa Flow. His article explores an aspect of First World War military heritage and commemorates the 90th Anniversary of the signing of the Treaty of Versailles which officially ended the war.

The Royal Navy's Grand Fleet had stalemated the power of Imperial Germany's High Seas Fleet throughout the war - New Zealand's gift battleship had played her part in the Allies' naval victory. The spectacular scuttling of the German Fleet confirmed the allied victory at sea and prevented other nations such as France, Russia or Italy from claiming the German capital ships for their

navies – with an inherent impact on the resultant balance of naval power. The Royal Navy, the Empire's navy and indeed (in 1919) still seen in New Zealand as 'our' Navy, would remain the arbiter of naval power into the years of peace that followed.

Today the remaining wrecks of the German Fleet at Scapa Flow are recognised as items of national importance in the UK and are protected by Historic Scotland. Here in New Zealand our Navy Museum holds a collection of distinctive artifacts from this event as well as archival photographs.

S.-1320 b. (Established—May, 1900)
(Revised—January, 1917.)

NAVAL SIGNAL		P.O. of Watch— <i>11</i>
FROM— <i>6 in L SF</i>		Read by— <i>11</i>
TO— <i>Scapa</i>		Reported by—
		Passed by—
		Logged by—
		System— <i>6 in</i>
		Date— <i>21-11-18</i>
		Time— <i>11-15</i>

German flag will be hauled down at sunset today Thursday & will not be hoisted again without permission.

11-50

B Dear for this was one of the last signals we had when we got in

From John Brambley

ML 1704/00
Sta. 674
Sta. 106/18

THE WHITE ENSIGN WINTER 09

German High Seas Fleet being brought into the Firth of Forth by the British Grand Fleet.

Naval Signal 21/11/18
"German Flag will be hauled down at sunset today Thursday and will not be raised again without permission."

ARMISTICE NOVEMBER 1918

It is widely, but incorrectly, believed that after the battle of Jutland the German High Seas Fleet was inactive for the rest of World War I. Actually over the next two years units of the High Seas Fleet made several sorties into the North Sea with varying degrees of success. The German Baltic Fleet, reinforced by the High Seas Fleet's dreadnoughts, cruisers and destroyers, succeeded in pushing the Russians out of the Gulf of Riga and this outcome was a material factor in forcing Russia out of the war.

With the collapse of the German army imminent on the Western Front, a final High Seas Fleet sortie was proposed in October 1918. As Admiral von Hipper concentrated his forces, the crews of the battle cruisers and some lighter ships began to refuse their orders. This mutiny quickly spread and the High Seas Fleet

ceased to be an effective naval force. On 9 November the Kaiser abdicated and an armistice was signed two days later. The terms of the Armistice were severe, Article XXII of the naval terms, stated that the Germans were to:

".....surrender at the ports specified by the Allies and the United States of America all submarines at present in existence (including all submarine-cruisers and minelayers), with armament and equipment complete". The fate of the High Seas Fleet was covered in Article XXIII and stated "The German surface warships, which shall be designated by the Allies and the United States of America, shall forthwith be dismantled and thereafter interned in neutral ports, or, failing them, Allied ports, to be designated by the Allies and the United States of America, only care and maintenance parties being left on board".

INTERMENT FORMATION

The officer selected to command this Internment Formation was Rear Admiral Ludwig von Reuter, a very capable, patriotic and honourable naval officer. The Internment Formation sailed on 19 November for their final voyage

At the Firth of Forth the German naval ensign was lowered for the last time and von Reuter was ordered to take his ships to Scapa Flow, Scotland for internment. This decision was bitterly resented by the Germans as they had anticipated being interned in neutral ports in terms of Article XXIII of the Armistice Agreement.

REPATRIATION OF GERMAN CREWS

By 27 November the Internment Formation was at anchor in Scapa Flow, the Royal Navy's principal fleet anchorage in the Orkney Islands. The battlecruisers, battleships and light cruisers anchored

around the island of Cava while the destroyers were further south between Fara and Hoy. About 20,000 men had brought the ships to British waters and the Royal Navy was impatient to reduce this number. By mid December, the number had been reduced to less than 5,000 following a series of repatriations back to Germany. Over the next six months there was to be a steady trickle of repatriations followed by a final large reduction in crew numbers in mid June. This left 1,700 men on the interned ships.

While peace negotiations dragged on, the Germans settled into a dull routine. The sole communication channel between the Internment Formation and the British authorities was from von Reuter to the responsible Royal Navy Admiral at Scapa Flow. Outward and inward mail was censored and the newspapers that were received were several days old. Under

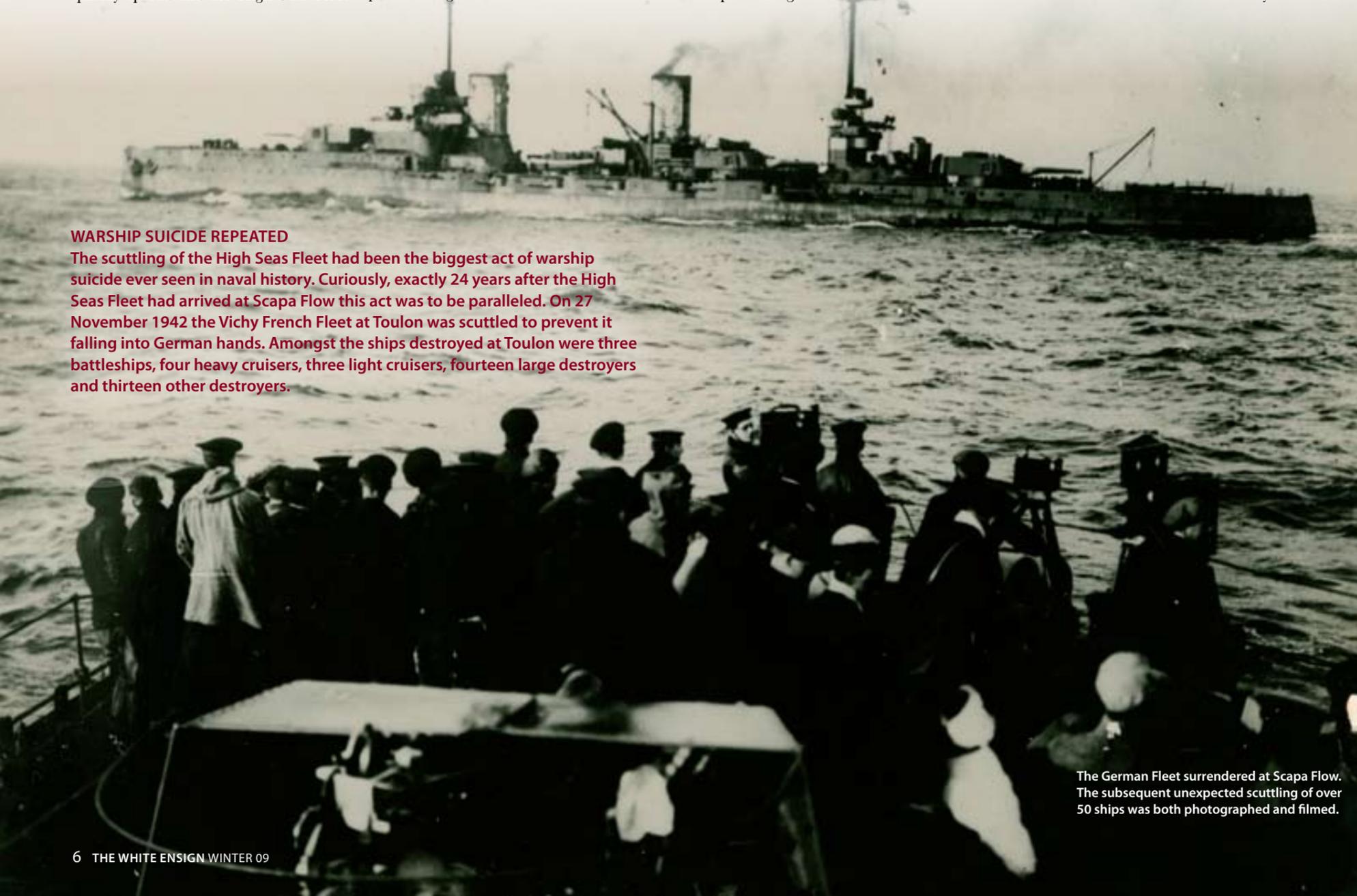


SMS HINDENBURG after scuttling. She has settled on the bottom and has also lost one funnel. 1919.

At the Firth of Forth the German ensign was lowered and von Reuter was ordered to take his ships to Scapa Flow



Viscount Curzon (cinematographer) filmed the surrender of the German Fleet at Scapa Flow in the Orkney Islands. 1918



WARSHIP SUICIDE REPEATED

The scuttling of the High Seas Fleet had been the biggest act of warship suicide ever seen in naval history. Curiously, exactly 24 years after the High Seas Fleet had arrived at Scapa Flow this act was to be paralleled. On 27 November 1942 the Vichy French Fleet at Toulon was scuttled to prevent it falling into German hands. Amongst the ships destroyed at Toulon were three battleships, four heavy cruisers, three light cruisers, fourteen large destroyers and thirteen other destroyers.

The German Fleet surrendered at Scapa Flow. The subsequent unexpected scuttling of over 50 ships was both photographed and filmed.

ACN0141



Sailors from the British Training Squadron stand on the upturned hull of the scuttled SMS SEYDLITZ, 1919.

message was the code for the immediate scuttling as per an earlier order. The message, relayed by semaphore and signal lamp, took time to get around the fleet and the most southern line of destroyers did not receive it until an hour later.

For an hour and a half there was little evidence that anything unusual was happening. At 1216 the battleship FRIEDRICH DER GROSSE turned turtle and sank with remarkable speed. This was followed by the battleship KONIG ALBERT at 1254 and other ships progressively thereafter. Ultimately, five battlecruisers, ten battleships, five light cruisers and thirty two destroyers were scuttled. Quick action by the Royal Navy saved the battleship BADEN, light cruisers NURNBERG, FRANKFURT and EMDEN plus eighteen destroyers

TTC0002



The Battle Cruiser SMS DERFFLINGER, scuttled at Scapa Flow, was raised in 1934. This decanter was among the ship's items recovered.

(many of which were unmanned).

The force guarding the interned ships on 21 June, the First Battle Squadron under the command of Vice Admiral Sir Sydney Fremantle, was absent from Scapa Flow on torpedo exercises. Only a small guard force consisting of two destroyers, two depot ships plus assorted trawlers, drifters and tenders was present. Once it was realised that a mass scuttling was underway, pandemonium broke out and there was some indiscriminate shooting resulting in the death of nine internees and sixteen wounded by gunfire. These men were to be the last casualties of World War I. Eventually order was restored with the German crews being made prisoners of war.

While Britain was publicly outraged at the scuttling of the High Seas Fleet, privately the Royal Navy was relieved. France and Italy had been pressing to receive German capital ships as war reparations and no doubt other allies such as Japan would have asked for their share. In a letter to a fellow Admiral, First Sea Lord Sir Rosslyn Wemyss wrote "I look upon the sinking of the German Fleet as a real blessing." In Germany, the scuttling was greeted with acclaim and von Reuter was promoted to Vice Admiral.

Most of the ships scuttled at Scapa Flow were eventually raised and broken

up for scrap. Three battleships and four light cruisers lie too deep to recover in the graveyard of the High Seas Fleet.

A NEW ZEALAND LINK

As a final irony, included amongst the surrendered ships was the High Seas Fleet minesweeper SMS PAPANBURG. This was given to New Zealand and during World War II this vessel was requisitioned as the minesweeper HMS FUTURIST. During the night of 25-26 June 1941 it narrowly missed sighting the German auxiliary minelayer ADJUTANT which had laid a small minefield off the entrance to Wellington harbour. ■



MURRAY DEAR

Murray Dear is a retired banker and former National President of the charity Diabetes New Zealand. Over many years he has acquired a strong interest in naval history and is an occasional contributor to Navy Today and other naval publications.

Mr. Dear is the author of "Two Hits and a Miss" published by the RNZN Museum in 1995 and is a 2008 winner of the Navy League of Australia's annual maritime essay competition.

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If you have found this article of interest then you will enjoy the article "Der Tag" the internment of the German Fleet 21.11.1918 by Richard Jackson and Michael Wynd. This is available on our website: www.navymuseum.mil.nz and was first published in Navy Today in November 2008. [NT 138 November 08]

With a fleet unable to fight or to flee, von Reuter made plans to counter a British seizure by a mass scuttling of all the interned ships.

the draft terms of the Peace Treaty the German Navy was to be emasculated and all the interned ships were to be handed over to the Allies. The Germans correctly guessed that once a peace treaty was signed, the British would seize the High Seas Fleet. With a fleet unable to fight or to flee, von Reuter made plans to counter a British seizure by a mass scuttling of all the interned ships. Scuttling was anticipated by the Royal Navy but this would be difficult to prevent as the interned status of the German ships precluded any armed guards being placed on board.

On 20 June von Reuter learned from a four day old copy of The Times that the Allies had given Germany a new ultimatum to accept the peace terms by noon on 21 June or face a resumption of hostilities. Von Reuter made the fateful decision to order the scuttling on the morning of 21 June. Unbeknown to von Reuter, the Reichstag voted on 20 June to accept the terms and the Treaty of Versailles was subsequently signed by Germany on 28 June.

CODE FOR SCUTTling

Shortly after 1000 on 21 June von Reuter ordered the international code flags 'D G' to be raised on his flagship, the cruiser EMDEN. This meant that all the interned ships were to man their bridges and keep a special watch for other signals. At 1030 he ordered the flagship's yeoman of signals to make "Paragraph eleven. Confirm." This innocuous

LEFT: The barometer was salvaged from scuttled EMDEN RIGHT: Poster of the day illustrating the surrender of the High Seas Fleet, 1918



This 8 Breadth, flag size, Imperial German Naval Battle Ensign was taken from SMS NURNBERG after the ship was taken at Scapa Flow. The flag was subsequently put up as first prize in a raffle held in the United Kingdom from which the proceeds went to the Widows and Orphans fund. The raffle was won by a New Zealander named Clem Pippin serving at the time in HMS NEW ZEALAND, Clem donated it to the Manurewa RSA in 1940. The flag is very large at 4500mm x 2750mm and is kept in correct storage conditions as part of the Navy Museum's extensive Flag Collection. Its condition when donated was moth eaten along the hoist and in various patches all over but is still a strong symbol of the powerful German High Seas Fleet and its demise at its own hand.

JENNY Ah MOY

Generations of sailors who visited Hong Kong will remember Jenny, her sampan and her band of side party girls. She was a living legend who, despite the colony's constant change, remained the same incomparable institution for over half a century. No First Lieutenant or ship's Buffer¹ will ever forget this wonderful lady and her helpers. Many a sailor will remember her stern words of caution when trying to 'do a line' with one of Jenny's girls.

Whenever a warship visited Hong Kong there was fierce competition between the gangs of girls to be employed as the Ship's Side Party. Once the gang had been accepted they were employed by that ship. Ah Moy's party was contracted by all RNZN ships visiting Hong Kong. They washed, chipped and painted the ships' side. They were restricted to the upper deck and not allowed in messes but for Ah Moy (being number 1) exceptions were made. She was not averse to the occasional tot of rum.

¹ Buffer: Chief Bosun's mate, senior seaman on board ship.



ABOVE: Ah Moy and her team fly the home-made HMNZS ROYALIST flag from their sampan in Hong Kong harbour. The flag is now part of the museum's textile collection. c1957

It was generally agreed that Jenny was born in a sampan in Causeway Bay, Hong Kong in 1917. Her mother, Jenny One, according to her one surviving Certificate of Service, which was copied in 1946 from an older, much battered and largely illegible document, provided serviceable sampans for the general use of the Royal Navy and was useful for changing money, but it was her daughter Jenny who became the celebrity. While the seamen painted one side of the ship's hull over several days she and her girls, working from the sampan, would complete the other in half the time. And their work was usually to a higher standard. Many ships drew up a Certificate of Service for Jenny in recognition of her work.

She brought up her two daughters to help her. The eldest was educated through the generosity of HMNZS ROYALIST ship's fund. The daughter completed her

education just as ROYALIST's career came to an end in 1965.

Behind her perpetual great-gold-toothed grin Jenny complained that she had never learnt to read or write. But what she lacked in education she made up more than a hundredfold with her immense and impressive experience in ship's husbandry, her unfailing thoroughness and apparently inexhaustible energy, her unquestionable loyalty and integrity, her infectious enthusiasm and her innate cheerfulness.

Officially Jenny's Date of Volunteering was recorded as 1928 and from then until 1997 when the colony became a Special Administrative Region of China and the Royal Navy moved out, she and her team of tireless girls unofficially served the British, Australian and New Zealand navies in Hong Kong. Her team at one time numbered nearly three dozen.

They served by cleaning and painting ships, attending their buoy jumpers, and, dressed in their best, waiting with grace and charm upon their guests at cocktail parties. Captains and Executive Officers would find fresh flowers in their cabins and newspapers delivered daily and many a departing officer received a generous gift as a memento from Jenny. Jenny even took some home to her tiny flat for dinner - a meal to be remembered. For all of this she steadfastly refused ever to take any payment. Instead she and her Side Party earned their keep selling soft drinks to the ships' companies and accepting any item of scrap which could be found on board. Tins of paint and food regularly passed over the side into her little sampan.

Jenny's huge collection of photographs - too big, she said, to be put into books - she stored in a large envelope. They



ABOVE: The HMS ACHILLES Ship's Company made this flag for Ah Moy's side party in 1946.

dated back to the mid 20th century and showed her in the ships she so faithfully served, with Buffers and Side Parties, and with grateful officers, many of whom became Admirals. In two thick albums she proudly kept her letters of reference, all without exception filled with praise and affection for her. One was a commendation by the Duke of Edinburgh for her work in the Royal Yacht during a visit to Hong Kong in 1959. She had a Long Service and Good Conduct Medal presented to her in 1938 by the captain of HMS DEVONSHIRE and a bar engraved 'HMS LEANDER 1975'.

Most treasured of all Jenny's distinctions was the British Empire Medal awarded her in the Hong Kong Civilian List of the Queen's Birthday Honours in 1980 and with which she, formally named Mrs. Ng Muk Kah, was invested by the Governor of Hong

Kong, Sir Murray MacLehose.

When Hong Kong was no longer visited by the great fleets of the British Commonwealth Far East Fleet Jenny and her Side Party found it increasingly difficult to make ends meet. Yet she stayed fit and always willing to undertake any work available. At the end of the Royal Navy's presence in Hong Kong there could be seen in the shadow of the towering Prince of Wales building within the naval base, a small round figure in traditional baggy black trousers and high-collared smock, with a long pigtail and eternal smile who, regardless of time, remained it seemed for ever – just Jenny.

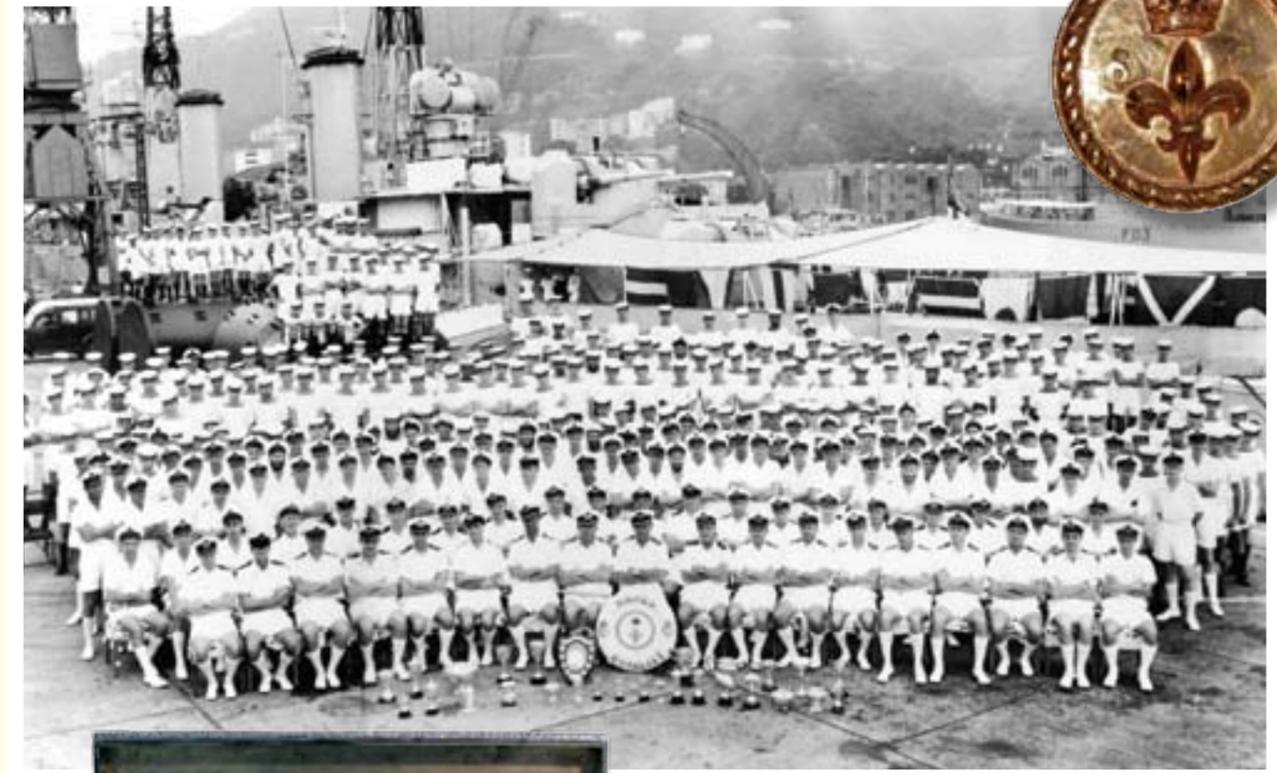
Jenny died peacefully in Hong Kong on Wednesday 18th February 2009. She was 92 years old. ■

GERRY WRIGHT

Hong Kong was an important naval base (HMS TAMAR) for British and Commonwealth ships during the Korean War, but after 1955 and the inception of the Commonwealth Strategic Reserve, Singapore (HMS TERROR at Sembawang) became the focal point for the "Far East Fleet". New Zealand's commitment was to have one ship (a frigate or cruiser) on station, that was deployed to East Asian waters and under the operational control of the Commander in Chief Far East Fleet.

Hong Kong remained none-the-less a favourite port during our ships' deployments – outside of the typhoon season. Tamar was handy to the centre of town and a run ashore was cheap and in that era of the Cold War and tensions with China, Hong Kong was a symbol of western freedom.

Navy Museum Official World War Two Collection, 1946.



ABOVE: ROYALIST Ship's Company in Hong Kong 1958

artifacts from the
ROYALIST



ABOVE: HMS ROYALIST's engine was made at Scott's Shipbuilding and Engineering Company Ltd, Greenock, Scotland, in 1943. Many of the world's large ships were made at the Scottish Ship Building yards along the Clyde, sadly they are nearly all gone. This silver box was presented to the Captain and Officers by Scotts in August 1943.



RIGHT: Royalist Souvenir Edition- This newspaper was produced by the crew of HMNZS ROYALIST, while under tow to Auckland in 1965. (Unaccessioned, Donor Lt Cdr David Abernethy (Rtd).

LEFT: Japanese Clock removed from Japanese Naval Headquarters at the surrender of Singapore 12 September 1945 by the crew of HMS ROYALIST.



SHIPS' NAMES

The Use and Reuse of Ships' Names in the RNZN

It is intriguing to examine the way the RNZN names its ships. Why do we re-use some names and others only merit a single use? The arrival of our four new Inshore Patrol Vessels into service highlights the tradition of re-using the names of ships over the years.



LEFT HMS DUNEDIN
Motto: Nisi Dominus Frustra
(Without the Lord in Vain)
HMS DUNEDIN was named in 1919 for both Scotland's city Edinburgh (Dunedin means Edinburgh in Gaelic) and the South Island city Dunedin. HMS DUNEDIN was sunk in 1941 and the name has never been re-used.

FAR LEFT:HMNZS MAORI
Motto: Ake Ake Kia Kaha (Fight on Forever)
The name has been used three times for Ships since 1909 and from 1949-1968 was the name of the NZ Naval Office in London.

OPPOSITE PAGE:
deck plate detail HMS ROYALIST
Motto: Surtout Loyal (Loyal Above All Things)
The name was first used by the Royal Navy in 1769 and referred to the French Royalists arriving in Britain who were fleeing the French revolution.

MYTHOLOGY AND BRITAIN'S DOMINIONS

The Royal Navy in Victorian and Edwardian times used many names from Greek and Roman mythology, an aspect that is still a factor in modern RN ship names – witness the Leander-class frigates and the new Daring-class destroyers. In the early 1900s as the defence of the wider empire became an issue, names of the Dominions began to be used. The first HMS NEW ZEALAND was a King Edward-class battleship of 1905, accompanied by sisters such as HIBERNIA, HINDUSTAN and AFRICA.

HMS NEW ZEALAND

With the building of our 'gift battleship,' a new dreadnought battlecruiser, it was eventually decided (after some prevarication in Wellington) to name her NEW ZEALAND. The older battleship was renamed ZEALANDIA and trophies such as the older ship's bell (which incidentally had been paid for by penny-trails in New Zealand schools) were transferred to the new battlecruiser. The name NEW ZEALAND was to have been revived by the Royal Navy in 1945, with a new class of very large aircraft carriers. That NEW ZEALAND would have been in good company, with her sisters due to be called MALTA and GIBRALTAR, but the entire class was cancelled with the end of WWII.

A NEW ZEALAND SENSE OF IDENTITY

Meanwhile the New Zealand Naval Forces were developing, eventually to evolve

into the Royal New Zealand Navy. The Admiralty showed clear sensitivity to New Zealanders' own sense of identity. The first cruiser intended for the NZ Division was to have been HMS CANTERBURY, but she was an oil burner and in 1921 we had no naval fuel oil facilities. Instead, HMS CHATHAM was selected – although she was named for the English dockyard town, her name alluded to our Chatham Islands, and the ship herself had seen service off Gallipoli.

When CHATHAM was replaced, one of the two D-class cruisers assigned to the NZ Division was HMS DUNEDIN, built during WWI and named for NZ's southern-most city. The replacements for the D-class were two Leander-class cruisers, carrying classical names, ACHILLES and LEANDER (those – now illustrious – names are carried on within our Navy's New Entry School).

In 1926 we bought a training ship for the new Volunteer Reserve. The little trawler was given the Maori name WAKAKURA – literally "canoe – school." In due course the two Flower-class sloops on the New Zealand Station (but British-manned and British funded) were due for replacement; the two modern sloops sent out were HM Ships WELLINGTON and LEITH. However it had been intended that another sloop, AUCKLAND, would replace LEITH, but WWII intervened. WELLINGTON was named for our capital city. (When the RN wants to recognise the Duke of Wellington, they use the name Iron Duke – used for the ship that was Admiral Jellicoe's flagship at Jutland and for a contemporary Type 23 frigate). WELLINGTON, incidentally carries a nearly unique battle honour:

The practice of naming ships dates back to the time of King Henry III. The oldest warship name was Queen¹ There are two main reasons for reusing a ship's name. Firstly, it is a link with our own naval tradition and the ships of an earlier era. Secondly, a reminder to the ships' companies who serve aboard the new ship of the history that goes with a ship's name and their responsibility to carry that tradition forward. In addition, the new ship will carry the battle honours of the old ship, again reinforcing the sense of pride, tradition and honour² the ship's company have for their ship.

MAORI NAMES

In New Zealand, the tradition of using Maori names started early, when one of the seven ships of the Australasian Auxiliary Squadron (1891) was named HMS TAURANGA. It is understood that the name was selected by the British in recognition of the strong naval involvement in the NZ land wars and, in particular, the campaign that led to the battle of Gate Pa. TAURANGA's sister ships all had Australian place names.

¹ A. Cecil Hampshire, *Just An Old Navy Custom*, London: William Kimber, 1979, p. 120.

² Battle Honours are the 'campaign medals' for individual warships, reflecting the battles that a particular ship took part in.

Atlantic 1939-45. Many warships earned an "Atlantic" battle honour for one or two years but very few served in the Atlantic for the whole period of the war.

With the onset of WWII, New Zealand ordered three "corvettes" (the term only came into use in 1940 at Prime Minister Churchill's insistence). The new ships were given NZ bird names: KIWI, MOA and TUI. However four coal-burning "Scottish Isles" class minesweepers given to NZ in 1941 retained their original names. In 1944 two of the WWII Flower-class corvettes were given to NZ and they too retained their original names.

Post-war, the New Zealand Naval Board decided to acquire two anti-aircraft cruisers (potential escorts for the new Australian aircraft carriers) and those ships retained their British names: BLACK PRINCE, BELLONA and, later, ROYALIST. The Indian Navy had no qualms about renaming ships - they acquired ACHILLES and promptly renamed her DELHI, so the ship swapped "our" set of battle honours for the battle honours of a former D-class cruiser.

LOCH CLASS FRIGATES

When in 1948 the Government agreed to acquire a flotilla of Loch-class frigates, it was a logical decision to rename them for NZ lakes. These names were first assigned to the Loch-class frigates

replacing their original Scottish loch names with New Zealand lake names as in LOCH SHIN (TAUPO), LOCH KATRINE (ROTOITI), LOCH ACHANALT (PUKAKI), and LOCH ECK (HAWEA). With the introduction of the Lake-class patrol craft, the names were used again. These both honoured the tradition and were deemed most appropriate for the new craft. When it came time to name the new Lake-class Inshore Patrol Vessels, the choice was obvious.

AUSTRALIAN NAMES

But in 1952 when we were gifted four Australian Bathurst-class minesweepers (named for small Australian towns) we chose to keep the Australian names - as an acknowledgement of the gift. Incidentally with the Korean War underway and mine warfare proving to be an important factor impeding the United Nations' fleets' inshore operations, the four minesweepers were acquired for a serious military purpose.

Similarly, the loan survey ship LACHLAN (which we later purchased outright) retained her Aussie River-class name. LACHLAN - the Ghost of the Coast - was eventually replaced by HMNZS MONOWAI, a converted merchant ship. (The conversion ensured she was the most well-equipped survey ship of any Commonwealth Navy,

when she recommissioned in 1977). The name MONOWAI - a South Island lake - recalled the former Union Steam Ship Company liner that had been requisitioned in 1940, armed at our Dockyard and commissioned into the RNZN. After active service in the Pacific, she was released to the Ministry of War Transport as an assault ship and went, among other places, to Normandy. (Perhaps her name should have been given to our new MRV!)

RESOLUTION AND ENDEAVOUR

Today's survey ship in our fleet is RESOLUTION, named for Captain Cook's second ship (but not for the long line of British combat ships bearing that name). We also use the name ENDEAVOUR, a more well-known name from Cook's first voyage. Our first ENDEAVOUR was the little Antarctic supply ship, the second an ex-American gasoline tanker also used for Antarctic supply and the name continues in use on our fleet replenishment tanker. Our connection to Captain Cook is also remembered by ADVENTURE, our current deployable survey motor boat.

When we began to name the Seaward Defence Motor Launches, from about 1955, the Fisheries Protection Squadron MLs were given Maori fish names. However, two MLs adapted for surveying were given Maori seabird names. Aboard LACHLAN they also named the ship's individual survey motor boats, a tradition which continued aboard MONOWAI.

INTER-ISLAND BALANCE

It was in the late 1950s that we ordered the first of our new Type 12 frigates - they were given NZ province names, OTAGO and TARANAKI. Of course there had to be a balance between the North and South Islands, and reputedly the decision was based on which province held the Ranfurly Shield at the time! The next frigate was WAIKATO, and after a period operating the loaned BLACKPOOL (nick named Muddy Puddle) our fourth

new frigate was CANTERBURY. In fact the RN offered us the option of using the name ACHILLES for our fourth frigate, but when we chose a 'province' name, the British gave the name ACHILLES to one of their last Leander-class frigates.

In 1974 a class of four patrol craft built by Brooke Marine in the UK were given Lake names, reviving the names of our Korean War-era frigates. My recollection from the Seventies is that there should have been six of the new patrol craft, and they should have been to a larger design (akin to the RAN's Fremantle-class) but the government of the day chose the cheaper option. So we began to patrol our newly-claimed 200nm EEZ³ in patrol craft that weren't allowed to go out to the Chatham Islands!

When in 1981 we arranged to acquire two British Leander-class frigates, they were named WELLINGTON and SOUTHLAND. The name WELLINGTON of course had a proud lineage, but SOUTHLAND? Yes it kept the inter-island balance, but not the most inspiring name for a warship, I think! (SOUTHLAND was given a full-sized stuffed ram, which was accommodated in the cabin flat - he was named Achilles!)

In 1984 we revived some older names for the four little Inshore Patrol Craft, built to serve the four RNZNVR Divisions: KIWI, MOA, WAKAKURA and HINAU. The name TUI had already been allocated to our ex-American oceanographic ship, which served in the RNZN from 1971-1995. Reputedly we paid only a dollar a year to lease that ship.

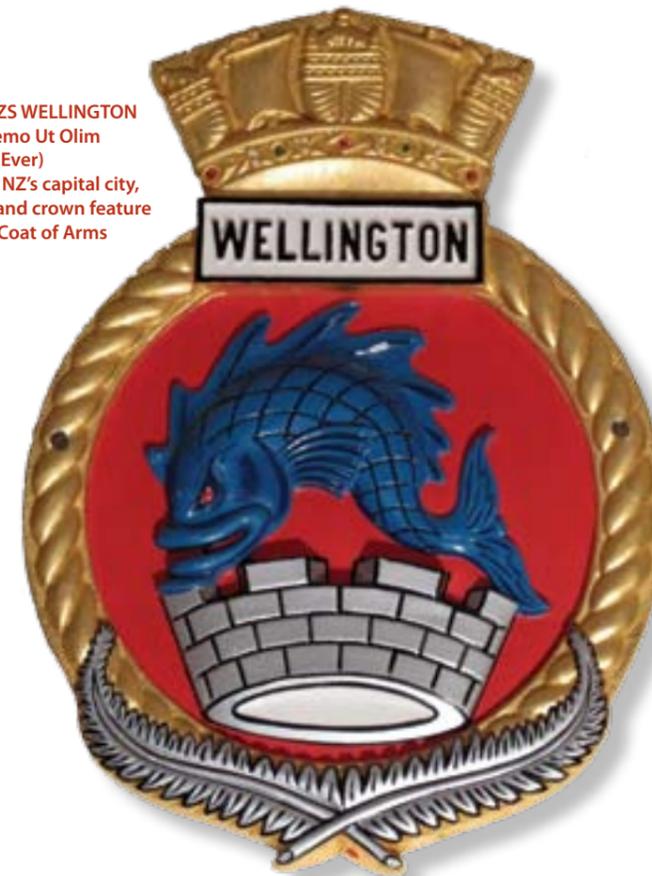
AN EARLY TRADITION CONTINUED

Under Admiral Jack Welch we began a new era of names for our newest frigates TE KAHA and TE MANA. He had the options researched and possible names were discussed with Maori scholars. While the names are new to the RNZN, they do however parallel some of the names used for past British warships. TE KAHA translates as strength, and names like INVINCIBLE and VALIANT are prominent in the British naval tradition. Similarly, I suggest TE MANA could equate to ILLUSTRIOUS or MAGNIFICENT.

HONOURING OUR HEROES

We do not often name ships for people,

RIGHT: HMNZS WELLINGTON
Motto: Supremo Ut Olim
(Supreme as Ever)
Named after NZ's capital city,
the dolphin and crown feature
on the city's Coat of Arms



but the RNZNVR Division in Wellington, HMNZS OLPHERT, is named for a famous naval officer from WWI who was instrumental in establishing the Volunteer Reserve in the 1920s. Similarly the naval headquarters, HMNZS WAKEFIELD, is named for the naval officer, brother of E.G. Wakefield of the NZ Company, who was killed in the Wairau Affray of 1843.

When in 1994 we acquired a roll-on roll-off ferry to work as a military sea lift ship, it seemed only right to name the ship for New Zealand's most famous soldier, Charles Upham VC and Bar (who died in November 1994 and his exploits were fresh in the public mind) and due to lack of support in Defence HQ, she was never given the funds to fit her for her military role. HMNZS CHARLES UPHAM therefore became a political embarrassment (in terms of range, vehicle capacity and sea lift potential, she was never an operational embarrassment). Sadly, when the new MRV was approved within Project Protector, there was no way the name CHARLES UPHAM would be re-used. Instead, because of the long service and great affection felt for the

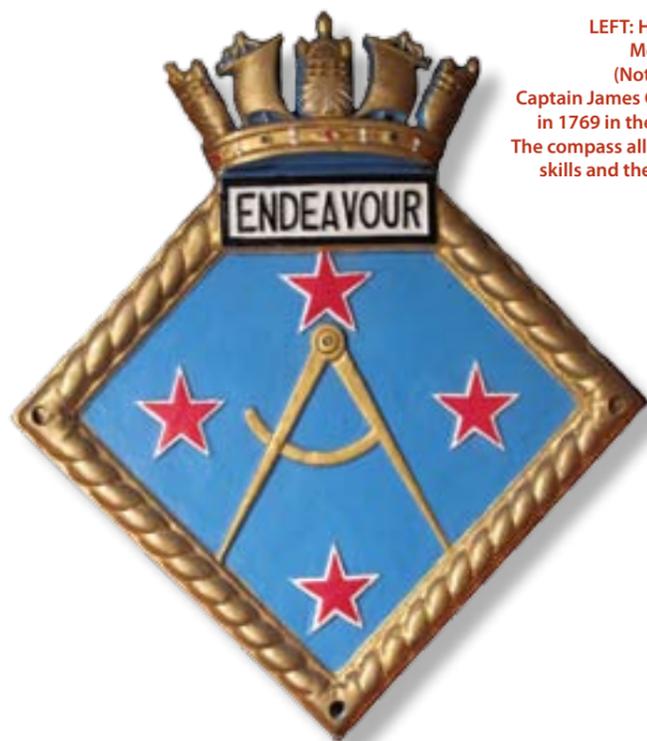
frigate CANTERBURY, the name was quickly re-assigned to the new multi-role vessel.

We now have in our fleet the third group of ships to be called the Lake-class: TAUPO, ROTOITI, PUKAKI, and HAWEA. The previous Chief of Navy, Admiral Ledson, was keen to revive names from an earlier period and to give the new ships a distinct heritage. This was not an arbitrary decision; he discussed it with key advisers and extensively with the Minister of Defence of the day.

Similarly he chose two 'province' names, OTAGO and WELLINGTON, for the new Protector-class offshore patrol vessels. We hope to see them delivered to NZ later this year.

With the delivery of the new Project Protector vessels, the challenge of choosing names for new ships may not arise for some years. But 120 years on from HMS TAURANGA, the first warship with a 'Kiwi' name, we have gained a selection of possible ship names that reflect both our national and our naval heritage. ■

RICHARD JACKSON



LEFT: HMNZS ENDEAVOUR
Motto: Nil Intentatum
(Nothing Unattempted)
Captain James Cook first visited NZ
in 1769 in the HMS ENDEAVOUR.
The compass alludes to his charting
skills and the stars represent the
Southern Cross.

HMNZ SHIPS' SHAPES AND SURROUNDS.	
CIRCULAR	Battle Ships and Battle Cruisers
PENTAGONAL	Cruisers
SHIELD	Destroyers
DIAMOND	Auxiliary Ships and Shore Establishments
FERN LEAVES	Silver
NAME PLATE	Black letters on white background
GOLD	Remaining surrounds

³ Exclusive Economic Zone extends 200 nautical miles around NZ and all it is outer islands.

2006.1.560.10

Private Collection: Warren Cummins



RNZN in EAST TIMOR 1999-2000



ABOVE: Warren Cummins in cap and sunglasses

This year marks the tenth anniversary of the intervention by Indonesia into East Timor. In 1999, as Commanding Officer of HMNZS CANTERBURY, Warren Cummins served at East Timor when the New Zealand Navy responded to the United Nations request for help. In this article he tells us a little of this experience.

East Timor sits at the lower end of the Indonesian Archipelago and 600 nautical miles north of Darwin in Australia. Apart from a brief period of Japanese occupation during WW2 East Timor had been a stable, if poor, Portuguese colony for over 400 years. In 1974 the colonial empire collapsed as a consequence of the bloodless Carnation Revolution and East Timor was largely left to self govern, although a Portuguese governor remained in place. East Timor moved slowly towards self-determination and self government for the first time since colonisation.

INDONESIAN OCCUPATION

Faced with the possibility of a new and democratic state emerging on their eastern border, Indonesia began a campaign of destabilisation and border incursions into East Timor territory. Then on 7 December 1975, Indonesia commenced a full-scale assault on East Timor's capital of Dili and the coastal city of Bacau, East Timor's second largest town.

Resistance was far greater than the Indonesians had anticipated and by April 1976 35,000 ground troops were required to maintain an Indonesian presence in East Timor. Nevertheless

on 17 July 1976 the country was annexed and became Indonesia's 27th province.¹ The resistance movement continued throughout the Indonesian occupation, although time and Indonesian efforts succeeded in wearing it away.²

Internal political turmoil in Indonesia eventually brought events in East Timor to a dramatic conclusion in 1999. This began with the resignation of President Suharto in January and by May, the Secretary-General of the UN was

¹ John Crawford and Glyn Harper, Operation East Timor, Reed, NZ, 2001, p. 14.
² Ibid, p. 18

ABOVE: New Zealand White Ensign flown by HMNZS CANTERBURY's ship's boat during Operation STABILISE off the coast of East Timor 1999.

entrusted to organise a referendum on self-determination and a United Nations Mission was formed to oversee it.

AN INDEPENDENT EAST TIMOR

Some within the Indonesian government and military began to surreptitiously rally militia units within East Timor, with the clear intent of influencing the ballot result through intimidation and threat.³ Residents were beaten and tortured, crowds intimidated and the populace generally made to fear for their lives. Despite this, 98 percent of all voters turned out to register a massive vote for independence.⁴

Sadly - it was also to be a road to death and destruction at the hands of the militias. Dili and other towns were sacked and an unknown number of Timorese were killed. Up to 400,000 people were displaced and many of these were forced

³ John Lyons, "The Timor Truth Gap", The Bulletin, 30 November 1999, pp. 24-25.
⁴ Anthony Smith, "East Timor: Opting for independence", New Zealand International Review, Nov/Dec 1999, p. 8.

to leave the province for other parts of Indonesia⁵. Indonesian authorities did nothing to stop the violence.

MILITARY COALITION LED BY AUSTRALIA

Facing severe international pressure, Indonesia agreed to allow a United Nations force into East Timor on 12 September.⁶ Australia accepted the task of lead nation for a military coalition and offered itself in this role on 14 September. The following day the United Nations Security Council adopted Resolution 1264. This invoked Chapter VII of the United Nations Charter authorising the formation of an international force to: "restore peace and security in East Timor, to protect and support UNAMET in carrying out its tasks and, within force capabilities, to facilitate humanitarian assistance operations..."

⁵ Noppadon Pattama, "East Timor: the consequences for ASEAN", East Timor - The Consequences, p. 35, New Zealand Institute of International Affairs, Victoria University, Wellington, 2000.
⁶ Crawford and Harper, p. 49.

Most importantly, the use of force was allowed and the International Force East Timor (INTERFET) was created under the command of an Australian Army officer, Major-General Peter Cosgrove. From New Zealand three RNZN warships were dispatched to take part in this multinational and tri-service force, TE KAHA, CANTERBURY and ENDEAVOUR. Each played significant, if varied, parts in the operation.

HMNZS TE KAHA

In September 1999 TE KAHA and ENDEAVOUR were located to the north, conducting exercise STARDEX near Singapore and Malaysia. Once notified, TE KAHA turned and ran directly to the immediate vicinity of Timor to join Australian ships on station. Following a tense passage through the Wetar Strait, immediately North of Timor, and a short stay in the vicinity of the island, TE

⁷ UN Security Council Resolution 1264 dated 15 September 1999, (Copy at Enclosure).

KAHA was despatched to Darwin to refuel. Eventually TE KAHA escorted part of a large amphibious⁸ group back to Timor in the first wave of troops and equipment to be landed from the sea. After a week on duty, TE KAHA was relieved by CANTERBURY and continued on her way to operations in the Persian Gulf.

HMNZS ENDEAVOUR

Meanwhile ENDEAVOUR had made ground to Singapore and refuelled with double her normal load of AVCAT⁹ and the remaining capacity full of DIESO¹⁰. Once full she returned to sea and headed for the Operations Area. Despite a brief engineering defect requiring her to anchor and a warship which shadowed her for 24 hours in Indonesian waters, she arrived off Dili harbour on 18 September. Initially ENDEAVOUR was told to proceed with previous orders, a situation that caused confusion because at that point, she had none! Eventually things became clear and ENDEAVOUR began a routine that would become familiar: lengthy anchorages and short bursts of activity, followed by re-fuelling visits to ports out of the region then back in again.

Over two separate tours of duty in INTERFET, ENDEAVOUR delivered a total of 12,177 cubic metres of diesel, 1,330 cubic metres of AVCAT and over 90 pallets of food or stored equipment. More importantly, the ship had maintained the vital flow of fuel to INTERFET when SUCCESS, the RAN's fleet tanker, was required to remain stationary in Dili. ENDEAVOUR acted as the sole military tanker supplying the less urgent but more diverse (and no less critical) requirements of INTERFET in the busy days near mission end.

HMNZS CANTERBURY

The final and longest serving of the RNZN warships in INTERFET was CANTERBURY. As events unfolded in Timor, CANTERBURY was in Sydney enjoying a well earned break following a six month deployment and Principal Warfare Officer (PWO) training week. PWO training is intense as the ship spends long periods at action stations fighting off simulated attacks by Air (Fighters), Surface (other Ships) and Sub Surface (Submarines) Units attack. Unusually her ship's company consisted of a large percentage of trainees,

BELOW RIGHT: Lt Cdr McDougall of HMNZS CANTERBURY served at East Timor in 1999 and donated this baseball cap (previous page), overalls and Lt Cdr rank slides.



ABOVE: This holdall from CANTERBURY contains field dressings and anti-flash gear, worn as pictured above.

TOP: Dark green arm brassard (identifying armband or badge) with INTERFET (International Force East Timor) and NZ flag on it.



reflecting a new role envisaged for the ship as she approached retirement. However retirement was not to be and during a quiet Sunday afternoon stroll, the CO was quizzed by Fleet staff in Auckland, "something might mean you needed to head north and, if so, what would we need?" Tantalising indeed! Sworn to secrecy until the following morning, CANTERBURY was left to consider how they could nurse more months out of a ship overdue for maintenance but fully trained and ready to go. An enviable position, albeit with some difficulties!

With their attendance confirmed, they sailed for home, supplies and a helicopter. At an average speed in excess of 21 knots CANTERBURY arrived in Auckland harbour after only 51 hours at sea - one of, if not the, fastest crossing of the Tasman by a warship! There followed two frantic days of preparation including the dreaded 'inoculations' for every known disease. Not everyone enjoyed the preparations! Topped to the gunnels with fuel, ammunition and stores, CANTERBURY sailed with despatch and reached Darwin on 25 September 1999 ready for her first tasking.

ACTION STATIONS

CANTERBURY's attachment to INTERFET began officially at midnight 27 September with orders to escort HMAS TOBRUK into the area of operations and then to Dili. Under cover of darkness CANTERBURY slipped from the harbour and was joined some hours later off the entrance by TOBRUK. The time spent waiting for the amphibious ship was usefully employed as weapon systems were loaded with live ammunition, and the ship was brought to action stations and then into to defence watches to allow continuous surveillance and monitoring of operations.¹¹

The following day of transit towards East Timor CANTERBURY patrolled an uninterrupted sector around the landing ship but as night fell and the ships approached the Wetar Strait, a number of darkened Indonesian surface vessels approached the formation, presumably to identify and track the INTERFET ships. CANTERBURY assumed a defensive position 'up threat' and shielded TOBRUK from any close encounters with the Indonesian vessels, who closed to within approximately 2,000 yards, before turning away.¹² No communications took place between any of the ships, despite the fact that both nations had recently exercised together during KAKADU and

were well equipped to be able to signal each other.

CANTERBURY PATROLS

The following morning, CANTERBURY passed TOBRUK to the Dili Guard Ship (DGS), HMAS ANZAC and began the first of four lengthy (for a Leander Class Frigate) patrols. Each patrol grew longer as other ships of the INTERFET force developed delays or problems. CANTERBURY, a dependable workhorse, was almost continuously on station around the island. Duties varied from being the DGS, through to acting as armed escort for Landing Craft entering territory under dispute with Indonesia. CANTERBURY also escorted the first amphibious ANZAC landing at Suai when the TOBRUK carried the New Zealand Battalion to land in the area on the South side of Timor.

"ODD JOBS" ASHORE

CANTERBURY also extended herself ashore. Once the initial tension subsided, the Commanding Officer made contact with the NZ forces ashore and sought employment for his ship's company to relieve the patrols. There was both the opportunity and desire to support the shore ops and this manifested itself into a range of 'odd jobs' undertaken at a moment's notice. The first of these 'odd jobs' was also memorable. It consisted of a small group of highly armed sailors escorting the United Nation's first rice supply to the Dili residents and it almost ended badly.

The UN were disorganised and despite having arranged for the sailors to get to the rice, they did not have plans for them to return laden with the rice, leaving the crew of sailors some considerable 6 kilometres distance from the ship and wharf. Fortunately, the senior gunnery Chief Petty Officer Rick Derkson, had insisted on attending and as soon as the dilemma became apparent he formed the highly armed and heavily laden sailors into formation and began the long jog "at the double" towards CANTERBURY and the eventual evening pickup from the wharf at Dili.

Despite this rocky start, work details proved highly popular and eventually every crew member of CANTERBURY had the opportunity to serve on a detail ashore. There they witnessed first hand the devastation that had bought them to this island.

Often the odd job calls would be made to the ship in the middle of the previous night and CANTERBURY would then materialise in the approaches to Dili, land a

11 Glyn Harper, Record of Interview, Cdr W.M. Cummins, ONZM, RNZN, dated 13 November 1999, p. 2
12 Crawford and Harper, p. 112.



...they witnessed first hand the devastation that had brought them to this island ..

work party, before disappearing back out to her patrol line for the day. In the afternoon this routine was repeated with the addition of a quick dash ten miles out from the coast to allow a 'hands to bathe' to allow those who had been working in the hot, grimy capital, to wash away the dirt in the sea. Generally this routine worked well although from time to time sea snakes and other marine 'things' would make the swim less attractive.

SEA PATROLS

The patrols at sea were also not without incident, which kept everyone on their toes. A routine damage control exercise was interrupted on 7 October when the flight deck crew heard the sounds of heavy gunfire. The noise was reported as being from the shore and CANTERBURY closed to within a mile of the coast near

Bacau to try to identify the source. Well within the range of shore fire, the gunfire quickly ceased and the perpetrators were never seen but it was a reminder that the countryside still swarmed with hostile and active militia. Early the next morning there was further excitement at 0345 when two fast moving aircraft, presumed to be Indonesian Hawks, approached the ship from the land. Weapons crews again turned out as a precaution but the aircraft turned away well outside warning range and headed in the direction of West Timor. In total 10 unidentified aircraft flew at CANTERBURY during the patrols near East Timor. Each event proved stressful as guns crews and operational staff prepared for a possible attack. Fortunately none eventuated.¹³

RELIEVING THE TENSION

The patrols were not without some relief though. During one patrol the ship's diving team ventured ashore and investigated the World War II wreck of the HMAS VOYAGER, lost during active service to a grounding and eventually, Japanese attack. At the end of each patrol the opportunity was taken to unload the weapons via the barrel which helped to relieve the stress and fatigue plus it had the advantage of avoiding double handling of the ammunition.

As the CANTERBURY cleared the operational area on the way back to Darwin, an unaltered flare or balloon target would be the signal to open fire and every weapon system was expected to participate or lose the opportunity in the brief but highly spectacular engagements. Once completed, any remaining ammunition would be struck down¹⁴ (much to the chagrin of the weapons crew!) and the weapons cleaned and stored or returned to the harbour state in preparation for arrival in Darwin.

A REMARKABLE PRESENCE

The four CANTERBURY patrols included a brief period during November as the only warship on station and the operation was difficult and lengthy for the ship and crew, coming immediately at the end of a six month training deployment. CANTERBURY was fortunate to have completed the entire operation with few mechanical defects, a remarkable achievement considering

¹³ Crawford and Harper, p. 102.

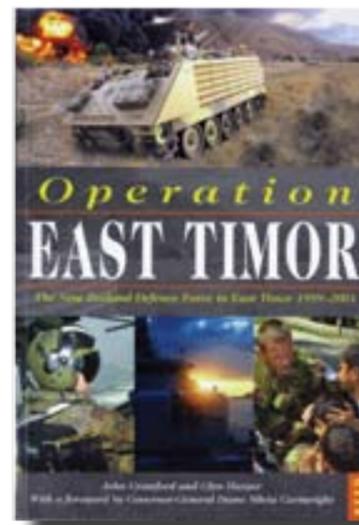
¹⁴ Struck Down: Stores received on the ship and moved below decks into designated store rooms

her age and previous mechanical issues. During the Timor commitment she achieved a remarkable 92% availability of all her systems through a policy of flexible maintenance initiated by the two engineering officers, Lieutenant Commanders Andrew Ford (WEO) and Phil Bradshaw (MEO).

Together the RNZN ships CANTERBURY, TE KAHA and ENDEAVOUR achieved a remarkable presence in East Timor that commenced in September 1999 and concluded in March 2000. In that time all three of the ships operated under a United Nations mandate to both enforce and keep the peace. This was a higher than normal tempo than any of the sailors and officers had expected but to which they, admirably, committed and enjoyed. ■

WARREN CUMMINS

Captain Warren Cummins, ONZM, RNZN (Rtd) was the Commanding Officer of HMNZS CANTERBURY from 1997-2000 and during East Timor operations in 1999. He joined the RNZN via the Cadet Midshipman scheme (Jervis Bay) in 1977 and retired in 2006 to pursue a career in the Public Service. He is currently the Regional Manager for the Northern Region of the Prison Service, Department of Corrections and lives in Auckland with his wife and two children.



Read more about the East Timor Intervention and the RNZN's part in OPERATION EAST TIMOR:

The New Zealand Defence Force in East Timor 1999-2001.

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The disappearance of HMS NEW ZEALAND's guns

Russ Glackin's article in the last White Ensign, Autumn 2009, sought to explain the origin of the two 4 inch guns outside the Auckland Memorial Museum and resulted in considerable correspondence relating to what happened to the remainder of the guns from HMS NEW ZEALAND.

When HMS NEW ZEALAND was in the process of being scrapped under the terms of the Washington Agreement in 1921, the New Zealand Government requested the return of the battle cruiser's secondary armament, its fourteen 4 inch Mk VII guns, to New Zealand. The guns arrived in 1923 along with two 2-pounder Pom Poms from the same ship but without any appreciation of how and where they could be utilised. It was finally decided in 1925 to use them in two six-gun saluting batteries, one on the tennis court close by South Battery on North Head in Auckland and the other on Point Jerningham in Wellington. The two remaining guns were mounted in front of the Auckland War Memorial Museum in 1932. The six 4 inch Mk VII gun saluting battery was duly installed on Point Jerningham in Wellington but its guns were then re-deployed when the Examination Service (XS) was resurrected in all the major harbours immediately prior to the outbreak of World War II.

EXAMINATION SERVICE

The Service had originally been introduced by Imperial Instruction in August 1914 as part of the general plan for the defence of the Empire. All ships entering and leaving New Zealand harbours were to be examined and approved. Prior to gaining approval to enter harbour through the 'friendly' channel in the minefields and booms that ran across harbour entrances, ships were required to:

- anchor in an Examination Anchorage (XA) under the guns of
- an Examination Battery (XB) which was supplemented by Examination vessels (XV) with a guard and guide function.
- Hostile ships would be immediately engaged by 'bring to' rounds fired by the XB.

But the increasing costs of the Service and manning shortages resulted in its suspension in 1915 and it was replaced by watch-keeping from the harbour Signal Stations. Consideration was given to its re-introduction in 1916 but it did not resume until the late 1930s as war tensions again increased.



ABOVE: Mounting HMS NEW ZEALAND's 4 inch gun at Fort Takapuna. c1938

GUNS REDEPLOYED

In 1938 four of the 4 inch Mk VII guns in the North Head saluting battery were mounted at Fort Takapuna to bring the existing XB in Auckland up to a full-time war-footing. It was further strengthened in 1940 when the two training guns in the Artillery Yard at Torpedo Bay were also transferred to Fort Takapuna. The Northern Steamship Company vessel Hauti was requisitioned as the XV for Auckland harbour.

Four of the guns from Point Jerningham saluting battery were deployed as the Gap Battery at Fort Dorset, Wellington to serve as Wellington's XB. The first pair were mounted in 1936, the second pair in 1938. Two of these guns were then relocated at Fort Ballance in 1940. The Janie Seddon remained as the XV, a role that it had fulfilled since the Great War. The remaining pair of Point Jerningham's 4 inch Mk VII guns were sent to Lyttelton in 1939 and were mounted on Battery Point to serve as Lyttelton's XB. These effectively replaced Fort Jervis which had functioned in the role up to that time. The Great War veteran, the JOHN ANDERSON, continued to serve as the XV in Lyttelton until 1940.

TRAGIC ACCIDENT

The XBs 4 inch guns collectively fired over fifty 'bring to' rounds at various ships, often

with unintended consequences. The most tragic incident occurred in October 1939 as a result of a deflection error. The 40-foot fishing trawler Dolphin was hit by a 'bring to' round fired from Battery Point killing the Master Fred Brasell. These incidents slowed as the threat of Japanese invasion began to wane throughout 1943. When defended port status was withdrawn in August 1945, the Examination Service was disestablished as the nation's coastal defences were gradually reduced.

THE 1950s

The 4 inch Mk VII guns from HMS NEW ZEALAND were progressively scrapped throughout the 1950s. Fort Takapuna's two remaining guns were mounted in North Battery on North Head before being scrapped in 1960. Wellington's Fort Dorset's Gap Battery guns were scrapped in the late 1950s. The guns on Battery Point were replaced by 3.7-AA guns. Battery Point's guns were placed in storage before being dumped at sea off Godley Head in the 1950s. The two 4 inch guns mounted today outside the Auckland War Memorial Museum are truly the last of the HMS NEW ZEALAND guns remaining. ■

RUSS GLACKIN

LIGHT BLUE DARK BLUE

The experiences of a Leading Aircraftsman as an RNZN Photographer

These days there are few service people who haven't had the opportunity to work alongside people from one or more of their sister Services. But in 1959 it was a little different.

At that time the Services had more or less completed their restructuring after World War II, there was massive downsizing and all that went into determining an appropriate size and shape for the future. The Korean War was over, and New Zealand's strategic focus shifted to South East Asia. Instead of peace, the continuing Cold War commitments meant a prolonged period of consolidation, re-equipment and deployments to the Commonwealth Strategic Reserve in Malaya. Subsequently we fought in the Indonesian Confrontation and then Vietnam.

One of the outcomes of this was that, while the need for certain skills remained, the relatively small size of the services made it difficult to retain a viable strength in those skills. In simple terms, you needed several people to maintain one position, but the cost of doing this was horrendous. Many of the skills were not available outside the Service, and outsourcing was not seen as a useful concept at that time.

One of the trades subject to these sorts of manning problems was photography. The RNZN needed a good level of photographic

skill, and in the post war years had used keen amateurs or, in the Hydrographic Branch, used ratings sent on a short course to the RNZAF School of Photography at Ohakea. These people had served well, but it diverted them from their prime tasks, and they had little opportunity to expand and enhance the necessarily limited training they had received. There needed to be another solution.

INTEGRATING THE SERVICES-ONE AT A TIME

Early in 1959, I was a Leading Aircraftsman (LAC) and was posted to a seagoing appointment on HMNZS LACHLAN, the Navy's Hydrographic Survey vessel. I wasn't the first one. Several others had done stints some time earlier, and what's more Gerry Matthews had grown a ginger beard, then and now, regardless of colour, a no-no for the RNZAF. The opportunities seemed endless!

But there had been a several year gap. As far as I could ascertain, no-one then on board had known Gerry, and certainly no-one, including me, knew how to integrate an airman into the life of the ship. In those days of payment in cash, even pay was a problem, the Air



LAC Boyd hard at work – a photo taken on HMNZS BLACK PRINCE for a Navy News article on RNZAF Photographers at sea. c.1959

Force paid its troops on the wrong Thursday!

Hammocks were the in thing for sleeping in those days. For a while I slept on a stretcher in my darkroom floor, but rapidly learnt to use a "mick", which was much better in the rough stuff.

Sunday morning divisions – where do you put a stray airman? The Coxswain spent a lot of time explaining, apologising really, that he had to put me in the "Miscellaneous" Division – the way of providing for all those who didn't obviously have a home.

Technically, the work was different,

TOP LEFT: High tech - The tellurometer was a line of sight surveying device.

MIDDLE: Guitars on the quarterdeck, provided essential evening entertainment.

BOTTOM: Boyd recalls, "Here is LACHLAN at anchor in the Marlborough Sounds after being spruced up for a command inspection, in which the inspecting officer of the time ungraciously noted that "it was obvious that a great deal of time and effort had been used to bring the ship up to standard." The thing that I remember most about this photo is that, to take it, I was being rowed around the ship in a dinghy by the Captain, Commander Bill Smith. The exceptionally tall mast is the receiving station for the Two Range Decca system as mentioned in the article."

Stand Easy and duff, doing watch and collecting your tot

but not over demanding, which provided me with the opportunity to get involved in a whole range of new and interesting things. The principles of survey and chart making I found very useful years later when, back with the Air Force, I trained through the army as a photo interpreter and map reader. I also had the opportunity to learn a bit about boat handling, and got to steer the ship from time to time. While I wouldn't allow anyone to put their life at risk from one of my ropes, I can still splice an eye and tie the odd fancy knot. All in all a great opportunity for a young man trying to learn as much as he could.

My first captain was Commander Frank Hunt, RN, with whom I would later meet up when he was captain of HMS COOK. I was posted to RNZAF Base Lauthala Bay in Suva, and HMS COOK landed on the reef while surveying the entrance to Suva Harbour. The RNZAF provided considerable assistance at that time, and we were both pleased to be working with someone we knew.

My next Captain was Commander Bill Smith¹ DSO² RNZN, who has recently, and deservedly, had a high profile in respect of his World War II exploits in the submarine service.

DIFFERENT CULTURES

I've referred to the trivia of merging two quite different cultures, and whatever people say, they are different. Obviously not being able to knock off and go home at 1700 was a new thing, although I quite enjoyed some of the night watches when I was able to help with the survey recording using the then state of the art radio navigation systems like Two Range Decca³. There is a whole different atmosphere about night watches, something I have since ▶

¹ Commander Bill Smith: Sub Lieutenant William "Kiwi" Smith was awarded the DSO for his part in sinking the Japanese cruiser Takao in Singapore harbour on 31 July 1945 as the first lieutenant aboard the midget submarine XE3.

² DSO: Distinguished Service Order

³ Two Range Decca: (2RD) was one of the early electronic position fixing devices. As used in the RNZN it consisted of two "slave" stations in fixed positions on the coast, with a third station on the ship. As the ship steamed along survey lines its position could be established by "triangulation" on the two shore based stations. It was a similar principle to that used taking sextant sights on a pair of trig stations, but could be used 24/7, allowing survey lines to be run through the night



"LACHLAN surveyed many harbours and ports for redevelopment, in my time Whangarei, Bluff, Picton, Kaiapoi and Jackson's Bay, and sometimes returned for the formal opening of the facilities. Here she is alongside at Bluff Harbour, having participated earlier in the day in the formal opening of the new and very impressive harbour redevelopment."

observed in other areas. The idea that 100 odd guys are sleeping below, and our group of half a dozen is keeping the world afloat is sort of creepy, and is replicated on many night watches. I observed it particularly later on airfield guards in Borneo, or on any base after there has been a death. Atmosphere is probably the only word to describe it.

Language was another thing. Stand Easy and duff, doing watch and collecting your tot. I recently met a man who collected knives, and he showed me a "Navy Seaman's Knife", at which I exclaimed without thinking much, "Pusser's Dirk". I was able to discuss its value and use with him, and note that I still have one at home - it is very useful as a pruning knife in the garden.

So it was language, customs, fit and whatever. Going ashore at Garden Island Dockyard in Sydney, the matelots just walked out the gate, and in again, while I was always challenged - who are you and what are you doing here? That said, I was always proud to be associated with those self same sailors, they were great company, doing a good and useful job.

NEW EXPERIENCES

Other new experiences? Plenty, ranging from watching the dockyard mateys fishing when we were being dry docked, to climbing Mayor Island in the Bay of Plenty to build a trig station which was big enough to take a sight on from way out at sea. The odd VIP visit, not as easy to photograph in the confines of the ship as it is in an Air Force hangar, and the time the ship was participating in some research on sludge in the oil fuel, requiring the fuel tanks to be emptied out and - guess who? - lowered into the tank to record the sludge levels.

But even then, and I am sure now, the differences were more superficial than real. The similarities were more important. Yes, I did some of my photography from the unsteady deck of a converted frigate rather than the equally unstable hatch of a Bristol Freighter or Sunderland Flying Boat, but the issue, as always, is really about people. I met some great people, and can still reel off a list of names. I am still in contact with a few of them, at Christmas anyway, some forty plus years later. But it was a team, working towards a common goal, in this case to

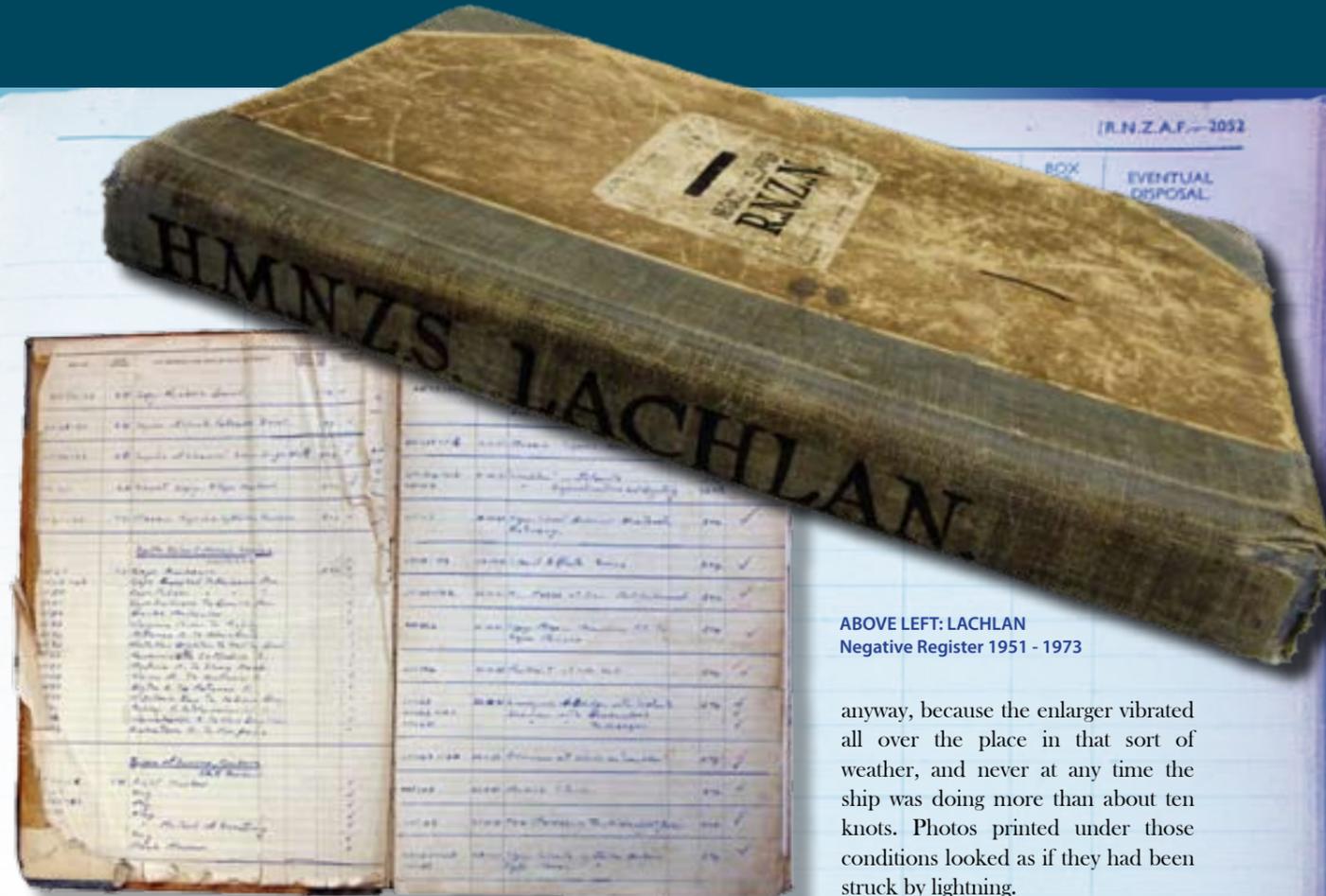
rechart the coastline of New Zealand. We were actually updating charts, many of which were originally made by Captain Cook. And I am thrilled to have been part of it.

And no, I didn't grow a beard.

ARCHIVAL PHOTOGRAPHS



ABOVE: Early Eastman Kodak Camera used by Chief Motor Mechanic A.G. Messenger during WWI.



ABOVE LEFT: LACHLAN Negative Register 1951 - 1973

I recently met a man who collected knives, and he showed me a "Navy Seaman's Knife", at which I exclaimed without thinking much, "Pusser's Dirk"

INTACT

I had long thought that I might like to get copies of some of my photos from this period, as I hadn't kept many, but often talked about it. In effect, I was progressing further down the track of the "boring old man" syndrome. Anyway, I asked the Navy photographers, and the RNZAF at both Ohakea and Wigram, and the Navy Museum. The negatives finally came to light, "stored away" and Navy Museum Archivist Paul Restall gave me access to them. I was particularly interested in the possible state of them some 50 years later, given that photography in those days used considerable quantities of water, but on board there was a genuine attempt to minimise the use of water. Had they survived intact? From what I could see, there was relatively little deterioration due to retained chemicals, although

there was a lot of deterioration due to the backing breaking down through poor storage. Paul tells me that it is possible to recover some of these, but, as always, at a cost.

TECHNICAL DIFFICULTIES

My darkroom was an interesting place to photographers and the uninitiated alike. It was a good sized room by any standards, converted from some sort of storage compartment on the ship. But as well as a darkroom, it was my studio, had a sleeping capacity of two (myself and an Able Rate), and in rough weather anyone wanting to go to the aft compartments had to crawl through a hatch from the artificers' workshop next door, through the darkroom and out my door. So, in rough weather, I didn't have a darkroom, I had a thoroughfare!

I couldn't do a lot in rough weather

anyway, because the enlarger vibrated all over the place in that sort of weather, and never at any time the ship was doing more than about ten knots. Photos printed under those conditions looked as if they had been struck by lightning.

Keeping the darkness was a problem. Integrity was maintained by a red light and a notice "keep out when the light is on." Predictably, much work was spoilt when people didn't see the red light, or the notice.

LIGHT BLUE, DARK BLUE

So, this is my version in brief of what happened when the light blue of the Air Force invaded the quite different dark blue of the Navy. I had Air Force friends saying things like "If I'd wanted to go to sea I'd have joined the Navy, I certainly didn't join the Air Force to go to sea." But for me it was an entry into a world that I couldn't even have imagined and I will always be grateful for the opportunity. ■

FRASER BOYD

Fraser enlisted in the RNZAF as a photographer in January 1957, two years later he was posted as photographer on board HMNZS LACHLAN. After 18 years in various roles he changed trade and was posted to the HQ NZDF work study team in Wellington. He retired from the RNZAF in 1975 and continued to work in the same role as a civilian until 1990. In 2008 he retired from the post of Deputy Director Logistic Support, HQ NZDF. He is now occupying his retirement with 5 grandchildren, a largish garden, active church involvement, working as a Justice of the Peace, a small part time job with the Defence Industry Association - and writing magazine articles!

Death comes to DEVONPORT

A local tragedy from yester year

The sun shone brilliantly from a clear, cold blue June sky as a horse-drawn dray rumbled out of the yard of the Auckland jail at the foot of Victoria Street. It lurched slowly down a muddy Queen Street flanked by ten armed policemen and a detachment of mounted troopers followed by the Sheriff, the jailer, the Inspector of Police and several other minor functionaries. Crowds stood silent on the edge of the unpaved, rough and ready street, turning their heads slowly to watch them pass into Shortland Crescent. Both occupants of the dray sat precariously side by side on the coffin resting on the floor, as the dray lurched into Official Bay, a trip that usually took twenty minutes but today took over three quarters of an hour. One of those sitting on the coffin was the condemned man.

The bay was cluttered with small boats from ships in the stream¹, private vessels and large Maori waka plying for hire as the entourage replete with coffin boarded the pinnacle² from the ANN. Accompanied by a flotilla of vessels of all sizes, shapes and colours the pinnacle set off across the harbour to the North Shore. With policemen before and behind, the little band strode up the beach at Sandspit, now Windsor Reserve Devonport. The clergyman reading the burial service preceded the condemned prisoner as they approached the scene of his crime. A gallows had been erected there for the first execution of a European for a capital crime in New Zealand. The condemned man was Joseph Burns and the day was Saturday, 17 June, 1848.

SHIP'S CARPENTER JOSEPH BURNS

Joseph Burns was born in Liverpool of Irish parents in 1805 and joined the Royal Navy as a ship's carpenter in about 1825 and arrived in the Bay of Islands in 1840 on the store ship HMS BUFFALO. The ship was wrecked in Mercury Bay and today leaves its name on Buffalo Beach in Whitianga. Burns took his discharge from the Royal Navy in New Zealand and moved to Auckland where he first worked for a local boat builder. He won a hard-earned reputation as a heavy drinker which he insisted was the result of the need to dull the pain of severe headaches caused by an earlier fall from a mast on HMS VICTORY. He formed

a relationship with Margaret Reardon, a married woman separated from her husband and together they lived in a shack built by Burns in Mechanics Bay in Auckland. Two sons resulted from the relationship.

Burn's drinking and its resulting violence made him almost unemployable. He worked in a market garden in 1845 until dismissed for assaulting the foreman and a considerable time elapsed before he found work as a farm labourer on the North Shore. In 1847 he was again dismissed for stealing and butchering his employer's stock and was evicted from the farm cottage which came with the job. He built a rough dwelling for his growing family among the Maoris in Shoal Bay Devonport and survived on casual labour for Chief Patuone³, but life was becoming desperate. On the 22 October, 1847 he murdered Lieutenant Robert Snow and his wife and daughter.

LIEUTENANT ROBERT SNOW

Lt. Robert Snow, Royal Navy, had worked his way through the ranks to gain his commission as an officer, which was no small achievement at that time. He then elected to remain in New Zealand, taking a partial discharge from the Navy before moving from Russell, where he had worked on Governor Hobson's staff. ▶

³ Brother to Tamati Waka Nene, Patuone was a distinguished warrior who also had a reputation as a peacemaker. After the war of 1845-47 he was granted 110 acres of land on the North Shore of Auckland by Governor Grey. Patuone died at the age of 112 in 1872. He is buried in the graveyard at the foot of Mount Victoria (Takarunga) Devonport. His grave is enclosed by an iron fence and boasts a plaque honouring him, paid for by the government of the day.

¹ Ships in the stream: ships sitting out in the main channel.
² Pinnacle: ship's tender.



ADA0052

ABOVE: Raupo huts at Maori regatta, Devonport 1898.

LEFT: A plaque on Devonport's King Edward Parade marks the site of New Zealand's first public execution of a European.

Joseph Burns said he fell from the mast of the HMS VICTORY resulting in a head injury, the pain, he claimed could only be relieved by heavy drinking. The mast on the VICTORY was 36 metres high, a long way to fall and survive. The Navy Museum holds several artifacts from HMS VICTORY. These include copper sheathing from the hull as shown here with two copper nails still in place. The hulls of wooden ships were sheathed with copper to prevent damage to the timber by the Teredo worm. 3,923 copper sheets (122cm x 61cm) were used to cover VICTORY's hull.



5A0011

Snow, his wife Hannah and two daughters aged 8 and 6 moved to Auckland.

In 1841 Snow was appointed to take charge of the Naval Magazine sited near present-day Elizabeth House on King Edward Parade, Devonport and also the Navy Stores Depot, an integral part of the burgeoning Naval Base that was growing on the Sandspit. He was appointed as the first signalman on Mt. Victoria in February 1842, a position he held for only a few months, and also the Navy's pension pay officer. Snow and his family were murdered by Burns for the £12 of naval pay Snow kept in his raupo house⁴ near the Naval Magazine at Flagstaff, today called Devonport.

ESCAPE TO AUSTRALIA

The grisly murder of the Snow family was one of New Zealand's first mass murders. The bodies were badly mutilated before being incinerated when their house was burnt to the ground. The only survivor was the eldest daughter who was staying with family friends in Auckland at the time.

⁴Raupo House: Raupo is a marsh weed common in New Zealand (bulrush) and provided cheap cladding for early settlers' homes. Raupo house fires were common.

Initially the local Maoris were blamed, there was a local kainga⁵ at Torpedo Bay (Haukapua) on the Devonport waterfront and 22 men were immediately arrested from this village. Inflammatory reports published in the leading newspaper of the day, the New Zealander, cataloguing the disagreements that Snow had had with the Maoris over the years (some of which had involved violence), served only to strain relations between the settlers and the Maoris.

But after extensive inquiries among the arrested Maoris by Maori Chiefs from the Waikato, they were released for lack of evidence. During this time Burns departed for Australia on the naval steamer INFLEXIBLE.

Burns returned a month later to convince Margaret Reardon to marry him so she could not be compelled to give evidence against him. When she refused he savagely attacked her with a razor and tried to cut her throat, before he attempted suicide. This resulted in his conviction for grievous bodily harm and he was sentenced to transportation to Port

⁵Kainga: Maori village

Arthur in Tasmania for the remainder of his natural life. While still imprisoned in Auckland Burns, now deeply fearful that Margaret Reardon would implicate him in the Snow murders during his long absence in Australia, attempted to coerce her into supporting a false confession in which he implicated Thomas Duder, the signalman and William Oliver in the crime. Both were his former shipmates from HMS BUFFALO and close neighbours of the Snow family. Her collusion resulted in Duder and Oliver's arrest for the Snow murders. Margaret Reardon then withdrew her support for Burn's testimony and he retracted his accusations. Duder and Oliver were exonerated and Burns was charged with the Snow murders and found guilty after Margaret Reardon admitted perjury and recounted the true sequence of events.

BURNS FOUND GUILTY

Joseph Burns was found guilty of the wilful murder of the Snow family and made a full confession of his crime. His mistress Margaret Reardon was implicated by his confession resulting in her conviction for perjury on Friday, 22 September, 1848. She was sentenced to seven years transportation to Port Arthur. For Burns there was little chance that his death sentence would be commuted on grounds of insanity as the colonial justice system had to uphold the rule of law, justice had to be the same for Maori and European. Maketu had been hanged for murder, the only man to hang in New Zealand prior to Burns.

Burns was publicly hanged before a large crowd of settlers and Maoris at the site of his crime, reckoned today to be on the

RIGHT: Candlesticks said to have been cast from a damaged gun from HMS VICTORY.

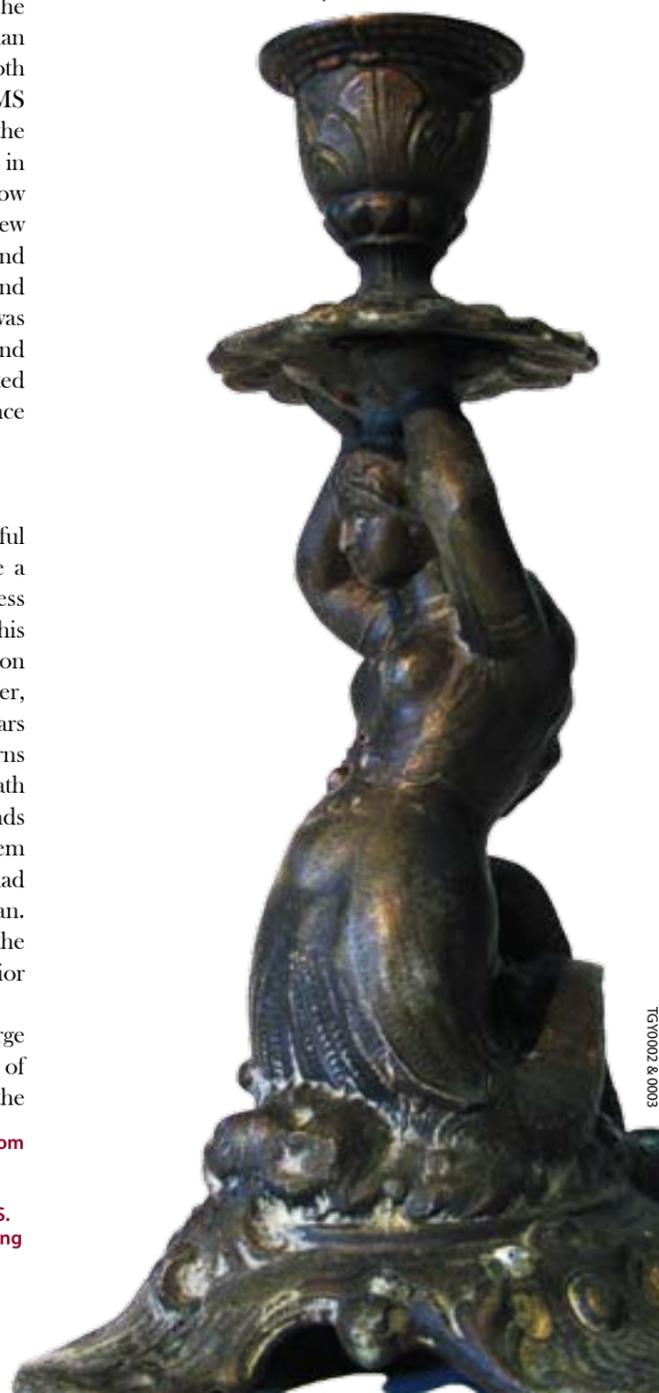
LEFT: Oak Trinket Box made by Lieutenant R.S. Gibbs (RN), from the wood on the stern framing the middle deck of HMS VICTORY. c1973

west corner of Mays Street where it joins King Edward Parade in Devonport. His body was buried in the grounds of the Auckland Gaol (jail) but was exhumed when Auckland Gaol became a public market place in 1866 and his remains were 'deposited in a remote and unused spot in Symonds Street cemetery.' ■

RUSS GLACKIN

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1G10002 & 0003

MEMORIAL SERVICE AT IRIRANGI

50 years ago a fire at IRIRANGI claimed the lives of two sailors. Commander Tony Chadwick (Retired) recalls the fateful night:

"The Saturday of the fire was very cold and we had had snow for several days previously. Power to the water pump had failed so there was a severe lack of fresh water in the morning. Radio Electrical Mechanic (REM) Wardle had posted in on the train the night before, with REM Grupen a few days earlier.

There was a party in the IRIRANGI Housing area on the Saturday night, many of the Ship's Company (including Duty Watch) attended. There was also a big night in the wet canteen. After the canteen closed several people attended a card school in one of the comms cabins (I was there).

We were all roused by the Duty Chief, Stores Chief Petty Officer Jeffries, and rushed to the fire, grabbing what appliances we could. There wasn't much there and I recall trying to direct a CO2 extinguisher through one of the windows. It was far too hot so I threw the extinguisher in and backed off. The Officer of the Day, Lt Robbie Burns, arrived and took charge of the fire pump which had been man-handled there from the QuarterMaster's lobby. It was quite difficult to start, despite the loving care of our firemaster Petty Officer Marine (Engineer) John Ponter (who was away that weekend). Eventually we managed to put the fire out before the brigade arrived from Waiouru. It was when they arrived that we learned two persons were dead. Up to that point there was a certain amount of hilarity among the troops - we thought we might get a new camp out of it. A great gloom fell over the camp. After the fire was out we were mustered in the YMCA, the bedding store was raided, and all occupants of the Wrennery were directed to spend the night on the floor, with hundreds of blankets and pillows."

REM A H WARDLE AND REM F W GRUPEN REMEMBERED

On Saturday the 23rd May 2009 the Wardle Family and NCFI staff held a memorial service for REM 2nd Class Albert Henry Wardle and REM 1st Class Frederick William Grupen, the two personnel who passed away in the accommodation fire at HMNZS IRIRANGI 50 years ago. Saturday the 23rd May was a cold and dreary day fitting for the memorial service.

The memorial service had been requested by Albert's brother, Ralph, who had also served in the RNZN and was at sea at the time of the incident. Attended by family, friends, local RSA members and NCF Irirangi staff the service was officiated by Chaplain Rewai Te Kahu (NZA, Waiouru) and Chaplain Bob Peters (RNZVR). The families were presented with Lt Cdr Davies book on IRIRANGI, "Morse Code and Snowflakes."

Lest we Forget.

IRIRANGI 1st hut erected 1942



ACB 0052

GBJ 0004

PN 66.03102.01



Did you know...?

That women were not allowed to serve as sailors on board RNZN ships until 1986!

ABOVE: Dinah Lee and her secretary, sporting her "Mia Farrow" haircut, on board TARANAKI, October 1966
 BELOW: Commander P.R.H. Silk and Dinah Lee in the Captain's Chair. HMNZS TARANAKI October 1966.

PN 66.03097



The Navy Museum's archive collection holds rich commentary on changes in naval culture. Prior to 1986 a woman on board ship was a welcome change as these two excerpts from the Report of Proceedings for the frigate HMNZS TARANAKI for October 1966 show.

'The ship was opened to visitors Saturday, 8th and Sunday 9th October, to conform with the Royal Australian Navy Ship, Saturday being Navy Day. Miss Dinah Lee, the expatriate New Zealand pop singer, and her secretary were entertained on board by the Ship's Company and took lunch with the sailors. I was a little taken aback by Miss Lee's bell-bottomed trousered grey flannel suit and her secretary's "Mia Farrow" haircut. Both proved pleasant, sensible girls and all concerned enjoyed the visit.'



ABOVE and BELOW: Radio Australia's announcer Margaret Wood in an "eye opener" gold suede dress and coat.

PN 03101.01



Later on in October TARANAKI hosted another woman on board...

'Miss Margaret Wood, a young announcer with Radio Australia, who apparently played requests for the Ship's Company during the last commission, was entertained on board. She took lunch with the sailors, taped interviews and posed for publicity photographs. Her gold suede dress was indeed an eye opener appreciated by all! ■

MICHAEL WYND

SCHARNHORST

My niece who for many years has worked in "the Beehive" has handed me a copy of your autumn issue. As a short time "H O" rating from long ago I send this as a personal comment both on its interesting content and attractive presentation.

Having been born in Napier, the earthquake account is of particular interest, and with which an added if vague personal connection. In 1931, as a small boy accompanied by my parents and younger sister, we took passage from Tilbury back to NZ in the RMS RUAHINE. On board was an RN draft of some twenty or thirty men posted as ships' company to VERONICA and LABURNUM. They were a very friendly and amusing group, taught me to play chess and kitted me out in a sailor's rig, the blue serge cap from which still survives. The tally long gone but the owner's name clearly stamped in white inside the "pusser's lid" - A Seaton - well recalled as "shorty" as befits its small size! My sister and I often wonder which ship he joined and about his subsequent life and RN service.

Would a record exist of the ships' company of those two vessels (sloops?) while on "NZ Station"? Whatever the case (and perhaps your museum has an appropriate cap tally if Seaton's ship can be identified?) your museum would be welcome to the cap if of any use.

My late father David Nelson - born Invercargill 1890 - (1NZEF then RFC/RAF 1916/19) while long afterwards working in Singapore (including SSVF and became a POW in Changi) made a holiday voyage with my mother circa 1938/9 to Japan and back in a brand new fast German merchant cum passenger ship SCHARNHORST (not to be confused with the German battleship!) She was I think North German Lloyd/Norddeutsche Lloyd - which had run a regular Far Eastern (mainly cargo) service for many years. War was imminent and among other interesting features, my father took note of the fact that the ship had been specially strengthened in areas where heavy guns could be mounted. It was clear that she had been designed as a potential "raider". But of the various accounts I have read over the years, and the topic refreshed by RANGITANE's sinking, no mention to be found of a raider previously SCHARNHORST or any inkling of that ship's ultimate wartime fate. Any light thrown on this would be very much valued. My father also became acquainted on board with a fellow passenger who proved to have been Krupp's rep in Japan for the previous fourteen years. It also proved that they had opponents in the air on the same sector of the Western Front in 1917 - which much thawed the conversation - but that is another story!

R MASON

NELSON

A/B RNZNVR NZ10420 (1944-46)

EDITOR'S COMMENT:

Thank you for your letters, other readers may identify with your recollections. Michael Wynd, the navy Museum's Researcher, is following up these intriguing requests. Shorty's "pusser's lid" has been received and is photographed here.



Shorty's Pussers Lid
Donated by R.Mason

SIX DEGREES OF SEPARATION

I want to tell you how interesting I found the White Ensign. The first article written by Thomas Seed brought back memories of nursing at Wellington Hospital when I was asked by my friend Marjorie Fenwick from Napier (Tom was originally from Napier also) to visit him in Seddon ward where he was recovering from TB. This was over 60 years ago.

The other article I found of great interest was the sinking of the RANGITANE. There were several midshipmen on board going to join the Royal Navy and one of them was Peter Allen from South Auckland (he was only 17) and he was sent to join the P.O.W camp that my first husband was in on the Polish border, Stalag Luft III from where the "Great Escape" was made. Peter and my husband were good friends. There were several New Zealand men in the part of the camp where Ray was, mostly RAF men. He was in camp just over 4 years. He had been shot down over the Friesian Islands, on their way back from bombing Essen. He rarely spoke about it to anyone and sadly he died aged 44 and my three boys always wanted to know, but there was little I could tell them.

The other article was about the Samoan Expeditionary Force. My Dad and his brother went to Samoa with this group and on return to New Zealand went off to Gallipoli, where he was wounded on the beach and was shipped back to New Zealand on the hospital ship Maunganui - he was lucky!

He and a few other Returned servicemen from Wellington met in the Alhambra Hotel as they were concerned that some of the men who had returned and were now civilians were being handed white feathers, this was rife as Britain was pressing Australia and NZ to send more and more troops for the battle being waged in France. So they decided on an armband with the military insignia on it and also Returned Serviceman. This was the beginning of the RSA in 1916. They also petitioned well known businessmen in Wellington to put up money to rent a large house on the Terrace in Wellington where some of the returned servicemen could live.

JEAN PRINS
REMUERA, AUCKLAND

HAILING FROM CANADA

A quick note to say how very much I enjoy receiving your outstandingly impressive museum publication, The White Ensign. I've had the great pleasure of visiting your museum and, having served on the board of the Maritime Museum of British Columbia, I know just how very challenging it is to maintain and advance the interests of a museum like yours. Keep up the great work.

DR. JAMES A. BOUTILIER

Asia-Pacific Advisor,
Department of National Defense Victoria, BC,
Canada.



Captain David Boyle - Dominus Providebit

I have today received the latest issue of The White Ensign and was particularly interested in the article on Captain A.D. Boyle, whom I met as a child: my maternal grandfather was his farm manager for many years and my mother also worked for him until she married.

In the article he is referred to as 'Alexander Boyle'. It might be worth noting that he was in fact always known by his middle name, David.

The double-headed eagle crest and the motto Dominus providebit (the Lord will provide) engraved on his cigarette case are those of his paternal grandfather, also David Boyle, 7th Earl of Glasgow, Governor of New Zealand 1892-1897.

Sir Bernard Fergusson, Governor-General 1962-1967, was Captain Boyle's first cousin.

GREGOR MACAULAY

Calendar Editor and Regulations Adviser
Admissions, Enrolment and Information Centre
University of Otago

HMS NEW ZEALAND - Secondary Armament

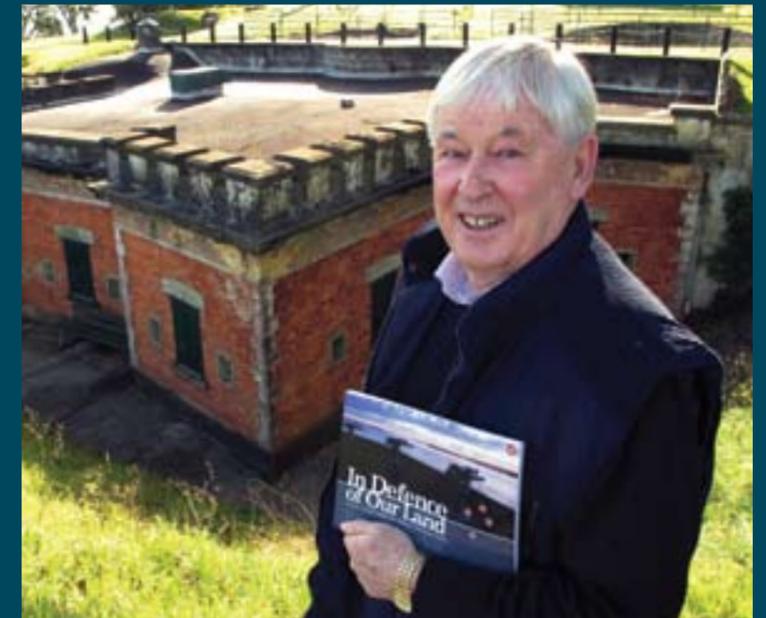
I was interested in your item in the Autumn 09 edition of The White Ensign, about the 4 inch guns from HMS NEW ZEALAND. I am a TF gunner officer, and I am in the process of organising a Coastal Artillery study day for later in the month, to mark gunners day (26 May).

I had always understood that two of the guns from HMS NEW ZEALAND went to Battery Point, in Lyttleton Harbour, as the examination battery. This link would seem to indicate that the Lyttleton guns were two of the Wellington guns: http://www.geocities.com/kelburn_geo/4inchguns.html

The Battery Point guns (or one at least) achieved some notoriety for firing on and sinking the fishing boat Dolphin. This incident is referred to in some detail in Peter Cooke's Defending New Zealand: Ramparts on the Sea 1840s-1950s.

The guns were eventually replaced after WW2 with 3.7" AA guns. The 4" guns were placed in storage, and after a lengthy but inconclusive correspondence between the resident gunner in Christchurch, and the Army Department, were eventually dumped off Lyttleton Heads in the mid to late 1950's. The correspondence is held by National Archives in Christchurch.

One of the barrels was sliced into sections and I have seen a barrel section about 10mm thick, and an accompanying pamphlet detailing the history of Battery Point and the guns.

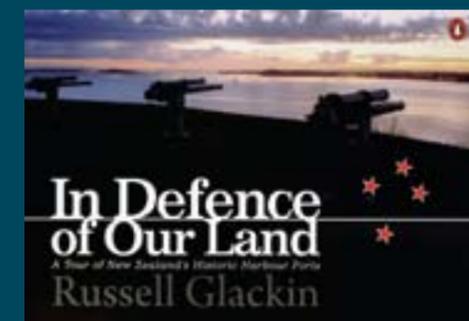


Book Launch at Fort Takapuna

On Sunday 20 June in the former Officers' Mess on the Fort Takapuna Historic Reserve Russ Glackin launched his latest work "In Defence of Our Land: A Tour of New Zealand's Historic Forts", not with a bottle of Champagne, but, more appropriately, with some mulled wine and an impressive array of snacks. It was a great friends and family affair with Russ being introduced by his daughter. Russ, with grandchildren around his feet, who were hanging on his every word, chose to illustrate his introduction with digital images of examples to whet the appetites of those who had not already bought a copy from Phoenix books strategically placed at the door. It was a very appropriate location for the launch as Fort Takapuna is featured on the cover, and, not surprisingly, in the main body of the book. The hardier souls at the launch were then able to tour Fort Takapuna and emerge from underground just as the sun was setting, the temperature dropping, and Russ loading the glasses into his car. It was a good launch and all present wish the book, published beautifully by Penguin, every success. ■

MIKE PRITCHARD

Michael Pritchard is Chair of The Tamaki Reserve Protection Trust and works with DOC and pupils from Takapuna Grammar School on the restoration of elements of Fort Takapuna.



In Defence of Our Land - A Tour of New Zealand's Historic Harbour Forts, by Russell Glackin.
Penguin Books,
ISBN9780143011866,
\$40

Available from the
Navy Museum Shop.
www.navymuseum.mil.nz



NAVY MUSEUM

Te Waka Taonga o Te Taua Moana o Aotearoa