

THE WHITE ENSIGN

ROYAL NEW ZEALAND NAVY MUSEUM HERITAGE JOURNAL

ISSUE 01
AUTUMN
2007



w w w . n a v y m u s e u m . m i l . n z

NAVY MUSEUM

Te Waka Taonga o Te Taua Moana o Aotearoa

The White Ensign is the official Navy Museum Heritage Journal. This publication at present comes out three times per year. Views expressed in The White Ensign are not necessarily those of the RNZN.

CONTRIBUTIONS, DITS, FEEDBACK AND ENQUIRIES:

Contributions and feedback are welcomed. Submit copy of letters for publication in Microsoft Word, on diskette or email. Articles between 300 - 1000 words, digital photos at least 200 dpi. Reprinting of items are encouraged if the Navy Museum is acknowledged. All copy and enquiries to be directed to the Editor.

WHITE ENSIGN EDITORIAL ADVISERS:

CDR David Wright
Mr Cliff Heywood
LT CDR Barbara Cassin

EDITOR:

Terry Manson
Public Programmes Manager
Navy Museum
HMNZ Naval Base
Private Bag 32901
Auckland, New Zealand
Tel: (09) 446 1826
Fax: (09) 445 5046
Email: terry.manson@nzdf.mil.nz

PRODUCTION:

Design, Artwork and Photography:
Nicola (Nikki) Payne
Graphic Artist
Navy Museum
Tel: (09) 446 1820
Email: nicola.payne@nzdf.mil.nz

PRINTER:

APN Print NZ Ltd.
Tel: (09) 472 3659

MAILING LIST:

To join or leave our mailing list, please contact:
Pam Pearson, Events Administrator 1, Events
Office, Naval Support Command, Private Bag 32
901, PHILOMEL, Auckland
Tel: (09) 445 5565
Email: pamela.pearson@nzdf.mil.nz

NEXT ISSUE:

Winter
Mid 2007

SPRING STREET
DEVONPORT

OPEN 7 DAYS > 10 AM UNTIL 4.30 PM
PH: (09) 445 5186 > FAX: (09) 445 5046

DIRECTOR'S MESSAGE

Page 16

WELCOME

*to the first edition of The White Ensign,
the Royal New Zealand Navy Museum's Heritage Journal.*

As a nation we readily identify with the gallantry and sacrifice of New Zealand's military personnel at Gallipoli, the Somme and Crete. Few of us however, share the same knowledge of the immense contribution New Zealanders have made to our nation through service at sea, in firstly the Royal Navy, then the New Zealand Division of the Royal Navy, and then from 1941, the Royal New Zealand Navy. Similarly, the Royal Navy itself played an integral part in the founding of the nation in the 19th century.

The purpose of this journal is to tell the story of New Zealand's naval heritage and New Zealand's sea warriors. It will articulate the contribution the men and women of the Navy, their families and communities have made and continue to make to the security and prosperity of this nation.

The theme of the first edition of this journal is Antarctica, in recognition and celebration of the 50th anniversary of New Zealand's involvement in that continent. This edition focuses on some of the people and events and the part the Navy has played in Antarctica over the past 50 years. I am sure you will be surprised just how much involvement the Navy has had in Antarctica; including playing a significant role in the Commonwealth Trans Antarctic Expedition, which included Sir Edmund Hillary's "race" to the South Pole in 1958.

The Navy Museum is proud of its role in telling the Navy's heritage story of service and courage, of the hardship and suffering of not only our naval personnel, past and present, but of their families and the communities from which they came. We trust that this journal will assist in bringing the Navy's story to a wider audience and that through the journal you too will learn more about New Zealand's sea warriors and the contribution they have proudly made to our nation.

Commander David Wright - Director

DAVID, A LONG TIME MEMBER OF BOTH THE DEVONPORT AND NAVY COMMUNITIES, HAS A DEEP PASSION FOR THE NAVY AND THE NAVY'S CULTURE AND HERITAGE. IN HIS SPARE TIME DAVID LIKES TO FISH, PLAY GOLF AND ENJOY ALL THE BRILLIANT OPPORTUNITIES THE NORTH SHORE AND DEVONPORT HAS TO OFFER.

THE WHITE ENSIGN

ROYAL NEW ZEALAND NAVY MUSEUM HERITAGE JOURNAL

ISSUE 01
AUTUMN
2007



02

04

08

10

12

12

13

15

16

18

18

19

19

19



Director's Message

Feature Article - An Overview of the Navy's Involvement in Antarctica

From the Collection - Fry's Pure Concentrated Cocoa Tin

Photos from the Archives

Staff Profile - Kelly-Ana Morey

The Oral History Project

Our Sailors Speak

Exhibition - Our Nation's Gift

HMS New Zealand's Crossing the Line Certificate

What's in a Name?

Tangaroa - The Navy Museum's Icon

Community Contact

Friends of the Museum

Future Exhibitions

Front Cover Photo:

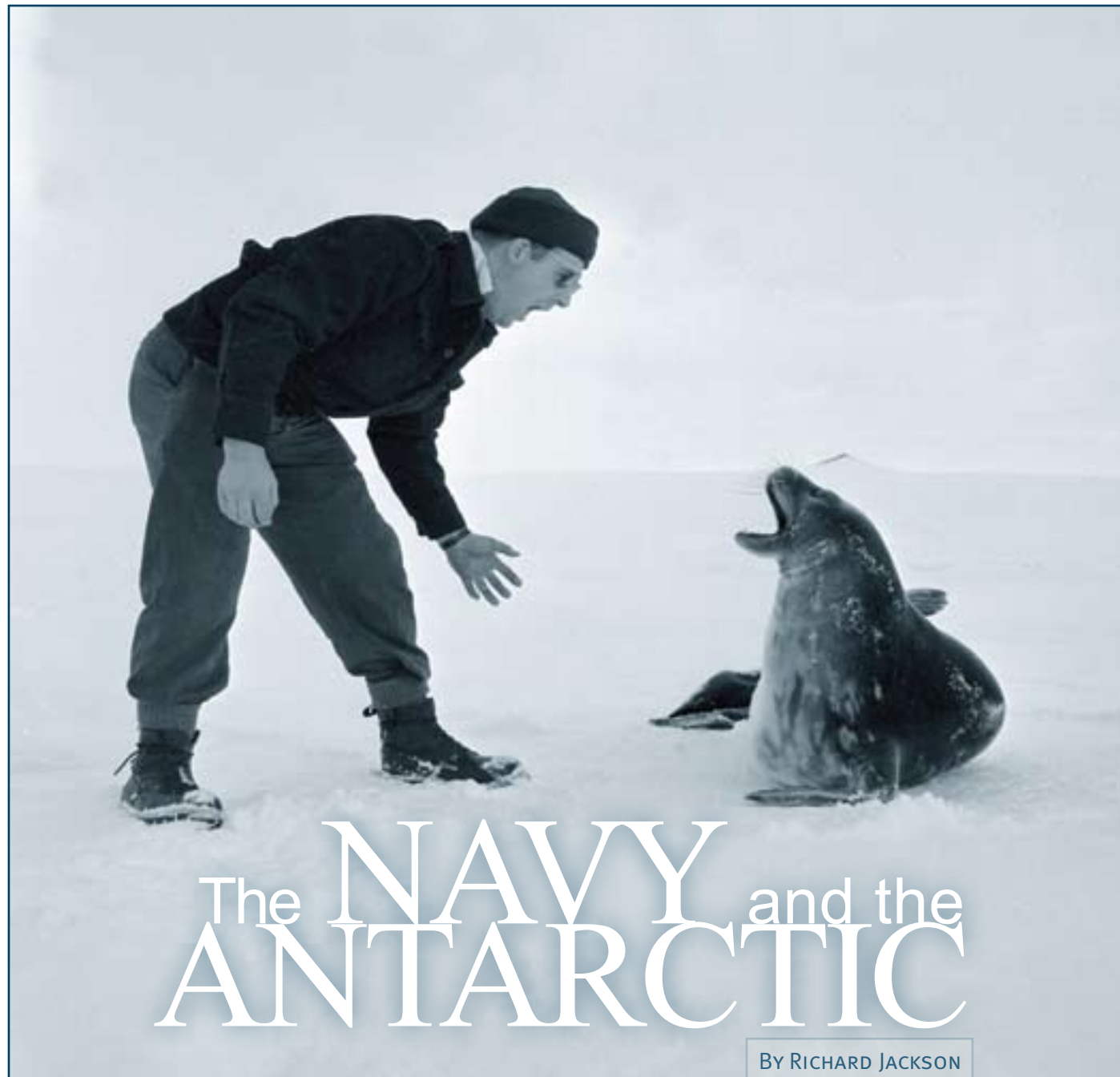
HMNZS ENDEAVOUR, formerly the John Biscoe. "A large school of killer whales entered our channel and surfaced and sported around the ship from midnight to 0100. It was a rare opportunity for close-up photographs and soon a battery of cameras were competing to get that bit closer to the subject." 6 January 1957, HMNZS ENDEAVOUR Report of Proceedings to the NZ Naval Board (NZNB). December 1956 - March 1957



Back Cover Photo:

"Parties of the ship's company took advantage of the good weather and hiked over the ice to Hut Point and Scott Base. Leave was given until 1900." 17 February 1957, HMNZS ENDEAVOUR Report of Proceedings to the NZNB. December 1956 - March 1957



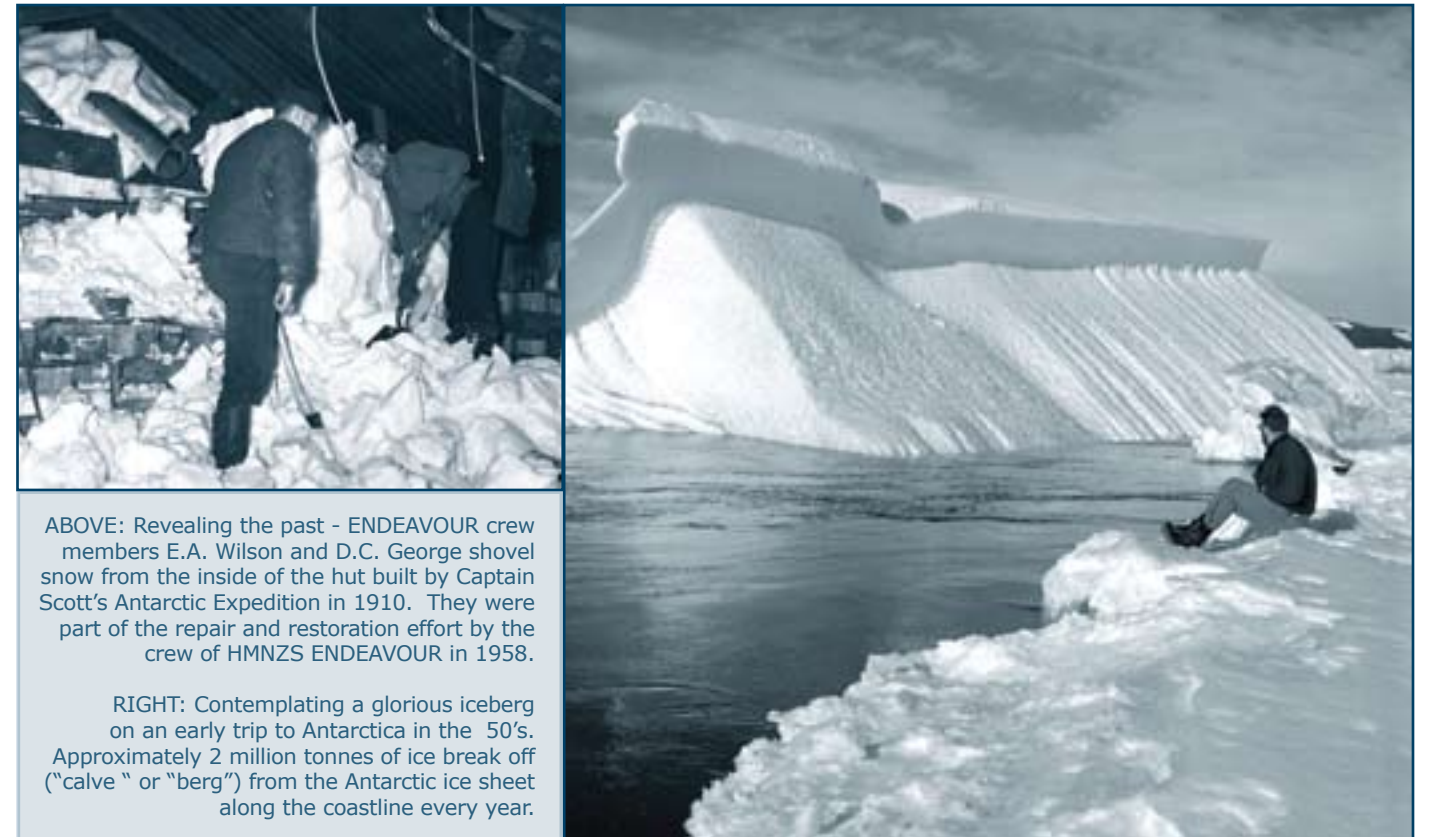


THE ANTARCTIC IS MANKIND'S LAST FRONTIER. WITH ITS HARSH CLIMATE, HIGH ALTITUDES AND FORBIDDING TERRAIN, IT RETAINS A UNIQUE HOLD ON THE PUBLIC IMAGINATION. THE RECENT SUCCESS OF TWO MOVIES – MARCH OF THE PENGUINS AND THE CONTRASTING ANIMATED FEATURE HAPPY FEET – ILLUSTRATE THAT PUBLIC INTEREST IN 'THE ICE' CONTINUES. IT IS HARD TO RECALL IN 2007 THAT ONLY 50 YEARS AGO ANTARCTICA WAS STILL AN ALMOST TOTALLY UNKNOWN CONTINENT. THE OPENING UP OF ANTARCTICA TO SUSTAINED SCIENTIFIC EXPLORATION BEGAN ONLY IN 1955 AND NEW ZEALAND'S NAVY HAS PLAYED AN IMPORTANT PART SINCE THAT TIME.

To many people the Antarctic is symbolised by the tale of Captain (CPT) Robert Falcon Scott Royal Navy (RN) and his last fatal expedition. Scott's trek to the South Pole in 1911-12, only to discover that Roald Amundsen - better equipped, more experienced and better organised – had beaten him, ended with the death of Scott and his companions. This epic tale, which still generates new books and continuing debate, dominates the Antarctic story.

The far more ambitious expedition organised by Shackleton in 1914, to cross the Antarctic overland from the Atlantic to the Pacific, set a goal that was to be not to be achieved until the Commonwealth Trans-Antarctic Expedition (CTAE) of 1956-58. After WWI, three American expeditions under Admiral Richard E Byrd, went south from New Zealand in 1928-30, 1933-34 and 1939-41. Immediately following WWII, the United States Navy's Operation Highjump achieved a large scale aerial survey of much of Antarctica's uncharted coast. But overall, the impact of two world wars meant that by the 1950s most of the Antarctic remained largely unexplored.

The Royal New Zealand Navy's (RNZN) involvement with the Antarctic and the Southern Ocean goes back to 1955, when Operation Deep Freeze I, the first of the US Navy's annual forays to the ice, took place. Our Navy sent (then) Lieutenant Commander (LTCDR) WLJ Smith DSO, RNZN, south in a Deep Freeze ship to survey possible sites for the planned New Zealand scientific base. The following year,



ABOVE: Revealing the past - ENDEAVOUR crew members E.A. Wilson and D.C. George shovel snow from the inside of the hut built by Captain Scott's Antarctic Expedition in 1910. They were part of the repair and restoration effort by the crew of HMNZS ENDEAVOUR in 1958.

RIGHT: Contemplating a glorious iceberg on an early trip to Antarctica in the '50's. Approximately 2 million tonnes of ice break off ("calve" or "berg") from the Antarctic ice sheet along the coastline every year.

with LTCDR Smith as First Lieutenant, Her Majesty's New Zealand Ship (HMNZS) ENDEAVOUR carried personnel, dogs, aircraft and stores to the Antarctic to set up Scott Base and assist the Ross Sea Support Party of the CTAE. Army and Navy personnel were part of the team that helped to erect the first huts at Scott Base, which was officially opened on 20 January 1957.

The (southern) summer of 1956/57 was the start of the International Geophysical Year 1957-58. New Zealand's government was determined to play a part in the IGY, as well as play a major role in support of the Trans-Antarctic Expedition. The establishment of Scott Base by the New Zealand party would also facilitate our country's own national commitment to scientific research in Antarctica. There was strong popular support for these plans and the (largely NZ) Ross Sea Party of the Expedition was assisted financially by a wide range of public fund-raising events. (The Royal Navy loaned LTCDR F R Brooke as the Ross Sea Party's Surveyor and he was also one of the dog drivers.) Inevitably, the NZ government also turned to the armed forces to assist with the project.

In particular the government agreed to the purchase of an ice-strengthened support ship to be manned and operated by the RNZN. After delivery from the United Kingdom, HMNZS ENDEAVOUR(i) transported personnel, dogs, aircraft and stores to the Antarctic to set up Scott Base and support the CTAE; the ship subsequently returned to Antarctic waters for the next four summers.

ENDEAVOUR GOES SOUTH

Commanded by CPT Kirkwood RN (an experienced ice navigator) who had been contracted to the RNZN, ENDEAVOUR's task was to land the NZ section of the expedition (under the leadership of Sir Edmund Hillary) and assist with the construction of Scott Base. The Ross Sea Party's two aircraft – packed aboard ENDEAVOUR - were accompanied by three Royal New Zealand Air Force (RNZAF) staff.

ENDEAVOUR was escorted to the edge of the ice by HMNZ Ships PUKAKI and HAWEA. ENDEAVOUR



Her Majesty's Ship (HMS) DISCOVERY Wardroom Plate from the Scott Expedition of 1901. It is currently on display at the Navy Museum.



The first Antarctic HMNZS ENDEAVOUR berthed at the ice shelf in McMurdo Sound about 1957.

departed from Bluff on 21 December 1956 and met the two frigates at sea. By the 27th off Scott Island the ships were among light pack ice. The two frigates cheered ENDEAVOUR and the expedition staff, before departing to conduct oceanographic observations as they returned to NZ.

ENDEAVOUR reached the ice shelf in McMurdo Sound by 5 January 1957. CPT Kirkwood later wrote: '[ENDEAVOUR] was not just a means to an end, but an integral and vital factor in the establishment of the first NZ Antarctic Base.' During their time in McMurdo Sound, the ship's company undertook ship unloading, cargo handling and movement to Scott Base (in total some 1000 tons of stores), base construction, communications support, meteorological reporting, hydrographic surveying, support to field parties, support to the RNZAF Flight, accommodation support and marine scientific research. They endured storms, blizzards and shifting ice; heating system failure with freezing temperatures – even icicles – inside the ship; and long hours during the (fortunately) long spells of good weather.

'All in ENDEAVOUR have had a most interesting and memorable voyage and are very proud to have played a part

in the establishment of [Scott Base] and with the Trans Antarctic Expedition,' CPT Kirkwood concluded.

On 22 February ENDEAVOUR slipped from alongside US Ship ATKA (an Icebreaker and their chummy ship that summer) and proceeded north. Once clear of the pack ice, ENDEAVOUR endured a succession of gales as she rolled her way north, calling at Campbell Island before entering Otago Harbour on 4 March 1957. ENDEAVOUR's ship's company had set a pattern of versatility and endurance that was to mark our Navy's subsequent deployments to the ice. But by 1961 it was clear that ENDEAVOUR was nearly worn out; four hard summers amid the Antarctic ice had taken their toll.

A NEW ENDEAVOUR

It was a measure of the growing warmth in the relationship between our Navy and the US Navy in the 1960s that the need for a replacement for the wooden ENDEAVOUR(i) was met by the US Navy. Our second ENDEAVOUR was an ex-American gasoline tanker. She was operated by the RNZN from 1962-71 and went to the ice over ten summer seasons, in addition to other



The Second ENDEAVOUR to go to the ice around 1962.

duties - including oceanographic research in the Southern Ocean, and (in 1964) providing emergency shore power for Levuka Fiji, after the town's generator broke down. In 1971, ENDEAVOUR was returned to the Americans after Defence budget cuts. However we had kept her in such good condition that ENDEAVOUR(ii) was promptly transferred to the Republic of China (Taiwan) Navy!

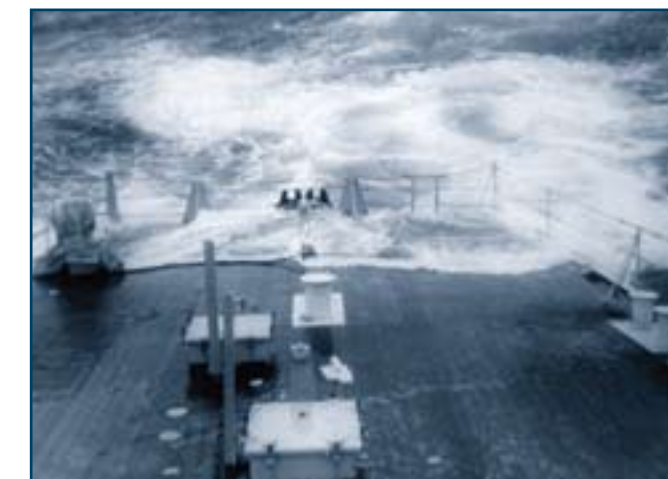
THE WEATHER PICKETS

Summers in the Southern Ocean also took their toll on two of our frigates, which operated as weather pickets and rescue ships at 60° South, half way between NZ and McMurdo Sound. In the '50s and until the mid-1960s, the aircraft flying south were all piston-engined, and flight times were typically about 12 hours. (Of note both the US Air Force and the US Navy operated aircraft through New Zealand for Deep Freeze, but the USN formed a special Antarctic squadron, VX-6, to operate the variety of aircraft they deployed south.) When an aircraft was in the air for 12 - and sometimes more - hours, there was plenty of time for the weather at the destination to change; hence the importance of the picket ships, both for weather reporting and for potential Search and Rescue duties.

The US Navy provided Destroyer Escorts for these duties, which generally operated out of Dunedin. But from 1961-65 HMNZS ROTOITI, followed by HMNZS PUKAKI, under took these duties in rotation with USN ships. Each patrol meant 10-12 days on station at 60°S 170°E, heavy seas, snow storms, icing on deck and the threat of icebergs. The stress of the Southern Ocean storms was such that both frigates were soon retired from service due to the strain on their hulls.

In June 1966, HMNZS TARANAKI had to sprint south to undertake the picket role for a mid-winter mercy flight that went to the ice in response to a medical emergency.

With the end of our specialist Antarctic support ships, the Navy has continued to contribute personnel each year, along with New Zealand Defence Force (NZDF) colleagues, to support of the New Zealand and US Antarctic programmes. Those who deployed to McMurdo Station assisted with air movements, logistics and ship offload operations, while at Scott Base they would undertake communications, cargo handling, stores, administration and base management functions. This year, for example, the Scott Base Services Manager is a naval officer, LTCDR Karen Ward RNZN. In addition NZDF, including Navy, personnel provided Terminal Operations at Christchurch International Airport for the



The RNZN provided two Loch Class frigates, HMNZS ROTOITI (Above) and PUKAKI, in support of Operation Deep Freeze.

flights to the ice. As well the Navy has developed a link with the US Coast Guard (which took over all US Icebreakers from the US Navy in 1966) by sending two or three junior officers south in an US Icebreaker most summers.

Next year, with the new ships coming under Project Protector, we will have two ice-strengthened Offshore Patrol Vessels (OPV), which should be able to operate among light pack-ice in the Southern reaches of the Southern Ocean. The Antarctic will continue to be a factor in our Navy's operations.

RICHARD JACKSON IS EDITOR OF NAVY TODAY. HE IS AN ENTHUSIASTIC STUDENT OF NEW ZEALAND'S NAVAL HISTORY. HE WILL BE A REGULAR FEATURE WRITER FOR THE WHITE ENSIGN.

Bibliography:

Gateway to the Ice, Tony Philips, Christchurch International Airport Ltd, 2001
HMNZS ENDEAVOUR Report of proceedings to the NZNB. Navy Office Wellington, 1957
New Zealand Naval Vessels, R J McDougall, GP Books, 1989
South From New Zealand, L B Quartermain, Antarctic Division DSIR, 1964

Antarctica New Zealand website: www.antarcticnz.govt.nz



BY ROSE EVANS

Fry's Pure Concentrated Cocoa Tin

THE FRY'S PURE CONCENTRATED COCOA TIN ON DISPLAY IN THE MUSEUM HELPS TO TELL US ABOUT THE ANTARCTIC STORY. IT ALSO ILLUSTRATES SOME OF THE WAYS COLLECTION ITEMS MUST BE TREATED TO STOP DETERIORATION SO THAT FUTURE GENERATIONS CAN ENJOY THEM.

This Cocoa tin as every other item of foodstuff on display requires some special conservation treatment.

The canned cocoa featured here is a J.S. Fry and Sons tin of concentrated Cocoa. The Cocoa was part of the provisions stored in Scott's Hut at Cape Evans, Antarctica during Scott's 1910 Terra Nova expedition. This tin of cocoa was donated by a local man and forms part of our long term Antarctic display here at the Navy Museum.

This fairly ordinary tin of cocoa represents a very important part of the Antarctic diet during the heroic period where food was provided for two main groups: those sledging and those remaining at base camp, Cocoa was provided to both these groups.

BASE CAMP RATIONS

Base camp provisions could be rich and varied. Some of the food items recorded on Scott's expedition appear to be somewhat luxurious by today's standards - roast pheasant, whole roast partridges, candied orange peel,

Stilton and double Gloucester cheese. These luxuries were further supplemented with seal and penguin meat.

SLEDGING RATIONS 1910

Sledging food on the other hand was spartan. It was rationed severely according to nutritional, calorific and weight value as it required hauling over long distances. Three main types of food were included in these sledging rations: pemmican, dried biscuits, and chocolate.

Pemmican was originally developed by the Cree Indians of Canada. It was a dried and pounded mixture of lean beef that could be mixed to a paste where it was eaten dry as a biscuit or heated as a stew. The biscuits were made specifically by Huntley and Palmers for Scott's expeditions and provided concentrated nourishment. The Chocolate provided short-term energy and was a boost for morale. Tea and sugar were provided for sledging and raisins for special occasions.

Rations had to be light, not bulky and easy to prepare on a primus stove with small amounts of fuel. Food needed to be easily handled with packaging that was strong and light with a slow deterioration rate.

Scott's rations provided around 4200-4600 kcal from approx 200-250g of protein, 180-210g of fat and 420-460g of

carbohydrate. Rations were woefully lacking in Vitamin C and Vitamin B. The only source of Vitamin C was pony meat which was not enough to prevent scurvy.

SLEDGING RATIONS TODAY

The ideal constituents of a polar diet are debatable, but the accepted standard today is a ratio of protein, fat and carbohydrate between 10-25% protein, 36-45% fat and 42-51% carbohydrate. Sledging rations are considered satisfactory if they provide essential nutrients such as protein, minerals and vitamins and approximately 5000 kcal of nutritional energy per day. This is well above the calorie intake on Scott's last Antarctic mission.

CANNED FOODS ON DISPLAY

Canned foods such as this, stored and displayed in museum environments, pose interesting dilemmas for heritage professionals. Whether the can is from Scott's Antarctic expedition or signed by Andy Warhol, the problems remain similar.

You can see from the image that the can's paper label has discoloured with small, quite defined circular markings over it. These markings have been mainly caused by the can corroding resulting in the paper label being stained. In this instance the label needs to be removed from the can and then isolated from the can's surface 'in situ' by a mylar or paper wrap. Mylar is a non-corrosive synthetic material.

Canned foodstuffs provide further problems, as their contents may become a health hazard with time. Canneries generally guarantee their cans for up to 3 years only. Botulism is always a potential risk with canned foodstuffs and varying types of foodstuffs may be acidic or alkaline and may corrode the can causing leaking of the contents.

Generally museum conservators will remove the foodstuffs by carefully opening the bottom of cans, dumping the contents and solvent rinsing the can interior while being careful not to damage the labels. The lids are then re-adhered and the canned goods are then safe for their storage and exhibition in museums or art galleries.

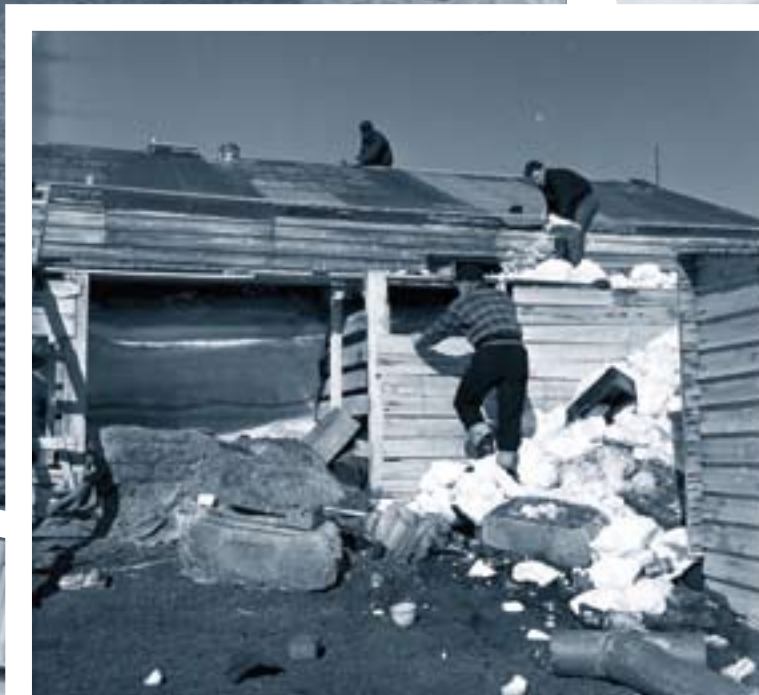
All these treatment options are now certainly open to consideration by the Navy Museum if this Antarctic can is to be stored and displayed in the future.



ROSE EVANS IS ACTING COLLECTION MANAGER FOR THE NAVY MUSEUM. SHE RECENTLY LEFT MUSEUM OF NEW ZEALAND Te Papa Tongarewa where she was OBJECTS CONSERVATOR FOR THE MAORI, PACIFIC, INTERNATIONAL HISTORY AND CONTEMPORARY SCULPTURE COLLECTIONS.

This compilation of photographs were re-discovered recently when 25,000 images from the Navy Museum's negative collection were converted into digital media. This project rewarded our archives with rich images of Navy life in the 1950s & 60's. This once 'at risk' collection has now been secured for future generations.

These images depict HMNZS ENDEAVOUR and her crew during her first visit to the Antarctic during 1957. She was there to support the Commonwealth Trans-Antarctic expedition.



ALL THE HISTORICAL IMAGES IN THIS ISSUE WERE RESEARCHED AND SCANNED BY PAUL RESTALL OUR TALENTED PHOTO ARCHIVIST. PAUL HAS A BACKGROUND IN PHOTO JOURNALISM SO HE HAS AN EYE FOR A GREAT IMAGE. HE HAS A PASSION FOR NAUTICAL HISTORY AND IS CURRENTLY RESTORING A 1920S COLIN ARCHER CRUISING YACHT.



KELLY-ANA MOREY IS ONE OF THE TALENTED TEAM WHO WORKS ON THE ORAL HISTORY PROJECT AND IS AN ESTABLISHED AUTHOR. SHE WON THE BEST FIRST FICTION PRIZE AT THE MONTANA BOOK AWARDS IN 2004 FOR "BLOOM" AND HAS ALSO PUBLISHED A NOVEL CALLED "GRACE IS GONE" AND A CHILDHOOD MEMOIR CALLED "HOW TO READ A BOOK". KEEP YOUR EYES OUT FOR HER NEW NOVEL TO BE PUBLISHED EARLY THIS YEAR CALLED "ON AN ISLAND WITH CONSEQUENCES DIRE". TO KELLY-ANA THESE TAPED ARCHIVES ARE SO MUCH MORE THAN AN OFFICIAL HISTORY. SHE IS PASSIONATE ABOUT THIS RESEARCH WORK...

"The best thing about my job of Oral History Project Officer is the people. Their idiosyncratic turns of phrase, their thoughts and memories, foibles, seemingly petty outrages and their warts. Especially their warts. Because that's essentially what makes an oral history so different from an official written history.

During the course of conducting an interview I have watched the years fall away from a World War II veteran as he begins to relive his time as Captain of a mine layer operating off the Dutch coast. And we're back there, fighting the war for Britain and her allies. The telling moment in an interview of this nature is always when the tense switches from past to present.

However it's not all about valour and danger. A good story about a group of sailors having a punch up in a bar in Hong Kong in the late 60's is just as important to the oral history archive as acts of incredible heroism. The archive makes no judgment nor awards any extra degree of merit in this respect. An oral history's value is in its recording of history from an individual's perspective."

THE ORAL HISTORY PROJECT COMMENCED IN 1991 AS PART OF THE MULTIFACETED CELEBRATIONS FOR THE 50TH ANNIVERSARY OF THE ROYAL NEW ZEALAND NAVY. NATURALLY ENOUGH THE PROJECT AND ITS RESULTANT ARCHIVE FOUND AN IDEAL "HOME" UNDER THE AUSPICES OF THE NAVY MUSEUM IN DEVONPORT. COMMODORE (CDRE) E.R. ELLISON WAS THE FIRST PROJECT OFFICER, SETTING MANY OF THE PRECEDENTS THAT REMAIN AS OPERATIONAL PRACTICE. IN 1992 COMMODORE G.F. HOPKINS STARTED INTERVIEWING AND THE ARCHIVES HAVE CONTINUED TO EXPAND.

I took on the Oral History project in 2004. With an academic background in English and Art History and with several published works under my belt, this project suits me ideally. But none of that is what makes me a good oral historian, because no one can teach you to be curious. Curiosity is an oral historian's friend. When I do an oral history interview I rarely research, because the less I know the more questions I ask. Questions may seem obvious now but they may not in 50 years time. Assume nothing is my mantra. "Why?" is the oral historian's most powerful tool.

WHAT PERIOD DOES THE ORAL HISTORY ARCHIVE COVER?

The oral history archive begins with sailors who served prior to World War I, it documents the start of the New Zealand Division in 1921, widely covers World War II, the Korean War and the naval involvement in Vietnam. It includes interviews

with those sailors past and present who have made a long term career in the RNZN. It includes a range of material detailing anything from convoy duty from Scapa Flow, to the horrors of a Japanese Prisoner of War camp in North Sumatra, hygiene problems imposed by life in a submarine, the Battle of the River Plate and weapons inspection in Iraq following the first Gulf War.

WHO DO WE INTERVIEW?

From the start it was decided that in addition to retired veterans, it was important that currently serving personnel had a chance to contribute their own experiences at home and abroad. We have the stories from Navy peacekeepers in such hot spots as Bosnia, Iraq, Kosovo, the Sinai and Cambodia and those who keep operations running back at home. After 15 years the Oral History archive now consists of over 250 interviews.

WHO READS OUR ORAL HISTORIES?

In the past the oral history archive has been used for a number of in-house museum projects such as exhibitions and the museum newsletter. It continues to be used as a primary research source for books and television. The Navy Museum's website now profiles the oral histories to a wider audience. The new museum will house a research facility which will also allow the public ready access to these wonderful histories.



Commander L.E. Hodge

THE ORAL HISTORY ARCHIVE HOLDS SEVERAL STORIES ABOUT SAILORS WHO SERVED IN ANTARCTICA. HERE ARE TWO EXCERPTS FROM OUR ORAL HISTORY ARCHIVES.

COMMANDER (CDR) L.E. HODGE FORMALLY JOINED THE NEW ZEALAND NAVY IN 1952, HAVING PREVIOUSLY SPENT SOME TIME WITH THE ROYAL NAVY. HE COMMANDED ROTOITI DURING THE NUCLEAR BOMB TESTS AT CHRISTMAS ISLAND AND IN THE MID SIXTIES COMMANDED ENDEAVOUR, THE EX-AMERICAN ANTARCTIC SUPPORT SHIP. HE TOOK PART IN SEVERAL RE-SUPPLY VISITS TO ANTARCTICA AND FOUND THIS ENORMOUSLY SATISFYING AS THEIR SHIP WAS INVOLVED IN OCEANOGRAPHIC SURVEYS AND TAKING STORES TO THOSE AT SCOTT BASE. HE RECOUNTS HIS STORY...

"...assisting people in their every day jobs... Taking stores down to the New Zealand Base at Scott Base. Doing Oceanographic surveys. These sorts of things were different from the concept of showing the flag aspect, this was something, you were helping people in their everyday lives. I must admit it gave one a feeling of satisfaction, and it was reflected in the way people reacted to it.

The other aspect of ENDEAVOUR,

and I suppose one most people would think about was of course the actual passage to and from Antarctica. I did four trips in two successive years, and of course it was very interesting for somebody who had not been down there to experience the problems involved with work in the ice".

HOW LONG DID IT TAKE YOU TO GET DOWN?

"About five days, five to six days.

The weather that we encountered was unpleasant, it was howling westerlies for most of the way and the ship would be rolling heavily, but it was not of epic proportions. The thing that I found particularly interesting were the method of achieving a passage through the ice, astern of the icebreaker and being buttoned onto it, and it was like an articulated vehicle. These things were different and technically interesting. It is always interesting operating with another Navy to observe their method of doing things.

At the entrance to the Sound you can push your way carefully through the brash and the broken stuff, but when you get to unbroken ice in the vicinity of Beaufort Island then you need the American Ice Breakers, the North Wind, West Wind and so on, the Coast Guard Ice Breakers come out and you actually get secured to the stern of them, into a notch into the stern and you are actually housed in quite tightly with an automatic tension winch and off you go. From that point on really there isn't much you have to do, you are virtually towed through the ice. Occasionally they would ask you to use a bit of power to get you round a sharp corner, but I was always very reluctant to do this because there was considerable damage or risk of damage to propellers if you use your props".

... YOU WOULD REGARD THE ENDEAVOUR AS A FAIRLY USEFUL UNIT IN THE NEW ZEALAND NAVY?

"Very much so. I was always sad when she had been returned to the Americans, because I don't think there was any pressure from the Americans. I understand she was leased for a very modest sum, and it seemed to me she was doing a variety of useful tasks at a very modest cost. She was diesel electric, economical to run, was having no structural problem, had a fairly small ship's company, a bit over sixty, and carried out a range of functions from re-supply down to Antarctica to carting explosives up to the Islands, a whole range of things, Oceanographic stuff and so on. Probably more important or most important of all, I believe it enabled us to hold our heads up in terms of the Antarctic, so that we had a vessel of our own which regularly operates in these waters and flies the flag down there. I was sad to see her go".



Commander J.E. Washbourn

COMMANDER (CDR) J.E. WASHBOURN SERVED 10 YEARS IN THE ROYAL NAVY BEFORE JOINING THE ROYAL NEW ZEALAND NAVY IN 1946. HE WAS THE SECOND COMMANDING OFFICER OF THE FIRST ENDEAVOUR.

"Admiral Dufek asked me if I would like to do a trip down to the Antarctic in one of their Icebreakers, USS GLACIER. I jumped at the chance of having a trip down to the Antarctic and the Naval Board approved, and so I did a round trip down to the Antarctic and some ice-breaking in McMurdo Sound".

ICE-BREAKING SHIPS ARE REALLY UNCOMFORTABLE, THEY RIDE UP AND CRASH DOWN?

"Yes that's the principle of ice-breaking, they have a cut away bow. They ride up over the ice and by their sheer weight they break the ice, it's the weight of the bow. They also have really high capacity ballast pumps and they can pump water very quickly into ballast tanks in the bow which will weigh them down even more. When they are actually breaking ice, it is really quite uncomfortable".

THIS WAS THE ORIGINAL, THIS WAS THE JOHN BISCOE, ENDEAVOUR?

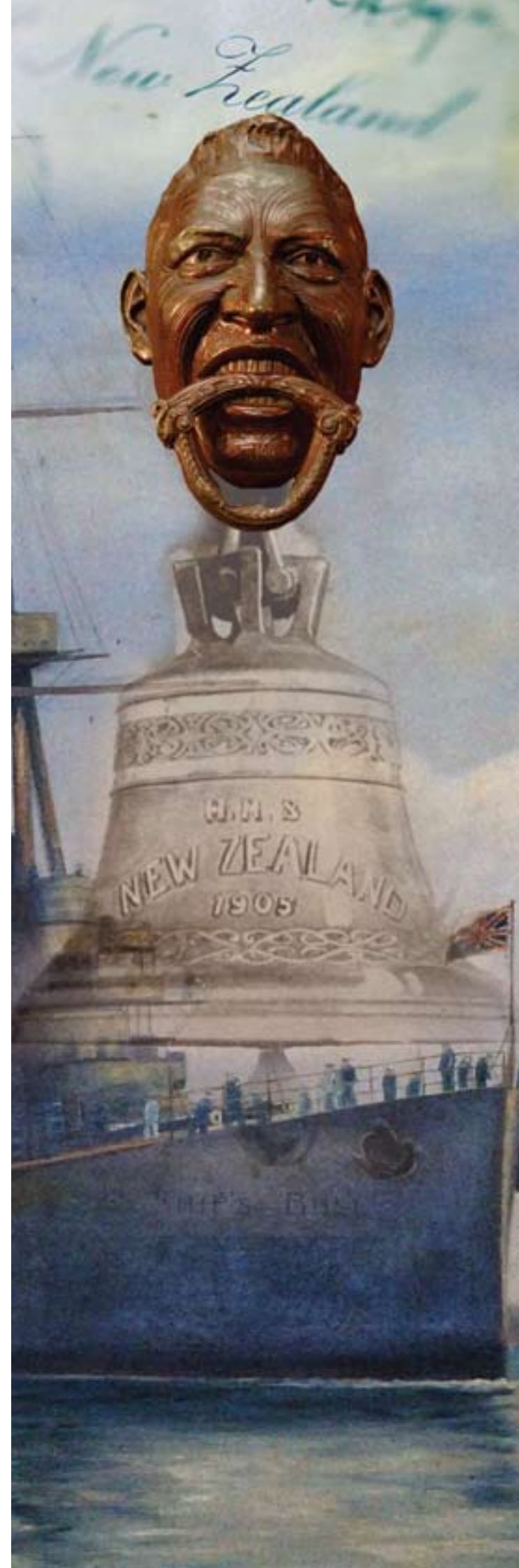
"Yes this was the JOHN BISCOE, wooden hull, which had been built as a boom defence vessel for the US Navy. The reason why she was wooden was all the Shipyards in the States were so busy building steel ships they turned to any other Yards around the States and found some still built wooden ships. ENDEAVOUR was three skinned timber, very strong and sheathed in green heart timber which is very strong and resilient.

I spent my first season down the Antarctic sailing from Auckland to Wellington where we embarked special stores for the Antarctic and filled up with specialist equipment and the equipment and stores for Scott base. We took the relief party down to man Scott Base for the coming year. The trip down was reasonably pleasant but ENDEAVOUR was an appalling sea

vessel. She had been designed to sit at the end of a boom at an American port and just operate as a boom vessel. She had been converted by the Falkland's government for ice work and on top of the three skin hull, she was sheathed in green heart timber to take the abrasive action of ice and she had a sort of steel bow sheathing to push through the ice. She was no way an ice breaker but she was strengthened for ice work and she was single screw. She had two large locomotive engines with an electric drive to a single screw. I personally like a single screw because you have far less chance of the propeller being damaged in the ice, the propeller was tucked in, whereas the twin screw ships are constantly damaging their propellers.

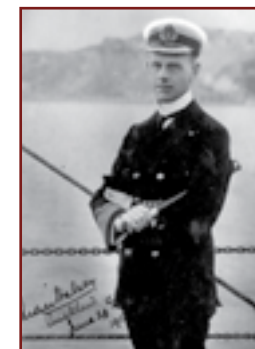
To tie up to the ice we took down a number of hardwood railway sleepers and the drill was to go alongside a smooth piece of ice shelf and we would keep the ship there while we sent the ships company out with pick axes to dig holes in the ice and put in a railway sleeper with a wire strop around it and put it in the hole, fill the hole with water. It freezes over and you have a mooring frozen into the ice and you secure mooring hawsers to the strop.

We used to visit Scott Base which was quite close to where we were moored and exchange visits with the Americans in the Deep Freeze Headquarters there. All the American ships were dry and ENDEAVOUR was the only ship in the Antarctic which had a bar onboard and we enjoyed extreme popularity. This proved to be a very expensive occupation because the Americans are great guests and they used to swarm over in the evenings. We had 24 hours daylight and there was no particular urgency for them to go home. They would arrive about 6 o'clock and they would still be there at 2 o'clock in the morning, so they spent a lot of time with us and they were very nice people. The wardroom entertainment allowance was at the most six shillings a day. It didn't go terribly far with a lot of thirsty Americans, however that is one of the hazards of the life".



HMS NEW ZEALAND A NATION'S GIFT

IN NOVEMBER 2006 THE NAVY MUSEUM LAUNCHED ITS NEW EXHIBITION 'A NATION'S GIFT'. THIS EXHIBITION WAS CURATED BY DEPUTY DIRECTOR CLIFF HEYWARD AND CELEBRATES THE RETURN OF A VERY SPECIAL PIU PIU TO THE MUSEUM. THIS PUI PUI WAS GIFTED BY A MAORI CHIEF TO CAPTAIN LIONEL HALSEY (RIGHT), THE COMMANDING OFFICER OF THE BATTLE CRUISER HMS NEW ZEALAND, DURING THE SHIP'S FIRST VISIT TO OUR SHORES IN 1913.

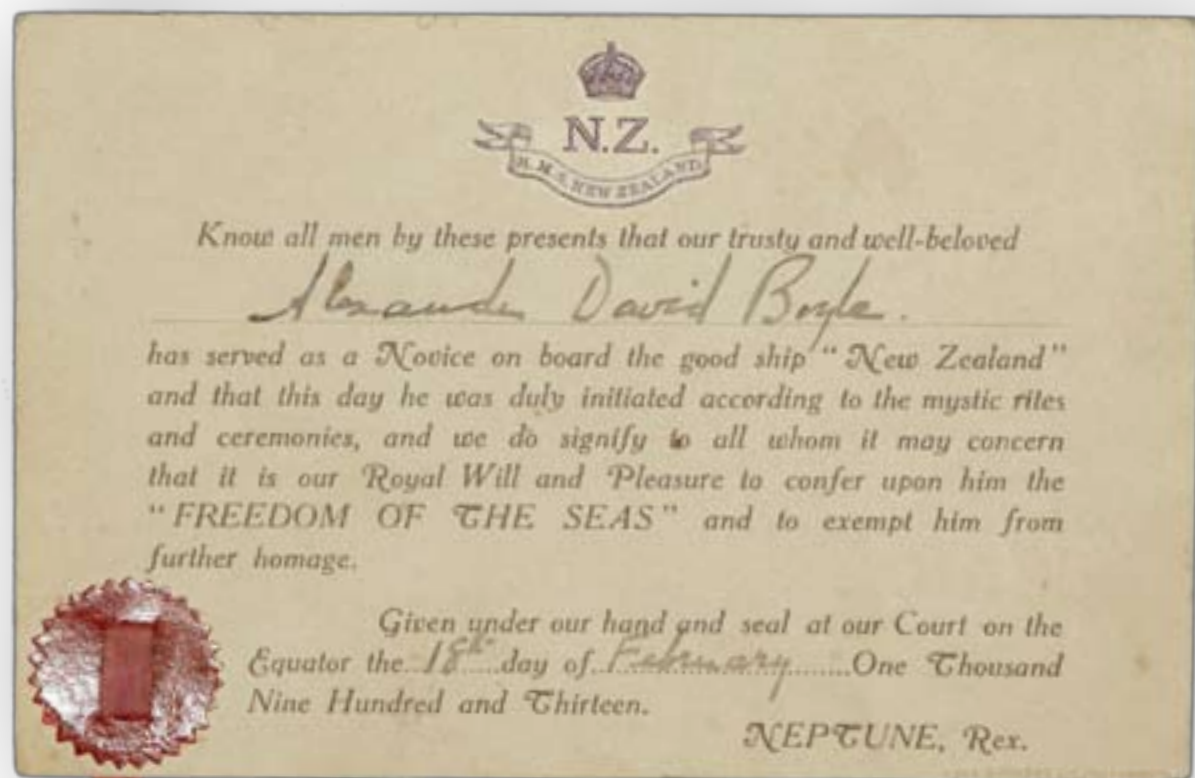


THE CHIEF PROPHESED THAT WHENEVER THE PIU PIU WAS WORN IN BATTLE THE MEN AND SHIP WOULD BE SAFE. IT WAS WORN BY THE COMMANDING OFFICER OF HMS NEW ZEALAND DURING ALL THREE MAJOR ENGAGEMENTS OF THE FIRST WORLD WAR AND, IT IS BELIEVED, PROTECTED THOSE ON BOARD FROM SERIOUS HARM. AT THE EXHIBITION'S LAUNCH IT WAS WELCOMED BACK TO THE MUSEUM FROM THE MARITIME MUSEUM WITH KARAKIA LED BY BERT MCLEAN THE RNZN KAUMATUA.



'A Nation's Gift' also displays other objects related to HMS NEW ZEALAND, such as Pelorus Jack's silver dog collar, an impressive side board from the Captain's quarters, and items of silver donated to the ship by the various colonies it visited.

'A Nation's Gift' has on display a certificate from the 1913 Crossing the Line ceremony, while a detailed account of the 1919 ceremony on board HMS NEW ZEALAND is also available in the Navy Museum archives. Both items of ephemera provide an interesting insight in to this fascinating facet of New Zealand's naval heritage.



CROSSING THE LINE - AN OLD RITUAL

BY BRONWYN WRIGHT

WHILE 'CROSSING THE LINE' MAY MEAN 'OVERSTEPPING THE MARK' TO THOSE NOT FAMILIAR WITH NAVAL OR MARITIME CULTURE, FOR THOSE WHO ARE, THE PHRASE CONJURES UP IMAGES OF A LIVELY AND ROUGH CEREMONY, LED BY KING NEPTUNE ON THE HIGH SEAS. A NAVAL TRADITION SINCE THE 1700S, A CROSSING THE LINE CEREMONY TOOK PLACE DURING HMS NEW ZEALAND'S VOYAGE AROUND THE BRITISH COLONIES IN 1919 AND CONTINUES TO BE PRACTICED BY THE ROYAL NEW ZEALAND NAVY IN THE NEW MILLENNIUM.

NEPTUNE APPEASED

The Crossing the Line ceremony is performed when a ship crosses the equator and results in the initiation of every 'novice' (those who have not yet crossed the equator) on board. The ritual takes place in Neptune's Royal Court, often located on the port side of the midship, with the purpose of appeasing the God of the seas and introducing the uninitiated to the 'solemn mysteries of the ancient order of the deep'. Those who have previously crossed the equator undertake a variety of roles in the ceremony, dressing up as King Neptune himself, the Royal Bears and, in some cases, King Neptune's consort.

CROSSING THE LINE ON HMS NEW ZEALAND

The voyage of HMS NEW ZEALAND in 1919 provided the Royal Navy with an opportunity to revive in the early twentieth century what had been a popular ritual 200 years prior. The Crossing the Line ceremony was traditionally a detailed event steeped in customary language which required elaborate costumes and

props. The ceremony that took place on board HMS NEW ZEALAND was no different. On this particular voyage King Neptune was accompanied by his consort, Her Highness Amphitrite, and his assistant Davy Jones. Other members of the Royal Court included the Royal Judge and Clerk, Physician, Barber and Bears. Each member of the court played a particular role in the ceremony: the Bears were entrusted with rounding up the uninitiated and 'dunking' them, while the Clerk ticked off names from a roll to make sure no one was left out. The Royal Barbers, unsurprisingly, were given the responsibility of shaving the novice's heads while the Royal Physician administered a 'bitter tonic' or 'soap pill' to the uninitiated.

KING NEPTUNE'S COURT

The set built for the ceremony was also very detailed. An eyewitness described King Neptune's court on board HMS

Members of King Neptune's Court on board HMS NEW ZEALAND. Crossing the Line Ceremony. 8 May 1919



NEW ZEALAND as a stage with 'thrones for their majesties and chairs for court officials... overhanging the bath, was a stool on rockers, upon which novices were to be seated and tilted into the bath, where the Bears would be ready to receive and duck them'. Vivid photographic evidence of the costumes worn by sailors on board HMS NEW ZEALAND during the ceremony still exists and shows the extent to which the sailors prepared for the festivities.

CERTIFICATES CONFERRED "FREEDOM OF THE SEAS"

Once they had been 'dunked' the novice would then be issued a certificate signed by 'Neptune Rex'. While no known certificates from the 1919 journey still exist, the Navy Museum is fortunate to have in its collection a certificate awarded to Captain Alexander Boyle who crossed the equator on board HMS NEW ZEALAND during an earlier voyage in 1913. Captain Boyle enjoyed a special relationship with HMS NEW ZEALAND and was the only New Zealander present at all three major naval battles of the First World War. Boyle's certificate conferred upon him the "Freedom of the Seas", exempting him from paying further homage to King Neptune.

THE REASON BEHIND THE CEREMONY

The Crossing the Line ceremony can be interpreted as a simple initiation rite or entertainment for the ship's crew, however it also offered sailors the opportunity to 'let off some steam' and take revenge on a superior who was unduly harsh. It does not appear, however, that malice was the motivation behind the ceremony which took place on board HMS NEW ZEALAND. The festivities were so well-received by all of the ship's company that the key participants were profusely thanked 'for their untiring energy, good humour and liveliness throughout the day'. Furthermore, although Crossing the Line ceremonies could result in upsetting established social hierarchies on board

the ship, those at the top of the hierarchy could also be willing participants in the festivities.

SOME FAMOUS PARTICIPANTS

In 1919 Lord and Lady Jellicoe also made the voyage in HMS New Zealand. By then New Zealand, Australia and Canada were dominions and the purpose of the voyage was to take Jellicoe to report on the dominions' post war naval defence. Both distinguished guests were included in the Crossing the Line ceremony. Lord Jellicoe, although not a novice on this journey, was 'dunked' while Lady Jellicoe received 'the Insignia of the Most Unfathomable Order of the Deep Sea Needle, First Class'. Lord and Lady Jellicoe's active participation in, and encouragement of, the Crossing the Line ceremony demonstrates the extent to which it was an important feature of naval culture and heritage.

CROSSING THE LINE TODAY

Crossing the Line remains part of a sailor's experience at sea. It continues to fulfil the role of an initiation rite and is still performed by members of the Ship's crew under the guise of Neptune Rex and Davy Jones. Of course the ceremony itself has been modified over time – Crossing the Line today is still likely to include a good dunking and a shaving ceremony, however it may also involve a shock of electricity from 'the devil'. While the Crossing the Line ceremony may not be an 'official' part of the Royal New Zealand Navy's heritage, its persistence and popularity over the past 300 years makes it an important and intriguing 'unofficial' history.

BRONWYN WRIGHT IS A NEW STAFF MEMBER AT THE NAVY MUSEUM AND HAS RECENTLY GRADUATED FROM THE UNIVERSITY OF AUCKLAND WITH A MASTER OF ARTS IN MUSEUMS AND CULTURAL HERITAGE. SHE HAS A STRONG INTEREST IN HISTORICAL RESEARCH AND WILL BE A REGULAR FEATURE WRITER FOR THE WHITE ENSIGN.

What's in a name?

THIS JOURNAL SIGNALS A NEW DIRECTION FOR THE NAVY MUSEUM AND HAS EVOLVED FROM OUR PREVIOUS PUBLICATION THE RAGGIE. THE WHITE ENSIGN ENABLES US TO TELL THE NAVY'S STORY OF TRIUMPH, TRAGEDY AND PERSONAL COMMITMENT. WE KNOW THAT YOU WILL NOT ONLY ENJOY KEEPING UP-TO-DATE WITH UP AND COMING DEVELOPMENTS AT THE NAVY MUSEUM, BUT THAT WE WILL EXCITE YOUR INTEREST THROUGH OUR ARTICLES, OBJECTS, PHOTOGRAPHS AND EPHEMERA COLLECTIONS, ALL OF WHICH ILLUMINATE OUR RICH NAVAL HERITAGE.

One of the most difficult decisions made during the development of this journal was deciding upon a name. So why did we choose The White Ensign?

Many of you will already know that the White Ensign is a symbol that has proudly represented the Royal New Zealand Navy throughout its history. It is the banner under which we serve and is therefore unique to the Navy, and consequently the Navy Museum. However, many of you may not be aware that the White Ensign also has a literary legacy - it was originally the title of a popular magazine published during World War II for New Zealand naval personnel that contained historical and contemporary naval articles alongside humorous vignettes from the front.

We feel that it is fitting not only to revive the title, The White Ensign, but also the spirit of the original journal. By making a connection with our namesake, our goal is to enrich the lives of present and future generations with an awareness of NZ naval culture and heritage.



TANGAROA

THE NAVY MUSEUM'S ICON



The unique and instantly recognisable icon of the Navy Museum reflects our museum's credentials, personality and organisational 'DNA'. The icon represents Tangaroa, the mythical Maori guardian of the oceans and waterways. It symbolises the role the Navy plays in all our lives as guardians of our oceans and honours the contribution the Navy makes to the security and prosperity of all New Zealanders. Tangaroa also represents the personal, human guardianship of our taonga which are entrusted to the museum.

In 2006 the museum had a representation of Tangaroa created using the traditional and intricate decorative knot work that sailors and mariners are renowned for. This art work will sit in the new museum. It provides a link between our strong Navy and Maori cultures and represents quite literally a series of individual objects joining together to create a larger story – a perfect analogy for our focus on the individual stories that make up our Navy's history. The 'hand-made' aspect underscores the human involvement and focus of the museum. Together these symbols define our philosophical approach – To be guardians of our nation's naval heritage and to commemorate the service and courage of New Zealand's naval personnel.

Waterfront Heritage Trail

THE NAVY MUSEUM IS OFFERING THE PUBLIC AN OPPORTUNITY TO EXPLORE DEVONPORT'S RELATIONSHIP WITH THE NAVY. FROM THE 14TH OF FEBRUARY THIS YEAR THE WATERFRONT HERITAGE TRAIL DEPARTS FROM THE DEVONPORT LIBRARY EACH ALTERNATE WEDNESDAY AND THURSDAY AT 10.00 AND 2.00. THE HOUR LONG TOUR WAS RESEARCHED AND WRITTEN BY RUSSELL GLACKIN WHO WILL BE ALSO BE TAKING THE TOUR.

Beginning at the Flagstaff with a brief outline of the Royal Navy's first establishment on the Sandspit in 1840 it continues past Elizabeth House, the historic double-fronted Edwardian villa that accommodated the WRENS from the 1940s to the 1970s. It proceeds to the site of the original Devonport commercial centre in Duders Bay, to the Tainui Canoe Memorial which commemorates the point of landing of one of the seven canoes of the Polynesian migration (circa 1350). It concludes at the historic Mine Store in Torpedo Bay with a brief explanation of the defence of Auckland Harbour in the 1880s when New Zealand was threatened by successive Russian "war scares".

RUSSELL GLACKIN IS A NORTH SHORE RESIDENT WITH A PASSION FOR HISTORY. AS HEAD OF HISTORY AT WESTLAKE BOYS HIGH SCHOOL HE WAS ABLE TO INDULGE HIS TWIN PASSIONS OF HISTORY AND SPORT. HE IS A PART-TIME GUIDE AT THE NAVY MUSEUM.

Future Exhibitions

OUR NEXT MAJOR SERIES OF EXHIBITIONS WILL CELEBRATE THE NAVY'S INVOLVEMENT IN ANTARCTICA.

ICE-BREAKER –ROYAL NEW ZEALAND NAVY SUPPLYING ANTARCTICA 1956 TO TODAY WILL BE BUILT AROUND OUR EXTENSIVE PHOTO ARCHIVE COLLECTION AND OUR ORAL HISTORIES, WHILE 60 DEGREES SOUTH - SUPPLIES, SHIPS AND SAILORS WILL GIVE AN OVERVIEW OF THE NAVY'S ROLE IN ANTARCTICA.

FRIENDS OF THE NAVY MUSEUM

If you are interested in the work of the Navy Museum you may wish to join our Friends of the Navy Museum. The annual subscription fee is \$20 and as we are a registered charity all donations are tax deductible. You may contact us via our website www.navymuseum.mil.nz or phone (09) 445 5186. Being a Friend of the Museum gives you invitations to our Exhibition launches and events, our magazine and discount for purchases at our shop.

In April we will be beginning our drive for volunteers to help in all aspects of the museum's work. Details of this will be available in our next issue of The White Ensign.

NEXT ISSUE

WE WILL PROFILE

LIEUTENANT COMMANDER WILLIAM SANDERS:

Lieutenant Commander William Sanders hailed from Takapuna, Auckland. He was commissioned in the Royal Navy Reserve during World War One and given command of HMS PRIZE, a top secret Q Ship. In 1917 HMS PRIZE encountered a German Submarine, which it consequently sunk. This action resulted in Sanders the only New Zealander to be awarded the Victoria Cross at sea.

Sanders' story of courage and valour will be explored in the next edition of The White Ensign.

