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NAVY MUSEUM

Te Waka Taonga o Te Taua Moana o Aotearoa

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WHITE ENSIGN EDITORIAL ADVISORS:

CDR David Wright
Mr Cliff Heywood
LT CDR Barbara Cassin
Rose Evans

EDITOR:

Claire Huddart
Tel: 027 324 6745
Email: Clairehuddart@yahoo.com

DESIGN:

Linda Va'aelua, Fifty five creative
linda@fiftyfivecreative.co.nz

PHOTOGRAPHY:

Nikki Payne
Tel: (09) 446 1820
Email: nicola.payne@nzdf.mil.nz

PRINTER:

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

MAILING LIST AND FRIENDS:

To join or leave our mailing list, please contact:
Christine Hodgson, Navy Museum,
Private Bag 32 901, Auckland
Tel: (09) 446 1821
Email: christine.hodgson@nzdf.mil.nz

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DIRECTOR'S MESSAGE

WELCOME to the second edition of the Navy Museum Journal the White Ensign.

Thank you to all those who provided such positive feedback on our first issue. It was heartening to see that our first attempt at publishing the journal and getting our naval story to a broader audience was received so positively. Also thank you to all those who provided us with valuable opportunities for improvement. Wherever possible we have incorporated your ideas and suggestions in this edition.

Issue Two of the White Ensign focuses on World War One and features the story of Lieutenant Commander William Sanders, VC, DSO, RNVR - the only New Zealand member of the Naval Forces to be awarded the Victoria Cross. Also included are many articles of interest including the little known involvement of New Zealand naval personnel in a Royal Naval Air Service armoured car unit that, in December 1915, embarked for Russia and fought alongside the armies of the Czar.

I trust that you enjoy this issue of the White Ensign and perhaps be as surprised as we at the Navy Museum by the depth and breadth of New Zealand naval personnel's involvement in World War One. I am sure, however, that we are only touching the surface of the incredible stories of courage, commitment and comradeship of our nation's naval personnel in World War One. If you have any stories that you can share with us we would be delighted to receive them.

Also please keep the feedback on the journal coming.

Enjoy the read,

DC WRIGHT
COMMANDER, RNZN
DIRECTOR NAVY MUSEUM

Commander David Wright is the Director of the Navy Museum. David has been in the Navy for 23 years and has been the Director for the past two years.



ON THE COVER: A wonderfully imaginative collage dedicated to the life of LTCDR William Sanders. The collage was made by students from Takapuna Primary School circa 1921 and it is on display at the Navy Museum.



THE White ensign

ROYAL NEW ZEALAND NAVY MUSEUM JOURNAL

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The life and times of William Edward Sanders

– NEW ZEALAND'S ONLY NAVAL VC

Beyond winning our highest award for valour, the Takapuna man, who rose from cabin boy to master mariner, remains something of an enigma. The bravery Sanders displayed in winning the Victoria Cross has been written up many times but that apart, what do we know of the man? BY GRANT HOWARD

William Edward Sanders was born on 7 February 1883, in Kingsland, Auckland. The first of four children for Edward Holman Cook Sanders, a boot maker, and Emma Jane (née Wilson), daughter of a master mariner. Life would not have been easy for the Sanders family, as New Zealand had been in almost continuous recession since the end of the Land Wars, and work was hard to find.

Six was the age at which children began school then, and records held by Archives New Zealand carry the enrolment of young Sanders at the Nelson Street School in 1889. He spent four years there before the family moved to Takapuna, his father having given up boot making for a time to go gum digging at Murrays Bay.

Brought up in an age when children did as their parents told them, Sanders left school in 1897, having gained his sixth standard, or proficiency, certificate. His folk decided he should be trained as a mercer and found him a job with a "well known" Queen Street firm. But the lad's heart was not in clothing. Every lunch hour and every other opportunity he got, young Sanders could be found down on the Auckland waterfront looking over the ships in port. There he would chat with the crews of the various coastal steamers and sailing ships, listened to their stories, and dreamed of going to sea himself.

He got his chance in 1899, when the family was holidaying on Waiheke Island. There he found a coastal steamer, KAPANUI, and learned there was a vacancy on board for a

cabin boy. It is not known whether he sought parental permission, but when the ship sailed she had a new cabin boy. Run by the Coastal Steam Ship Company, the KAPANUI and another of its ships, the KOTITI, were to be Sanders' home on the Auckland and Northland coast for the next three years before he joined the Union Steam Ship Company's APARIMA. There he gained his first ocean-going experience.

Sanders' next ship, the Government

popular opinion, he did not move immediately to the Craig Line but to the Jagger and Mitchelson barquentine, Senorita, where he spent two years, working mainly in the transtasman timber trade.

Sanders volunteered for the Navy after the outbreak of the First World War. For reasons not clear he was not accepted. Undaunted, he signed on for troopship duties, serving first in HMNZT WILLOCHRA and later in HMNZT TOFUA, taking New Zealand

...young Sanders could be found down on the Auckland waterfront looking over the ships in port. There he would chat with the crews of the various coastal steamers and sailing ships, listened to their stories, and dreamed of going to sea himself.

steamer HINEMOA was a major step forward. He was 23 and had qualified as an ordinary seaman when he joined. There his enthusiasm and skill caught the eye of the master, Captain John Bollons, who is said to have encouraged him in his studies. While on board, Sanders kept a diary, now a prized possession of a great nephew, Eric Welch.

Sanders' next move, from steam to sail, may look odd to 21st century eyes, but sail was still very much in use in the early 1900s and it appears the Takapuna man was determined to broaden his horizons. Contrary to

soldiers to the Middle East and bringing home wounded men.

But it was not enough. Around Christmas in 1915, Sanders joined a tramp ship, the HEBBERN JAN, as a supernumerary officer, and arrived in Scotland in April 1916. As soon as he was discharged, he took a train to London, where he again volunteered for the Navy. On 19 April, he was made a Temporary Sub-Lieutenant in the Royal Naval Reserves (RNR) and sent to HMS EXCELLENT, aka Whale Island, for a three-month junior officers' acquaintance course. With that behind him,





Sanders was appointed to HMS SABRINA II, a shore establishment at Milford Haven, in Pembrokeshire. There he awaited his first sea-going billet.

By this time, Sanders had volunteered for special service and was marked to join in one of Britain's many attempts to combat the German U-boat assault on merchant shipping. With his experience in sail, Sanders was an obvious choice for that kind of duty and his first appointment was to HMS HELIGOLAND (Q17) as both first lieutenant and gunnery officer.

While on board, he took part in two actions against submarines and soon gained a reputation for his coolness under fire. When the ship went into refit to have diesel engines fitted, Sanders was forecast to take command of HMS PRIZE (Q21), a top sail schooner and the first German merchant ship to be captured by the Royal Navy after the outbreak of war. The ship was commissioned on 25 April 1917, and sailed on what should have been her shakedown cruise that very night.

Just days later, on 30 April, and towards sunset, the Prize met the U-93 commanded by Kapitänleutnant Edgar Freiherr von Spiegel. His boat was on her way home after a successful patrol in which she sank 11 merchant ships. What followed should have been what boxing fans call a no contest. The U-93 was at least twice the size of the Prize. She had a top speed of 17 knots, and even submerged she was faster than the schooner was on the surface. The U-boat's two 100mm guns had a greater range than the Prize's pair of 12-pounders, and each of her shells weighed three times more than those of her

quarry. While still out of the Prize's range, von Spiegel chose to open fire and close on what appeared to be a sitting duck.

The German captain was in for a rude shock. Showing matchless courage, Sanders held his fire for 20 minutes, all the time enduring the continuous German shelling, and at the same time encouraging his men to stay calm. Not until the U-boat was less than the length of a football field away, did he give the order to open fire. The schooner engaged her foe virtually at point blank range and shell after shell struck the German. During the action, von Spiegel and two of his men were blown overboard and taken prisoner.

It was almost dark by the time the Prize ceased fire, and the U-boat appeared to be sinking and on fire. Both Sanders and his captive agreed that the U-93 had sunk. They were wrong. With skilful damage control and seamanship, the boat's first lieutenant, Leutnant zur See Wilhelm Ziegner, managed to get his badly damaged craft back to Wilhelmshaven despite the fact that it could not submerge. The U-93's safe arrival was the beginning of the end for the Prize, for all on board had a good description of the British Q-ship.

As for the Prize, she was also in danger of sinking after the firefight with, amongst other damage, one of her diesel engines shot to pieces and the second would not start. By a stroke of luck, one of the German prisoners was a diesel mechanic and he managed to get the good motor running. Slowly the Prize got under way, and she made slowly for Queens-town, in southern Ireland.

Once in Ireland, the ship transferred her wounded to hospital, then returned to Britain,

where she landed her prisoners before going into dockyard hands for repairs. While this work was in progress, Sanders was called to the headquarters of the First Sea Lord, Admiral Sir John Jellicoe, who offered him command of a destroyer, a patrol boat or any other suitable ship. For reasons he apparently kept to himself, Sanders declined, a decision that almost certainly sealed his fate. Unknown to him, the Germans knew his ship and were out to get her.

By 27 May, the Prize was back on patrol, and on 12 June in action again, exchanging fire with an unidentified U-boat. It was an inconclusive scrap but during the action Sanders' right wrist was hit by shell splinters. Although he made light of his wounds, there were signs the strains of combat were beginning to tell. Letters home to his father, make it plain that constant patrols, little time in harbour and the fact that he had a bout of pneumonia were making life almost intolerable. But there was some joy, for the London Gazette of 22 June announced he had been awarded the Victoria Cross.

Early in August, Sanders applied to the Admiralty to be relieved of his command, "owing to overstrain, the result of special service in which he is engaged". His request, sent on 3 August, got a good hearing and a

reply, "A relief will be sent".

It was too late. Before this news reached Milford Haven, the Prize was on patrol again, and on 13 August encountered the UB-48, commanded by Oberleutnant Helmut Steinbauer. Once more there was an opening flurry of gunfire with neither side suffering serious damage. Steinbauer submerged his boat and bided his time. Early the following morning, he fired one torpedo at the Q-ship and missed. His second shot, 20 minutes later, found its mark, and the Prize blew up in a sheet of flame. There were no survivors.

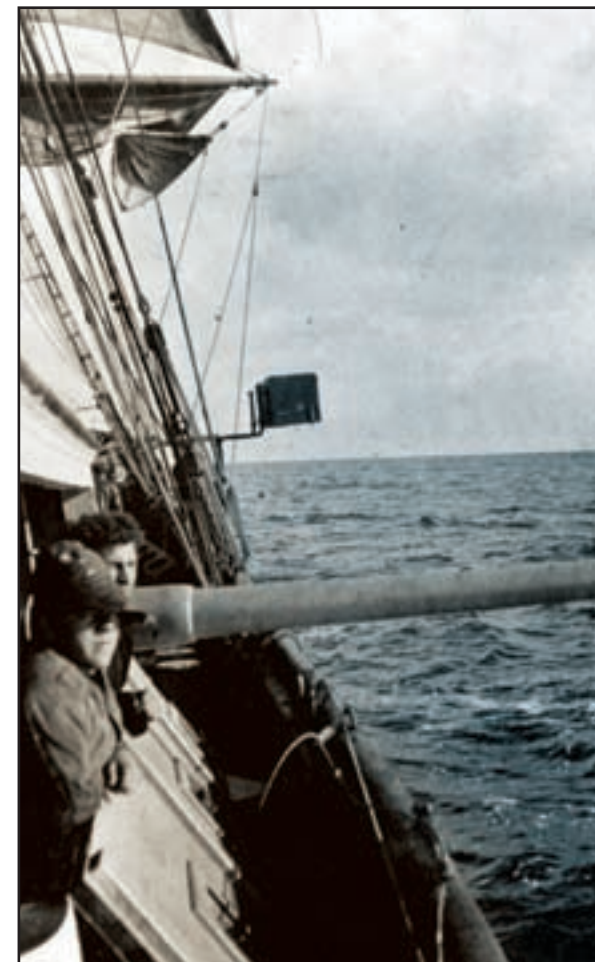
The sinking ended a short but brilliant naval career. In 15 months Sanders rose from Sub-Lieutenant to Lieutenant-Commander, and won both the Victoria Cross and the Distinguished Service Order. Sadly he did not live to receive his decorations.

Thanks to the fact that his service was top secret, little more is known of Sanders' time in the Navy. His personal file, held by the Public Records Office, London, contains a brief half dozen written lines.

The demands of war left him little time to write letters home. It is thanks largely to his sister, Emily May, that some records remain. She kept a scrapbook that contains mainly newspaper cuttings and post cards, and it is held now by one of her grandsons.

Grant Howard is a respected author of naval history. Books published: The Navy in New Zealand (1981), Happy in the Service (1985), Portrait of the Royal New Zealand Navy (1991), Gunner Billy, the story of Lt Cdr W.E. Sanders VC RNR (August 2007). There is currently an exhibition of the life and times of William Edward Sanders at the Navy Museum - running until December 2007.

The Prize after action against U93





A Charmed Life

On display at the Navy Museum in Devonport, Auckland is this beautiful piupiu, worn by naval captains during World War One. In 1913 this striking 'lucky charm' was presented by a Maori chief with a strangely accurate prophesy - that good fortune would accompany the captain and his ship whenever it was worn. Here, ROSE EVANS, Acting Collection Manager for the Navy Museum, explores its colourful history.

On the 8 July, 2005, the Royal New Zealand Navy held a powhiri at Te Taua Moana Marae to welcome home a piupiu to New Zealand. This piupiu was originally presented as a gift in 1913 to Captain Halsey, RN, Commanding Officer of HMS NEW ZEALAND, a battle-ship paid for by the people of NZ to join the Royal Navy. At the time of the presentation, Captain Halsey was requested to wear the piupiu in battle. A prophesy was made on presentation of the piupiu, that the ship would one day see battle but her casualties would not be great.

Accounts are not clear as to who presented

the piupiu - Halsey states only that it was from a "Maori chief" who looked over the ship.

There appears to be two possibilities. Written evidence reveals that a piupiu was passed to Captain Halsey by the Southern Maori MP, Taare Rakatauhake (also known as Charles Rere) Parata, on behalf of the Ngai Tahu chief, Mana Himiona Te Ataotu. This was on Saturday 19 April 1913, while the ship was docked in Wellington. However, anecdotal evidence has suggested that this piupiu came from a Te Arawa chief. This is supported by an account in the diary of Halsey's daughter from a trip to Rotorua in 1933: "Our guide, Rangi, who is a Princess

of the Arawa tribe, and related to Metataupopoki, the Chief of the tribe, was very excited about me being Father's daughter. She remembered well when he brought the HMS NEW ZEALAND to New Zealand in 1913, and remembered how he was made Honorary Chief of the tribe, and given the Apron which he wore over his naval uniform in all the actions in the Great War in which he commanded the ship."

On 28 August 1914, HMS NEW ZEALAND went into action at Heligoland Bight. Halsey donned the piupiu over his uniform, and as he recalled, "Officers and men who were in the Conning Tower... were so startled at seeing me

A prophesy was made on presentation of the piupiu, that the ship would one day see battle but her casualties would not be great.



Captain Halsey



OPPOSITE PAGE: The piupiu in all its glory.

ABOVE: Captain Halsey's cabin aboard HMS NEW ZEALAND. Note the piupiu hanging up in the top, right hand corner.

in this extraordinary clothing that they appeared to be quite incapable of carrying on with their very important personal duties and I had quickly to explain why I was thus attired." The ship was not damaged or hit during the battle.

Halsey wore the piupiu again at Dogger Bank (24 January 1915). Before the action he "got many messages from all over the ship hoping that the [piupiu] was again going to be worn". Once more, although the ship came under heavy fire, it was never hit.

In May 1915, when Halsey was promoted and appointed to another ship, he passed the piupiu over to his successor in HMS NEW ZEALAND, Captain JFE Green. Captain Green was told of the Maori chief's request and agreed to wear the piupiu into action. He did this during the Battle of Jutland on 31 May 1916. Again, the ship came under heavy fire but was hit only once, sustaining minor damage and no casualties. The piupiu remained on board the ship until surrender of the German fleet in 1918.

The piupiu itself is two toned red/brown and black/brown and appears to have been

died with natural bark and mud dyes. Its two toned belt has a zig zag pattern that is unusual in that there appear to be very few in existence in museum collection's. It has been formed by weft strands of dressed fibre being worked across the hanging warps with a true twilled weave. The hukahuka (tags) extend from both the long kaupapa (main body) and belt and fall in several layers. We are currently pursuing any help we can with identifying this piupiu's whakapapa.

Scientists at Landcare Research are sampling one of the unattached hukahuka to try and extract DNA evidence to establish a South or North Island origin. In this way we might be able to clear up who presented the piupiu to Captain Halsey. We are also very interested in the weavers point of view of provenance when looking at its physical appearance and construction from the accompanying images. We welcome any comments.

The piupiu is the main focus for the exhibition titled 'A Nation's Gift' at the Navy Museum in Devonport Auckland and is on exhibition throughout 2007.

Rose Evans is Acting Collection Manager. Rose was conservator at Museum of New Zealand Te Papa Tongarewa for 15 years and has recently moved to Auckland.

Unsung Heroes – Hesse and Simpson

Sydney Hesse

Clarence Simpson, a New Zealander, and Sydney Hesse, a Londoner joined the Royal Navy from opposite ends of the world, doing their bit for Britain and her Commonwealth countries during the First World War. Here, Kelly Ana Morey discovers more about these men – just two of the many unsung heroes of the New Zealand Navy.

BY KELLY ANA MOREY

For every medal awarded to a sailor, no matter his rank or station in life, there was always that acknowledgement that the recipient was simply taking 'one for the ship'. Because for the navy, perhaps more so than any other division of the armed forces, it is the crew that brings about great success, not the individual. For every celebrated hero there is a host of unsung. Those who simply went to war, because that's what young men had been doing since the beginning of time.

Clarence Simpson of Auckland, an apprentice engineer, was recruited in the mid part of 1916 by two officers from Admiralty who had travelled to New Zealand with the express purpose of recruiting 'mechanics and deck officers for service in the motorboat service.' They advertised in the papers for recruits or volunteers and they selected a number, 150 mechanics and 100 deck officers and made that the New Zealand representation of that particular service. 'When he set sail for Britain as a civilian onboard HMT MANGANUI Simpson was 19 years old.

Sydney Hesse joined the army, rather than the navy in 1917 when he was just 17 years old. His initial training appears to have been rudimentary and not of a particularly military nature. Simpson's period of basic training, a mere three weeks on HMS HERMOINE a depot ship in Southampton, was arguably only marginally better.

As is the nature of all things human, both men had very different wars, though both were ostensibly sailors. Once Hesse, due to his work with the Royal Naval Air Service, was transferred to the Royal Navy as an Air Mechanic AM2. Spending time on the destroyer HMS MANSFIELD before joining the destroyer HMS PHOEBE.

Simpson was sent to Ireland to HMS COLLEEN in Cork Harbour where he served on the Motor Launches which because of their size had small, close-knit crews. The Motor Launches performing a variety of tasks like patrolling areas '...where they suspected the German submarines used to come in and spell....we were deterrents for others to come in. We had to examine anything we saw floating and we had to check up and examine it in case it was a floating mine with a box over it - it could be anything. Then when the minesweepers were out sometimes we would have to go and be minesweeping tenders in that the minesweepers would bring the mines up and the other would sit close and destroy them by gun fire.'

In addition to tasks like these, more unusual jobs included the salvage of a German submarine which accidentally blew herself up in the entrance to Waterford Harbour with her crew onboard.

MOONLIGHT RESCUE

'It was a very calm evening and ... the coastguard station sent to us [a signal]: There has been an underwater explosion at the entrance to Waterford Harbour. This was about one o'clock in the morning. We went over and it was a bright moonlit night. We cruised about till daylight and shortly after daylight we located oil coming up from the bottom. We thought that must be the place so we buoyed that and went back to Dunmoor and reported what we'd done. They then sent a diving tender ... and went down and followed our cable down and found that it was a German mine-laying submarine UC 44. Apparently what had happened was as she was going along one of the mines she was dropping fouled and ran back and caught in the propellers and blew about 18 feet astern up at right angles ... and the crew had all gone up in there. When our divers went down they located somebody inside but there was nothing we could do

about it. We couldn't get them out. Anyway we had to wait until the salvage tender, the raiser ... bought two big buoyancy barges down and they put one each side and put cables underneath and first of all they lifted the stern so they could get it more or less on an even keel and then gradually over the next couple of weeks they worked her inland till they got her almost on to dry land in Dunmore Harbour. After maybe about a fortnight they decided to get the bodies out. We went alongside ... and they bought the bodies out put them on the deck identified them through their identification tags put them in weighted hammock covers put them onto our boat and then we went out about 15 miles out off the south coast and put them overboard about midnight. Nobody was saved'

In contrast Hesse was sent to the destroyer HMS PHOEBE to be a single cog in a large machine. A little over a week after Hesse had joined HMS PHOEBE, which had been fitted out as a smoke screen vessel, it joined approximately 100 other ships for a major offensive operation against the port of Bruges. In 1917 the German U Boat problem was reaching its zenith. Many of the U Boats were

based at Bruges whose port was connected to the North Sea by two ship canals at Zeebrugge and Ostend. An operation was planned to seal off these canals with ships. The Germans had well prepared defenses hence the need to approach under a screen of smoke. It was Hesse's task to inject the chemical that was required to make a dense white smoke into the funnel of HMS PHOEBE.

A HERO IN ACTION

'There were six destroyers for that operation, we went in pairs and they reckoned on losing all six destroyers. We were the first pair to go in, the PHOEBE and the NORTH STAR. Well the NORTH STAR was sunk and we went alongside. Of course our boats were full of holes, they were useless because of the shrapnel. It was like daylight with the star shells and the search lights ... Looking across to the NORTH STAR, her side

was practically blown out of her. We got alongside and we got most of the crew off, but there were a whole lot in the water shouting out "don't leave us", but we couldn't stop, we just had to keep going, we couldn't stop.

There was as Hesse says, 'quite a number of VC's' awarded 'for that action' though it involved hundreds of individuals. Each, in his opinion no more or less deserving than the other.

Without a doubt Hesse and Simpson both, are consummately representative of the axiom that no man's war is the same. Like many thousands of others, they did their duty as they saw it and expected nothing more in return for their valour than an honest wage, a roof and three meals a day. And yet through their commitment and belief in what they were doing, Simpson and Hesse, like others of their ilk, ensured Britain and her allies ultimate victory in World War One.

If you would like further information on this or other topics our oral history archives are available to readers. Please contact Christine Hodgson on 446 1821 for more information.

Kelly Ana Morey is an established author and is one of the team who work on the Oral History Project.



For every celebrated hero there is a host of unsung - like Clarence Simpson



WW1 Motor launch at sea

HMS NEW ZEALAND on her world tour in 1919

IN FEBRUARY 1919, the Battle Cruiser, HMS NEW ZEALAND, departed England on a world cruise that took her for the second time to her namesake country, New Zealand.

She visited the ports of Wellington, Lyttleton, Picton and Auckland attracting huge crowds of visitors and much public attention. The photographs on these pages were taken during the Picton and Wellington visits and show some of the Maori visitors on board the ship in Picton and the queues of people waiting to board the ship in Wellington.

The handwritten annotation in the album is full of personal observations and gives a unique insight into the life of a crew member on such an historic trip.

The album turned up last year in a small town market in England and was bought by an antique dealer Mr Leask Ward. Mr Ward had trained at HMNZS TAMAKI and served in the minesweeper HMNZS KIWI and immediately recognised the historic value of the album to the Navy Museum.

The Museum purchased the album from Mr Ward early this year and hopes to make the whole album available on our website in the future.

The HMS NEW ZEALAND album presented by photographic archivist Paul Restall. You can view the remarkable album in more detail at the Navy Museum.



Group of Maori's on board at Picton New Zealand on 14 Sept. These Maori's were shown round ship by Mr [unclear] & [unclear] were very interested in all they saw, the trappings



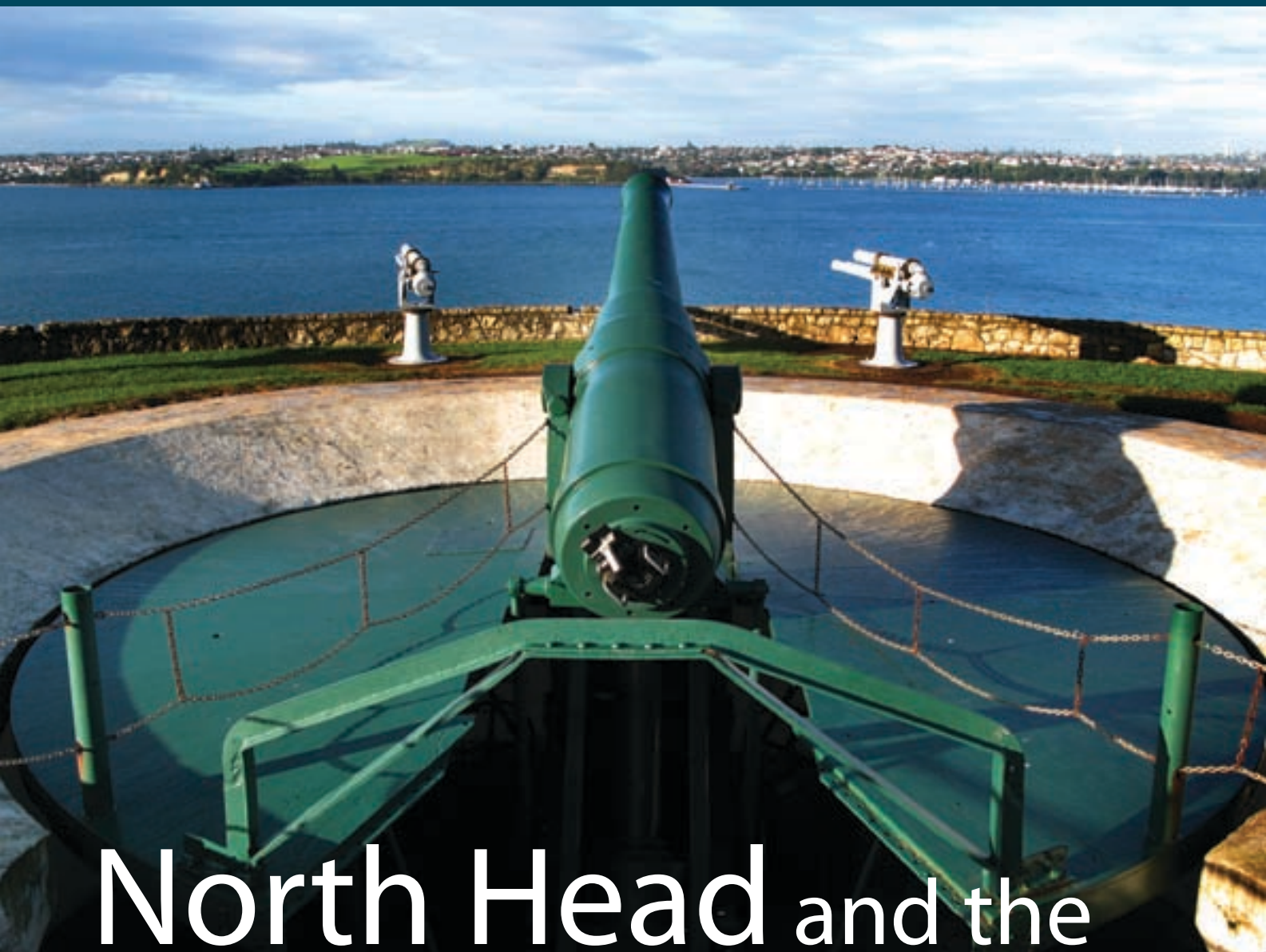
that the young girl is wearing are a portion of the Maori native dress: it is called a kilt & is made of different coloured grasses & beads. The women are wearing their robes as shiftees



Visitors coming on board at Wellington. The photograph gives one a good idea of how wide the



A General view of Wellington taken from the HMS New Zealand on 17 Sept 1919. The view gives one an idea of how Wellington is scattered all around the harbour



North Head and the Auckland Harbour Defences 1885-1896

Welcome to the first in a series of articles linking the Royal New Zealand Navy to the local history of Devonport. The past is prologue to what is now. BY RUSS GLACKIN

One of the most popular places to view the city of Auckland is from the volcanic cone of North Head on the city's North Shore. But many of its visitors are surprised at the superbly preserved, disappearing gun located on the south side of the summit. Gun No. 4951 built by Sir WG Armstrong in 1886, mounted 'en barbette', on a platform firing over an earth parapet and recoiling or 'disappearing' into a pit to enable re-loading with safety from enemy fire. This Armstrong gun is one of the few remaining of this type

anywhere in the world and it remains today as a very physical and tangible reminder of another time when New Zealand was first concerned to meet the threat of foreign intrusion from over the horizon.

Protection from an external threat was not a major preoccupation for early New Zealand's young settler society as they struggled to consolidate their dual victory over Maori and bush. During these early years, New Zealand was made complacent about its defence by its status as part of the powerful British Empire and benignly took

for granted that Britain and the Royal Navy would sail to meet any challenge that their infant colony might face. When the internal problem with the Maori was resolved, resulting in the withdrawal of the Imperial troops in 1870, concern began to focus not only on direct threats to New Zealand's coast but also to its wider aspirations in the south-west Pacific. The possibility of Russian intervention in the South Pacific that had existed since the Crimean War was now complicated by the growing threat of British rivalry with the United States of America in the region

dependent upon the British alliance with Japan. The growing imperialist ambitions of the French and Germans in the region further threatened the colony's assumption of the south-west Pacific as an "Australasian Sea".

For the first time New Zealand began to appreciate that the security of its isolation had a down-side and that there was a fundamental flaw in its traditional reliance on the Royal Navy. The apparent protection offered by the Australian Squadron which had been based in Sydney since 1848 was made inadequate by both its lack of strength and its disposition.

TIME FOR ACTION

Successive New Zealand governments determined to address the issue of the colony's vulnerability to foreign aggression particularly in view of the growing frequency of Russian war scares during the 1870s. It was felt that if New Zealand made some effort to defend itself then the Royal Navy might be more freely forthcoming in an emergency. New Zealand's first harbour defences began in Auckland in 1854 with the construction of Fort Britomart¹. This not only provided more effective local defence but also as a safe haven for Royal Navy ships. The 1858 Militia Act set up citizen militia units, part of which were the Naval Artillery Volunteers or Navals who were to be responsible for guarding the coast. Effective defence from an external threat was then further assured by a financial contribution to the Royal Navy's Australia Squadron in 1887. This which ensured a permanent cruiser presence in New Zealand waters.

When Britain and Russia found themselves on the brink of war in early 1878, New Zealand was warned by Britain to act at once to meet the danger of unexpected attack. Twenty two 64-pounder guns were promptly ordered from Britain. But no sooner had they arrived than the scare abated and the familiar pattern of procrastination reasserted itself. Despite the lull in tensions, Colonel Peter Scratchley, assistant to Sir WDF Jervois, Governor of South Australia and an acknowledged expert on colonial defence issues, was invited to advise on the disposition of the new guns in 1880 with the warning that recommendations which cost too much would not be accepted. Scratchley favoured mounting the guns at harbour entrances supplemented by minefields and spar torpedo boats. North Head was to be the focus of Auckland's defences with the same pattern to be duplicated in Wellington,



Gun Battery on Mt Victoria 1880

For the first time New Zealand began to appreciate that the security of its isolation had a down-side and that there was a fundamental flaw in its traditional reliance on the British Royal Navy.

Lyttelton and Otago Harbours. Despite generally endorsing Scratchley's recommendations the government again hesitated to take action in view of the colony's deteriorating finances. The new guns were put into storage. As Ian McGibbon comments, the acquisition of guns represented a major advance towards the development of a harbour defence system for the colony.

The catalyst for further action was the appointment of Jervois as the Governor of New Zealand in late 1883. This was followed soon after by the biggest Russian war-scare in the colony's history in early 1885. No sooner had Jervois and Cautley's² extensive revision of Scratchley's recommendations been completed, than the Russians occupied Pendjeh in Afghanistan. This action that suggested further Russian advance towards British India. Most of New Zealand seemed

to consider raids inevitable and such was the public panic that it would have been political suicide for the Government not to have taken immediate action. Modern heavy guns were promptly ordered from London including thirteen 6-ft and ten 8-ft breech-loaders and twenty quick-firing guns. Tenders were quickly called to set up one of the stored 64-pounders on North Head in Auckland. Mines were readied in support of the gun emplacements now being hastily constructed in all the major harbours according to the Jervois scheme and under the guidance of Cautley. The war-scare also encouraged the Government to consider sending a thousand-man force to Afghanistan in support of the Empire. An action forestalled by the passing of the immediate danger of war with the Anglo-Russian agreement to settle the Pendjeh issue by arbitration. ³

JERVOIS IS REMEMBERED TODAY ON JERVOIS QUAY IN WELLINGTON WHILST HIS ASSISTANT, MAJOR HENRY CAUTLEY GAVE HIS NAME TO FORT CAUTLEY ON NORTH HEAD.



Torpedo Bay from Devonport Wharf, 1890

COMPLETION OF THE DEFENCE SYSTEM

Despite the passing of the 1885 war-scare, Stout's government resolved to complete Jervois's scheme as soon as possible.

The 1885 works had been built in haste and provided at best a rudimentary defence system. With the new guns on order the government felt committed to the fortifications. They would provide a degree of reassurance in the event of another crisis and they would provide work for the swelling ranks of unemployed created by the deepening depression striking the country. And so the necessary cash to complete the defences was passed by a large majority in the House early in 1886. The task of re-designing and constructing the new positions was given to Lieutenant Colonel Tudor Boddam and resulted in a much more sophisticated defence system than that thrown up in 1885.

Boddam was most concerned to develop the mine defences which had received scant treatment in 1885. A new system was devised, new equipment imported from Britain and all the necessary sheds and slips were built. The Mine Store in Torpedo Bay at the foot of North Head, the base for strings of mines to be run across the harbour to Bastion Point, was completed in 1886. The value of spar torpedo-boats was also re-visited as their poor seakeeping qualities made them hazardous when dropping Whitehead torpedoes in anything but calm conditions. So the existing boats were

FORT BRITOMART WAS LOCATED IN THE AREA OF THE CONFLUENCE OF FORT STREET AND BRITOMART PLACE IN MODERN DOWNTOWN AUCKLAND AND GIVES ITS NAME TO THE CITY'S NEW RAILWAY STATION.

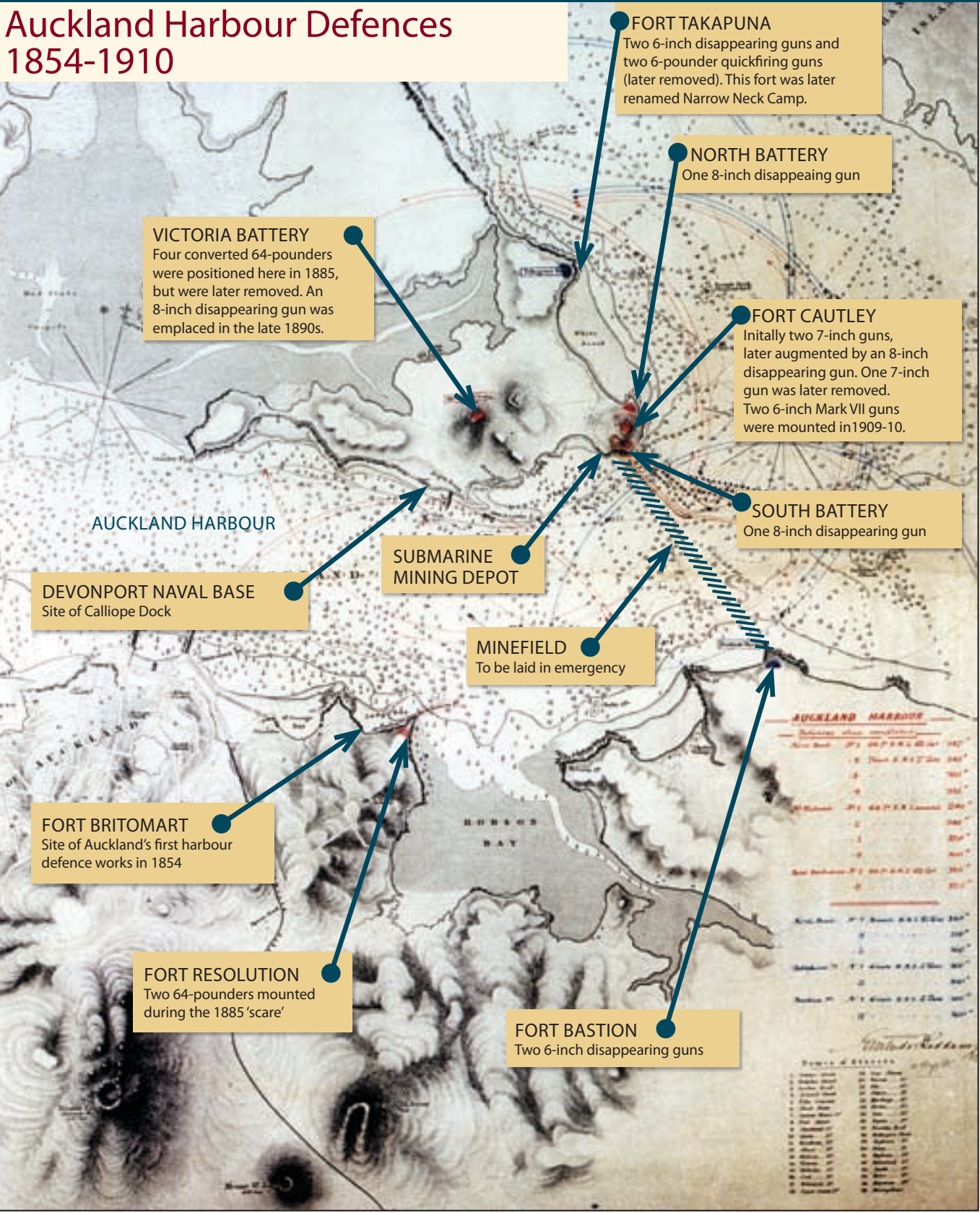
dropped from the defence plan and broken up in the early 1900s.

During 1887 the impetus to complete the plan began to wane once again. New Zealand was sliding into economic depression and the wisdom of further spending was questioned especially after the signing of the Australasian Naval Agreement assured the stationing of two cruisers in New Zealand waters. This reduced the urgency to complete the defence works. Nevertheless Premier Atkinson, no doubt influenced by Governor Jervois's determination to pour the decreasing defence budget into completion of the harbour defence system in an effort to prevent the waste of money already spent.

Major General J Schaw was and Arthur Bell, the civilian Engineer for Defence, set about completion of the defence works in the face of a declining defence budget. Over 200 prisoners were employed in the main harbours to quarry stone, collect sand for masonry and concrete and work the varied machinery. The custom built stone barracks for 40 prisoners still stands today as the oldest building on North Head. In this way Bell had virtually completed the original Jervois scheme by the time the Atkinson Government fell from office in 1891. Fort Takapuna and Fort Cautley on North head

were completed, the Armstrong gun in the South Battery stamped with the name Arthur Bell, 16-2-1889 stands as a testament to the date of its emplacement. The Forts in Wellington and Lyttelton were completed whilst Dunedin's defences awaited only the completion of a battery at Harrington Point to cover the entrance to the harbour. When Capt. A.W. Moore, a visiting British naval officer, commented most favourably on the defence works in March 1891, New Zealand had spent more than 416,000 pounds sterling on harbour defences since the 1885 war-scare which was close to Jervois's original estimate. 191,000 pounds had been spent on materials, 190,000 on the works and 34,000 on the purchase of sites. The Liberal Governments of Balance and Seddon listened patiently to a range of divergent opinion on the viability of the harbour defences throughout the 1890s, confident in the suspicion that a definitive assessment of New Zealand's defence requirements was elusive. A succession of COs of the New Zealand Forces offered differing opinions and solutions as was clearly the case in 1896 when Colonel AP Penton's views were conspicuously at odds with those of Lieutenant Colonel FJ Fox in 1893. But such divergence served well the purpose of

Auckland Harbour Defences 1854-1910



successive governments as they enabled them to settle for minor modifications at minimal cost, content that the defences, as they stood, would provide an adequate deterrent against foreign incursion into New Zealand.

The harbour defences built in the 1880s were state of the art for the time but some of the equipment never became fully operational and none of the guns ever fired a shot in anger. But as military historian,

Ian McGibbon explains, 'The very existence of these defences provided a deterrent against intrusion by an enemy ship and more importantly, a reassurance to the public of the time that such an intrusion would be resisted.'

Russ Glackin is a part-time guide at the Navy Museum. A retired Head of History teacher he is now able to indulge in his passion for history.

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From Paris to Petrograd

–Kiwis pop up in the strangest of places

Armoured cars played an unusual and important role in World War One and one extremely important Kiwi, Lieutenant Samuel Hanna, received the Distinguished Service Cross for his work in this division. Find out more as Cliff Heywood researches another fascinating and unexplored area of our country's military history.

During WWI many young fliers were shot down on a daily basis while fighting over the trenches in Belgium and France. To go and rescue ones brother officer was considered a brave and cavalier thing to do – after all tomorrow it could well be you. Men would rush to their private cars and race off to uplift their colleagues often from behind enemy lines at break neck speed – thus becoming arguably the first motorised rescue force.

These acts of such bravado were recognised as having great potential, not only did it save young fliers from a Prisoner of War camp – or worse, an early grave; it helped to boost the moral within the Squadron. Indeed so popular was

this method of rescue that by the end of August 1914, the Eastchurch Squadron Royal Naval Air Service, under Commander CR Samson, had established a base complete with cars near Dunkirk to support the Royal Marine Brigade which was temporarily attached to the Belgian Army.

Indeed the Belgians had, from the very first days of the war, been using private Minerva and Excelsior touring cars against the enemy. At first, officers had taken pot shots with sporting rifles at the Germans' advance screen of lancers,

but it was quickly realised that a great deal more damage could be done if Maxim machine guns were mounted on the cars. After sustaining some notable casualties, the next step was to add armour plate for the crews' protection. And during the third week of August, the first conversions of touring automobiles to fully fledged armoured cars were made at Antwerp.

Samson, short of aircraft for his reconnaissance missions, decided to supplement them with commandeered cars, which could also be used to rescue pilots who had been forced down between the armies, their general role being defined as 'aeroplane support'. They were so successful that Winston Churchill, then First Lord of the Admiralty, decided in October to form an additional wing of the RNAS to be known as the Royal Armoured Car Division.

WW1 Armoured car



Above: WW1 Armoured cars and staff, Bagdad 1918.

Right: Commander Locker-Lampson pictured centre front with Grand Duke Nicholas and staff 1917 following medal presentation.



Perhaps the most dashing of their leaders was one Commander Oliver Locker-Lampson, an officer who was from a good family and who had the ear of Winston Churchill. Oliver preferred the Rolls Royce Silver Ghost as his vehicle of choice. His unit was essentially based on naval parlance and each car had a prefix and a number thus HMA 22 etc were born. Likewise, as in ships, a daily routine was established including the flying of the White Ensign when around London.

My research led me on to find that one such squadron of these cars was sent to Russia in 1915 as part of the Russian Armoured Car Division. These men served alongside Czar's Army in a support role against Russia's ancient enemy Turkey.

Perhaps my most surprising discovery however was that the Adjutant of the unit was one Lieutenant Samuel Hanna from New Zealand. Hanna was commissioned in November 1915 and was the units Transport Officer while in Russia. His duties included feeding the men and getting munition to the vehicles – no mean feat in a country where he did not speak the language. In addition to this he was responsible for evacuating base after base at the double. He worked every night and day of the retreat and bought about the safe recovery of all the stores, some 968 tons of them. He was held in such high regard by Lampson that he wrote in the citation for an award the following:

"Hanna served with the cars in France, Belgium, Russia and Romania. He is a New Zealander and the best Officer in the force. He always shows the best sort of courage,

...He is a New Zealander and the best Officer in the force. He always shows the best sort of courage, which considers the safety of others first...

which considers the safety of others first. As Transport Officer at the front in Turkey and as Adjutant since, his single interest has been the welfare of the force, and he nearly died from overwork on entering Rumania. He is an officer whom success does not spoil and whom disappointment can neither embitter nor depress. His consistent unselfishness and integrity are an abiding asset and support."

For his work throughout the campaign, among other decorations, he was awarded the Distinguished Service Cross.

There were also other Kiwis within the squadron, namely Sub Lieutenant BAN.

Woods and John Macky both from Auckland. While some record is to be found of the exploits of Wood's there is little record of Macky. Wood's is recorded as somewhat of a hero in executing difficult missions. In one incident he decided to capture a wounded Austrian, he ran silently up a rise and beheld over the other side sat hundreds of Austrians barely fifty yards off – it is further reported that not many escaped!

Cliff Heywood is the Deputy Director of the Navy Museum. Cliff was formerly Collections Manager and has been at the Museum for 16 years.



Stories of bravery and courage from World War One

The Navy Museum is honoured to hold some of the finest medals awarded to Naval heroes of WW1. On these two pages are just some of these medals and the stories behind the men they were awarded to. Why not come and see the rest of the collection for yourself?

KIRKWOOD FAMILY

A fine record of war service is held by the family of Mrs J.A. Kirkwood, from Onehunga, whose four sons served in Word War One.

(The following is an extract from a newspaper of the time)
LIEUTENANT M.S. KIRKWOOD, RNVR joined the Motor Patrol Service two years ago. At Greenwich he passed his examinations, being appointed Sub Lieutenant, with promotion to Lieutenant twelve months ago. He took part in the historic raid on Ostend, Lieutenant Kirkwood being in a motor launch which was to take off the crew on one of the block ships. Owing to the shifting of the buoy, the launch collided with the block ship, with the result that the exhaust pipe of the launch broke, causing the fumes to fill the engine room. The two engineers were overcome, where-upon Lieutenant Kirkwood went below and took charge of the engines, controlling the boat until she was picked up by another vessel. For his service on this occasion Lieutenant Kirkwood was awarded the DSC. Lieutenant Kirkwood who is 28 years of age, was employed by Messrs Macky, Log, Caldwell and Co Ltd, prior to leaving with the Motor Patrol.

Lieutenant Ronald Kirkwood who was employed by Messrs Abbott, Foote and Jones, who is 36 years of age, and was a prominent yachtsman prior to enlisting with his brother in the Motor Patrol, took part in the memorable naval raid on Zeebrugge.

Private W. Kirkwood left New Zealand two years ago, and was wounded in the right arm. He is now in Sling Camp.

The youngest of Mrs Kirkwood's four sons, Mr Robert Kirkwood, served in Samoa and was invalided home.



Above: Medals of Lieutenant R.A. Kirkwood
Medals left to right: British War Medal, Victory Medal



Above: Miniature medals of Lieutenant M.S. Kirkwood
Medals left to right: Distinguished Service Cross, British War Medal, Victory Medal with Oak Leaf clasp mentioned in despatches.
Right: Lieutenant M.S. Kirkwood DSC, RNVR

MEDALS OF ABLE SEAMAN ALBERT PHILLIPS NZ 26

ALBERT JOINED THE Royal Navy Submarine service in 1911. He served initially in Class B Boats.

By the outbreak of WW1. Albert was a Leading Torpedoman in D Class Submarine Number 8 – one of a crew of 18. Among other things he took part at the Battle of Jutland from which the boat had to limp home to Newcastle after loosing an engine. He was later to spend four hours in the sea after his boat, the E 18, was bombed and he was blown into the water.

In 1915 while in the Submarine E9, based in Russia, and operating out of the



port of Reval, he fired the torpedo that sunk the German cruiser PRIZ ADALBERT. This was the first large German warship to be sunk in that part of the world by a submarine. However, the boat was forced to remain in Russian waters as the Germans had mined the Baltic Sea. While based there, Albert's boat went on to sink a further eight merchant ships. For his service in Russia, Albert received

the Russian Order of St George.

After the war, Albert came to New Zealand in the cruiser HMS CHATHAM in 1920. He served in that ship on the New Zealand station until 1923 when he retired from the Navy and went farming in Dannevirke.

Medals left to right: 1914-15 Star, British War Medal, Victory Medal, Russian Order

COMMANDER C.W. BURLEIGH DSO, VRD, RNR 1870 – 1941

BORN IN THE Bay of Islands Cecil went to sea in 1886 as a cadet with the New Zealand Shipping Company, from there, Cecil transferred to the P & O Company. By 1915 he was in command of SS DUKE OF CLARENCE.

That ship, a steamer of 1635 tons, had been built in 1892. It was requisitioned by the Royal Navy and converted for use as an Armed Boarding Steamer, in November 1915.

Armed with one four inch gun and one 12 pounder gun, HMS DUKE OF CLARENCE was employed enforcing the blockade of Germany in the northern part of the North Sea. This involved boarding all shipping and checking for



any contraband.

On 24 August 1916, the ship was operating with another Armed Boarding Steamer, HMS DUKE OF ALBANY, when that ship was sunk by the submarine UB 70. Cecil Burleigh kept his ship in the vicinity, rescuing survivors and keeping the submarine at bay, until the arrival

of some destroyers. For this he was awarded the Distinguished Service Order.

Cecil Burleigh remained at sea, becoming Commodore of the P & O Fleet.

Medals Left to right: Distinguished Service Order, 1914-15 Star, British War Medal, Victory Medal, and Volunteer Reserve Decoration

Not a bad swap for a can of peaches!



Gordon Graham, who served as a cook in the World War Two Cruiser HMNZS ACHILLES is our featured donor for this edition. BY ROSE EVANS

GORDON HAS GENEROUSLY donated items from his experiences as part of the occupying forces in Japan at the end of WWII. These include a portable Japanese lacquer Shinto shrine, a photographic album and items of ephemera such as his liberty card, hotel stickers and postcards.

One of the most impressive items that we have received from Gordon is a photographic album. Albums of shipmates during WWII characteristically contained mass produced images, as film was difficult to obtain. Gordon held the trump card. As the cook, he would trade canned peaches from the ship galley for film onshore in Yokohama Bay. Hence the mass of original images while sightseeing in Japan. Many of these include rare images of Nagasaki immediately after the atomic bomb was dropped 1945.

Other images include his visit to the Toshogu Nochiko Shrine in Nikko during the New Year weekend of 1945/46. It was here in Nikko that he purchased for two pounds sterling the lacquer shrine as a gift for his father, that we have now gratefully received in 2007.

We appreciate Gordon's generosity in donating these collections to our museum. They fill a gap in the much-needed personal recollections of Naval servicemen and women during wartime.

We are constantly looking for relevant items to enrich our collections. Please feel free to contact our Collection Management staff regarding donations to our museum.



I bet you didn't know...

A few interesting facts on the fleeting and illustrious naval career of General Lord Freyberg VC

That General The Lord Freyberg, VC, one of New Zealand most famous military leaders started his long and illustrious military career on 4 September 1914 as a Lieutenant, RNVR in the Second Brigade of the Royal Naval Division. He served as a Naval Officer with the Division until 19 May 1916.



Lieutenant Commander B.C. Freyberg, RNVR, Officer Commanding A Company of the Hood Battalion, was awarded his first decoration; the Distinguished Service Order during the opening hours of the Gallipoli campaign. Freyberg was awarded the DSO for swimming ashore alone, reconnoitring the area for enemy activity and then lighting flares on the beach as a diversionary tactic in preparation for the main landing of troops at Gallipoli.

The Royal Naval Division including Lieutenant Commander Freyberg served with great distinction ashore at Gallipoli. Despite having served the Army well the Royal Naval Division reverted to Naval Control under Admiral De Robeck shortly after the end of the Gallipoli campaign.

At that time there was considerable uncertainty around the future of the Royal Naval Brigade and for someone of Freyberg's "dynamic temperament" he must have found the future prospects very unsettling. Freyberg maintained an intense desire to get back into active service however his rank, by now, a Commander in the RNVR but without any sea service put him in an ambiguous position. Freyberg succeeded in transferring to the Army on 19 May 1916, being gazetted to the Royal West Surrey regiment as a Captain. On that same day in the same gazette he was shown as a temporary Lieutenant Colonel commanding the Hood Battalion of the Royal Naval Division.

So ended Freyberg's naval service. Someone for a short time, anyway, we could claim as our own.

SOURCE: "GENERAL LORD FREYBERG VC AN UNOFFICIAL BIOGRAPHY" BY PETER SINGLETON-GATES

LAUNCH OF "Gunner Billy"

The story of Lt CDR W.E. Sanders VC, DSO, RNR

The Navy Museum is supporting the launch of the newly published book written by the well known author Grant Howard titled "Gunner Billy".

"Gunner Billy" is the story of Lt Cdr W.E. Sanders VC, DSO, RNR and will be launched 13 August 2007 to commemorate the 90th anniversary of Sanders death. A Sanders exhibition is currently on at the Navy Museum.



READ ALL ABOUT IT!

Kiwis at Sea in World War Two.

'Torpedo! Kiwis at Sea in WWII' is an anthology of fascinating first-person stories of New Zealand's naval and convoy work from 1939 -1945. Edited by historian Matthew Wright, the book draws on Navy Museum oral archives and unpublished manuscripts for these "ripping good yarns".

The book, published by Random House, priced \$39.99 goes on sale later this year and will be available at the Navy Museum.

WATERFRONT HERITAGE TRAIL

Explore Devonport's relationship with the Navy in a fascinating Waterfront Heritage Trail which departs from the Devonport Library each alternate Wednesday and Thursday at 10am and 2pm. Call Russ Glackin on (09) 445 5186 for more information.

FRIENDS AND SUPPORTERS OF THE NAVY MUSEUM



The Museum has future plans to recognise different ways to support the Navy Museum including current friends, ex-Navy associations, volunteer projects and many more.

If you are interested in the work of the Navy Museum, you may wish to join our mailing list and receive updates via "The White Ensign". Please contact us by phone (09) 445 5186 or write to Navy Museum, Private Bag 32901, Devonport, Auckland.



NAVY MUSEUM

Te Waka Taonga o Te Taua Moana o Aotearoa

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