

THE White ensign

ISSUE 06 SUMMER 2009

ROYAL NEW ZEALAND NAVY MUSEUM JOURNAL

**UNLOCKING
THE FUTURE**
BY EXPLORING
THE PAST

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E-NEWSLETTER: TE WAKA

Keep in touch with progress on the new Navy Museum project by subscribing to our free monthly emailed newsletter Te Waka. Contact: Christine.hodgson@nzdf.mil.nz to be put on our mailing list.

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DIRECTOR'S MESSAGE

WELCOME Welcome to edition Six of The White Ensign. This issue focuses on Torpedo Bay which will soon be the new home of the Navy Museum.

Torpedo Bay and surrounding area is rich in layers of significant heritage. From its first occupation by Maori through 130 years of continuous occupation by New Zealand's military the site has been a dominant feature in the history of both Devonport and of the Navy. It is difficult to think of a more appropriate site for the Navy Museum.

In this issue Dave Pearson, a highly respected heritage architect and a member of our Museum design team will talk about the buildings at Torpedo Bay and how we hope to adapt them for their new purpose as a museum.

Our guest contributors Rod Cornelius and Dave Veart are both very familiar with the Torpedo Bay site, Rod as local historian and Director of the Devonport Museum and Dave as the Department of Conservation archaeologist working out of North Head. The different perspectives they contribute has helped us to present the different faces Torpedo Bay has had over the last 150 years.

The Navy Museum has had a busy and productive year in 2008 and this will only be busier in 2009 as we work towards the opening of the new museum in 2010. We trust our readers have had a similarly productive year and on behalf of the Navy Museum staff I wish you all compliments of the season and a safe and prosperous New Year.

*Commander David Wright
Director Navy Museum*

PHOTO DETAIL:

Imperial German Navy ensign made at Motuihe Island Internment Camp by POWs from SMS SEEADLER in 1917. It is made from a flour bag and has some burn marks over the whole ensign. SFD0008

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FRONT COVER PHOTO:

Von Luckner's Ripapa Island cell key attached to the original wooden tag (painted red) with Von Luckner's name impressed into it. GLG0004

BACK COVER PHOTO:

Photo montage presented to LT E. Davis by the Devonport Submarine Miners c 1888. AVA0066

The BUILDINGS of Torpedo Bay BOATYARD

At the base of Devonport's North Head lies a group of seemingly unremarkable buildings including what appear to be concrete bunkers and a large tin shed. However, while the buildings themselves might seem unremarkable, behind them lies an intriguing tale from Auckland's past.

The year is 1858 and George Beddoes has established a ship building yard at the bottom of North Head overlooking Torpedo Bay or Pilot Bay as it was called at the time. Military involvement with the boat yard began in 1871 when Captain Hutton suggested that it would make a good location for a torpedo base (or mining base in modern terms) which would become part of Auckland's defences. Reports by Colonel Scratchley and Sir William Jervois gave further impetus to the establishment of the mining base. In 1885, the "Russian Scare" provided a good reason for finally getting the project under way.

The man responsible for its design was Colonel Tudor Boddam and, between 1885 and 1887, land was compulsorily acquired from adjoining landowners. Work to reclaim further land from the

harbour bed also began. A jetty was constructed, along with workshops, offices and a building to store torpedoes. In 1888, a decision was made to extend a mine field from North Head across the harbour to Bastion Point on the other side. By 1891, the mining base had grown considerably and at that stage included a Whitehead Torpedo store, a general store, offices, workshops, fitting rooms, a forge and quarters for the men employed at the base. The buildings were all built of corrugated iron and some were lined

with timber. In 1897, plans were again made to expand the mining base. A barracks building was constructed using convict labour and the seawall was faced with stone.

THE MINING BASE BUILDINGS

A plan prepared at the time shows the base essentially with its present layout. A Connecting-up Shed with adjacent testing and fitting room, Loading Stores and, at the base of the cliff, Loaded Mine Stores are all in place. These buildings

survive to this day and will form the nucleus of the new Navy museum. Other buildings on the site at the time included the Whitehead Torpedo store with an attached "Secret Room," an office building, general store, barracks, a carpenters' shop, paint store and a boat shed. Three priming pits were constructed below the cliff and a test room was dug back into the cliff behind the Connecting-up Shed. A pier with a pier head extended out into the harbour and a boat shed for the Torpedo boats and a boat ramp had also been constructed.

Rail tracks were set into the ground to enable the mines to be moved around the site on trolleys. The tracks extended from the Mine Store, through the Loading Store, through the Connecting-up shed and then along the pier to the pier head. Once ►

it is one of the most intact examples of a nineteenth century mining establishment in New Zealand and possibly in the southern hemisphere

ABOVE: Torpedo Bay Boat Shed and Wharf 2008



ABOVE: George Beddoes' Boat yard c1858. Note the "Watson tree" above the boatyard. This is still a local landmark



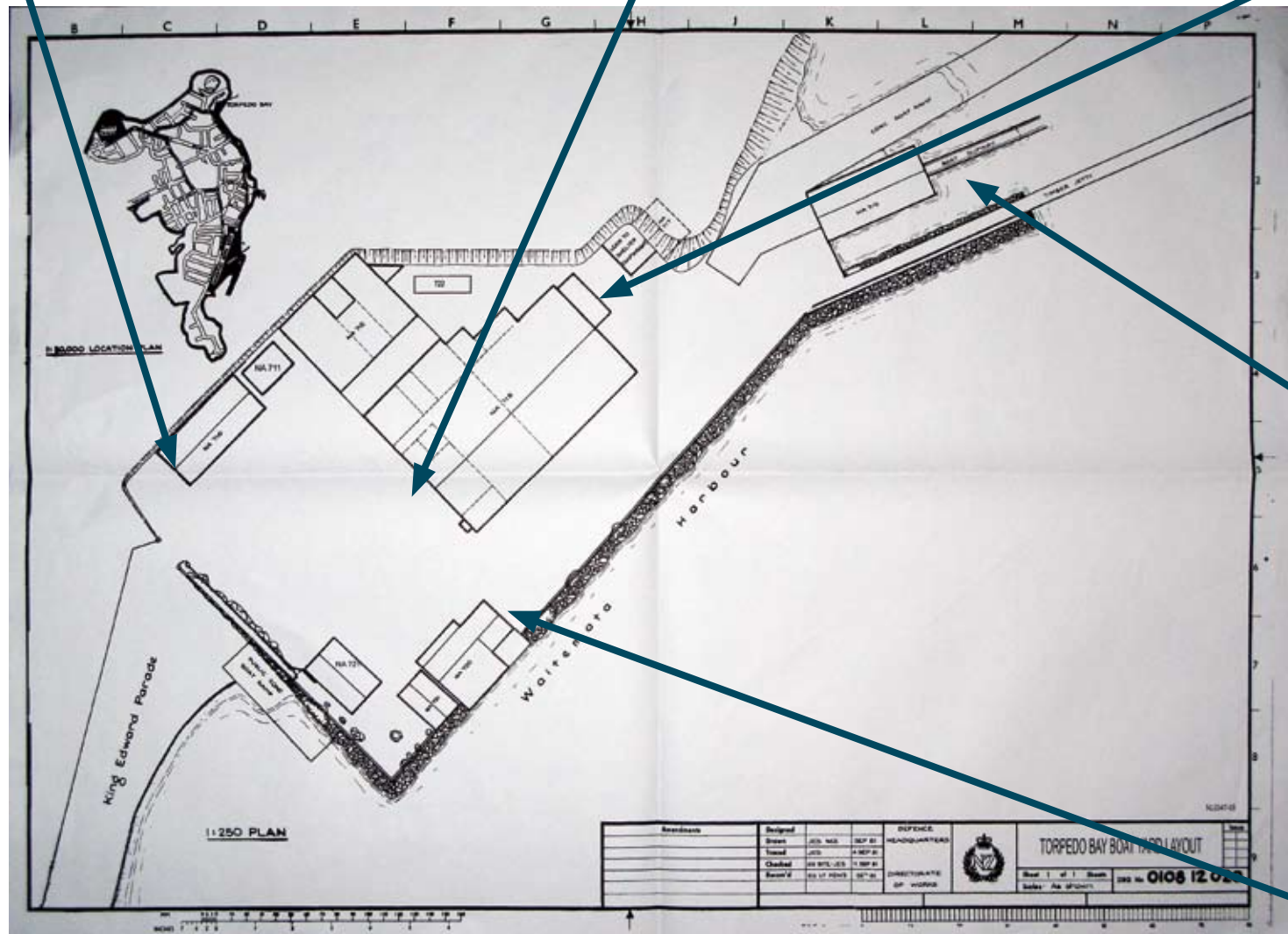
ABOVE: Torpedo Bay chippy shed and Mine shed



ABOVE: Torpedo Bay Main Building and sailing boats



ABOVE: Torpedo Bay Main Building and adjoining sheds



ABOVE: Torpedo Bay Boat Shed and Wharf



ABOVE: Royal New Zealand Sailing Club building

the mines had been assembled, they were transported to the end of the pier and from there strung across the harbour.

By 1904, the minefield was operational. In the event that an enemy ship approached, the mines could be detonated from a bunker on North Head. A safe passage through the centre of the mine field ensured that “friendly”

ships could pass unharmed. Three years later, however, the decision was made to abandon the minefield and it was removed.

AMMUNITION STORE AND PRISON CAMP

The base then became an ammunition store. In 1916, improvements were

made to the dormitories and detention cells. The yard briefly became a prison camp for the German raider Count von Luckner and his crew and it is believed that the test room dug into the cliff was used as a cell. From Torpedo Bay, von Luckner was sent to Motuihe Island in the Hauraki Gulf. He escaped from Motuihe, was again captured and finally

sent to Ripapa Island in Lyttelton Harbour. Further buildings were constructed at Torpedo Bay during the following years. These included the building near the gate which was known as the Shipwright’s Shop and a clubhouse for the Navy Sailing Club.

Today, the Torpedo Bay boatyard has a fascinating story to tell. Many of the buildings date from the days of the mining base and it is one of the most intact examples of a nineteenth century mining establishment in New Zealand and possibly in the southern hemisphere. In addition, each of the individual buildings tells a part of the story and contributes to an understanding as to how the base functioned.

CONNECTING-UP SHED

The buildings at the mining base were substantial structures. The Connecting-up Shed which dates from 1897 is nearly 36 metres long, 18 metres wide and eight metres high. It has timber framed walls and a roof structure consisting of a series of steel and timber trusses. The entire building was clad with corrugated iron with natural light being provided by a series of skylights and two small windows in each gable end. Over the years, a number of changes have occurred with lean-to structures and various windows being added. The original external sheathing has been changed and the interior repartitioned.

LOADING STORES

The loading stores have concrete walls and three sets of doors on opposite sides of the building through which the trolleys loaded with mines passed. Although the building has been altered in later years with partition walls being added, the original structure remains intact. The mine store at the base of the cliff consisted of two stores at either side of a test shed. The roof and the walls of the structure are 600 mm thick and built of concrete reinforced with railway lines to withstand enemy bombardments.

THE SHIPWRIGHT’S SHOP AND TEST ROOM

The Shipwright’s shop may have replaced an earlier building in the same location. It has similarities to the military buildings on North Head and probably dates from the 1940s. The building has timber framed walls and a truss roof. The walls are sheathed with weatherboards and the roof is corrugated steel. The former Test Room later known as the “Ye Old Chippy Shop” was excavated into the cliff. It is this structure that may have served as von Luckner’s prison. The walls appear to be plastered masonry and the roof is concrete, reinforced with railway lines. The front wall has a pair of double hung windows and a single door.

REUSING THE BUILDINGS FOR THE NEW MUSEUM

Planning for the new museum is at a preliminary stage with sketch plans having been prepared. The historic buildings are all to be preserved and will become exhibits in their own right as well as being adapted for a new use ►

The roof and the walls of the structure are 600 mm thick and built of concrete reinforced with railway lines to withstand enemy bombardments

as part of the museum.

Under the current proposal, the Connecting-up Shed is set to become the main exhibition space with an entry and café in one corner. The building will be reclad with corrugated steel and relined inside. New windows will be provided for the café. The important heritage elements of the building including the roof trusses, the original windows and the surviving railway tracks in the floor will all be retained.

The loading stores area will also be retained and is destined to become a classroom, although the doors through which the mine trolleys passed will be retained. The mines store at the foot of the cliff will await restoration at another time. The Test Room that may have served as Count von Luckner prison will become the location of a permanent exhibit.

The Shipwright's building will be refurbished for a new use as the administration building for the museum and a new entry will be provided. Elsewhere heritage elements such as the exposed internal roof trusses, the majority of the existing windows and the weatherboarded walls will all be preserved.

The Torpedo Bay Boatyard is one of Auckland's most significant historic military sites and as the Navy museum has the potential to become one of Auckland's foremost visitor attractions. It is to the Navy's credit that it acknowledges the heritage value of Colonel Tudor Boddam's sheds as part of Auckland's military history and that it recognises the contribution they can make to the new museum.

The colonel would have been most intrigued. ■

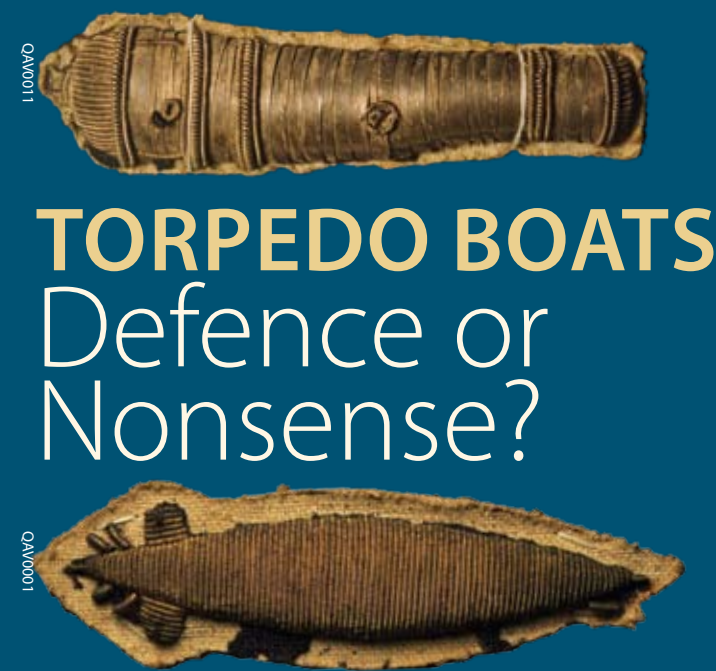
DAVE PEARSON

Dave Pearson is a Devonport based architect and the principal of Dave Pearson Architects Limited. He is currently preparing a conservation plan for the Torpedo Bay Boatyard. He is also the heritage architect for the Navy Museum project at Torpedo Bay.

ABOVE RIGHT: Mine Store on left and Main Building on right with old Whaler housed under overhead cover.
BOTTOM RIGHT: Dave Pearson, the project's heritage architect surveys the Mine Store prior to conservation and restoration.



each of the individual buildings tells a part of the story



TORPEDO BOATS Defence or Nonsense?

A DEFENCELESS COLONY - A LONG WAY FROM "HOME"

There had always been concern expressed by the citizens and politicians in those early days of how the growing colony would be defended if attacked by a foreign power. New Zealand and Australia had become quite wealthy and therefore desirable due the discovery of both gold and large quantities of coal, especially in New Zealand. The answer from the British parliament seemed to be that if the colony was attacked then the British would send

TOP OF PAGE:: Proficiency badges in genuine gold wire were awarded to volunteers who passed professional exams. First badge is for Good Shooting and lower badge is Submarine Mining badge denoting 3 years qualifying.

BELOW: Saucer made by Shelley, England as part of WWI souvenir demi-tasse coffee cup and saucer

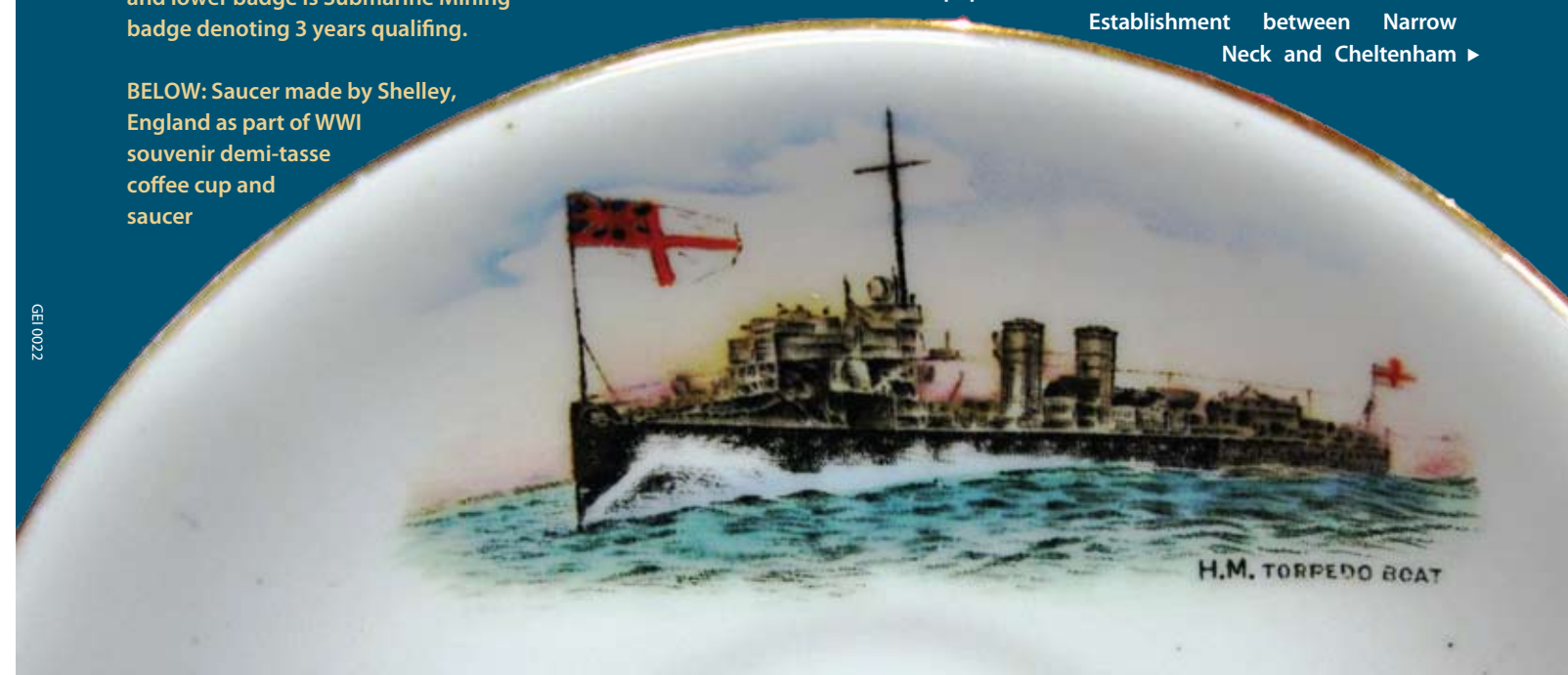
down a Man o' war and soldiers to defend the country. Knowing how long it would take them to ever know about such an attack and then sail down here, from wherever the nearest ship was based, was not that comforting to the politicians or the settlers.

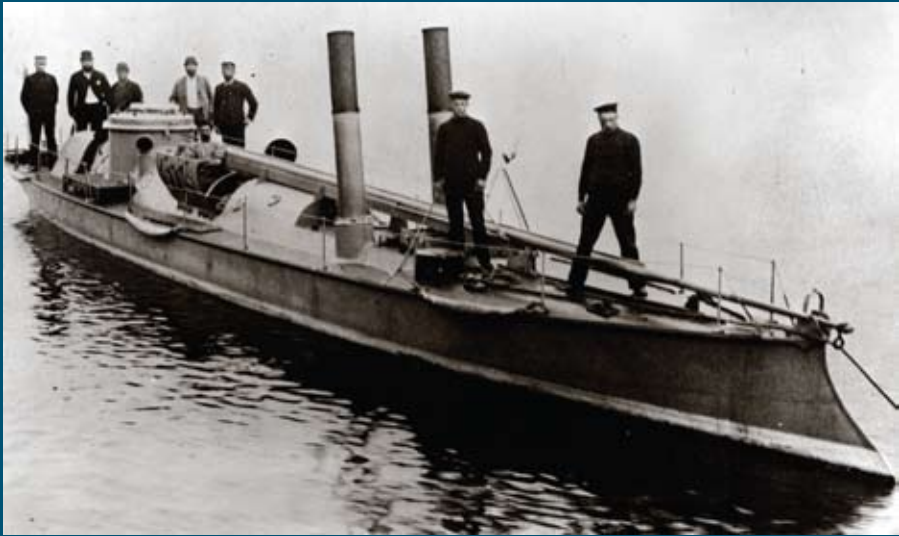
There was certainly much heated discussions and debate in the parliament of New Zealand at the time. The whole issue was really brought to a head by the now infamous "Russian Scare", set off by a fictitious article in the Auckland paper in the mid 1880s. Relations between Britain, overdefence issues, had been deteriorating for some time and there were widespread fears in the colony that a Russian invasion was imminent. So when the newspaper

reported in bold headlines that a Russian Ship "Kaskowski" (Cask-of-Whisky), had snuck into the Auckland harbour overnight and captured the towns and was on its way to take the rich Thames gold fields panic spread throughout the Town, then throughout the colony, even when it had been discovered to be a hoax! It fired up the fears of the people and their vulnerability to such an attack if it were ever to happen.

DEFENCE PLANNED

The British Government sent out a Lord Cautley to help establish fortifications in both Australia and New Zealand. The Fort established on North Head in 1885 bore his name as does now the Naval Establishment between Narrow Neck and Cheltenham ▶





ABOVE: The narrow Spar Torpedo Boat, manned by 5 crew, were unstable in rough water. c1884.

beaches. Prior to this and following some very heavy discussions in the house of parliament, in Wellington, the New Zealand Government had decided to take matters into their own hands and on the 26 August 1882 ordered four 2nd class spar torpedo boats for harbour defences. The contract was awarded to Thornycroft and Company Ltd, of Chiswick, England.

The boats were delivered in two shipments in February and May 1884, two coming to Port Chalmers and two to Wellington, from here they were distributed to the 4 major ports in New Zealand. They were numbered 168-171. No.168 was towed to Lyttelton from Dunedin by the Government steamer Stella in December 1884. The S.S.Hinemoa towed no.170 to Auckland from Wellington in April 1885. The vessels cost £12,660 with additional costs forcing the prices up even more. There were to be penalties to the contractors of £10 per week for late delivery and £50 per ¼ knot below 17 knots if they were unable to go at this speed. The spars for the torpedoes

cost £275 for two and the McEvoy's torpedoes (the charge at the end of the spar) £38 10 shillings each.

After inspection of the craft under construction it was decided to strengthen the hulls to allow Whitehead drop torpedo's and Nordenfelt guns to be fitted. This was costly and only two were altered before delivery. Though the Whitehead drop torpedo's and Nordenfelt guns were supplied later to the two South Island boats, they were never fitted.

All this was a considerable expense for what turned out to be a less than successful defence system.

A DOUBTFUL DEFENCE

There had always been some doubt about how effective this type of torpedo boat was and there were even suggestions that they had never been tested in action. There was speculation that if they were ever used they would blow themselves up with the ship they were meant to be disposing of. When you see how they were meant to work then the concerns are

understandable.

The ships were 60-63 feet long, 7 and a half foot wide, had a 3 foot 4 inch draught and displaced 12.2 tonnes. Very light at 61cwt¹, the plating being of 1/8th of an inch thickness of galvanised steel, they were powered by steam generated in two boilers of the locomotive type, which were immensely powerful at 150-170 horse power given the size of the vessel. They had a top speed of 17 knots and with 3 tons of coal on board they could steam for 24 hours at 10 knots.

The torpedo spar which was 30ft - 40ft long lay fore and aft on the deck. The charge (torpedo) was fitted to the front of this pole and the boat was put at full speed towards the target. When about 300 yards off the target she was slowed to four or five knots, so as to not damage the spar on contact with the target. The charge was fired on impact (they could also be fired electrically). The vessel was then put into high speed astern which was meant to allow it to get clear and prevent heavy water coming on board or being blown up along with the target. This would take a fair amount of precision timing and would be made more difficult due to the tension everyone on board would have been feeling at the time! I cannot find any record of them actually being used in this way and it would seem most likely that if they had been, they would have met the same unfortunate fate as had the enemy vessel. Presumably that is why the government had some fitted with the safer Whitehead drop torpedo (the prototype of the modern fish torpedo) which was lowered over the side at a safe distance from the target and propelled to the enemy ship similar to the more familiar conventional torpedo.

1 Cwt: a hundred weight roughly equals 50.8 kilos.

The problem with these Whitehead drop torpedoes was that they were quite heavy and if the sea was too rough there was a danger that when lowered over the side they would capsize the boat! Even in a calm sea the men would have to change sides to balance the boat as the torpedo was being lowered and rush back to the other side as it was discharged from the boat, to prevent capsizing.

The Commodore of the Navel Artillery Volunteers made an inspection of the "Lyttelton" on the 30th March 1886 and was quoted as saying "her performance was enough to make a marine engineer weep tears of gall."

Due to the need to protect the vessel from corrosion and deterioration during their long periods of idleness, sheds were constructed to house them and the vessels were pulled up out of the water.

On arrival in Auckland No.170 was stationed at a shed at the Admiralty Reserve (now the Devonport Reserve). Auckland's Torpedo boat, now re-named Waitemata and later Te Arai Te Uru, was housed in the torpedo boat shed built on the Naval Reserve in 1886 but as it could only be used at high tide, a new more substantial shed was to have been constructed as part of Torpedo Bay's big expansion in 1897 but this did not happen.

The torpedoes were stored at Torpedo Bay in the magazine, which is still in existence today. The bay was renamed Torpedo Bay at this time as the boat was often moored at the wharf there when not housed in the building at the navel reserve.

DEVONPORT SUBMARINE MINERS

The proud unit of volunteers who manned the boat was known as the "Devonport Submarine Miners". Each

boat was manned by 5 crew. The boats were given local names to replace the bland numbers under which they were constructed. No.169 in Port Chalmers was re-named Tai Aroa, No.168 in Lyttelton became Lyttelton or Tamioha. No.171 in Wellington went by Poneke or Jervois and No.170 in Auckland was called Waitemata or Arai Te Uru.

By 1899 the Lyttelton boat, that had never been fitted out with the drop torpedoes, was considered to be too dangerous for use. It was sold to a Mr Mark Thomas of the Lyttelton Steam Launch Company, who stripped it of valuable materials. It lay derelict in the harbour for many years with a farmer finally using part of it as a water trough. Her engines were taken to the Ilam Engineering school

in Christchurch. The Wellington one was stripped of its fittings and allowed to rust away at Shelly Bay and the Auckland boat was broken up and converted to scrap. By 1904 three had been sold for the grand sum of £100. A very great loss considering their cost in the first place and the use they were never put to.

In light of the dangers of the star torpedo mode of attack it is perhaps just as well that the boats were never required for active service.

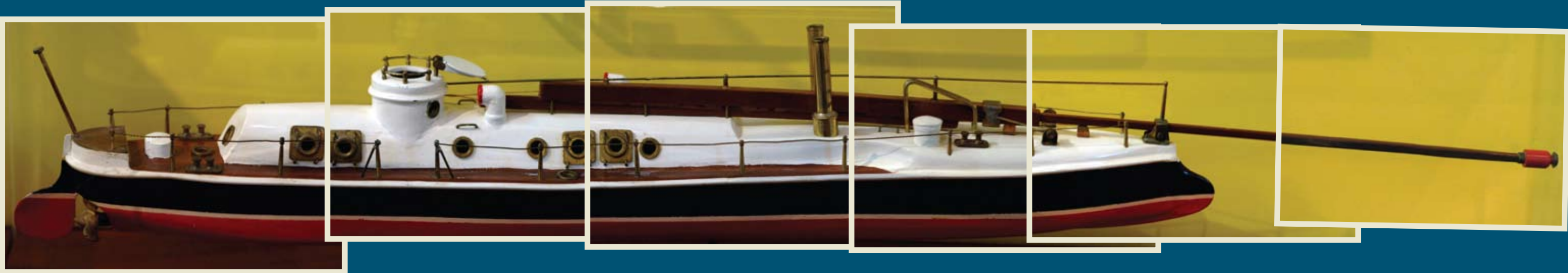
They are remembered in Auckland through the renaming of Pilot bay to that of Torpedo bay, by which it is still known at Devonport. ■

ROD CORNELIUS



ABOVE: "Attacking Now" Oil on board by Colin Wynn. The Thornycroft Spar Torpedo boat moves into attack its prey in this artist's impression of the Torpedo Boat in action.

BELOW: SPAR TORPEDO BOAT 1884-1903 built by Thornycroft. Dimensions: 19m x 2m x 1m. Steam Engine = 17 Knots. Model by Cdr W. Minchall



Torpedo Bay's early European History

Torpedo Bay along with a large tract of land was purchased by the Crown from a number of tribes in 1841. The area was known as the Mahurangi block, and covered some 9,500 acres. This purchase was made about twelve months after the buying of the site, by the Crown, for the City of Auckland. The first European settlers called the area we know as Devonport, "The Island", as the settlement was only really attached to the North by the small strip of land at Narrow Neck (Te Kiritai, skin of the sea).

For the next 10 years the area was mainly occupied by a small group of families associated with the navel stores and ammunition depot established on land in front of where Elizabeth House in Devonport now stands. The area was also an anchorage for visiting Naval vessels and the boat landing area was called "Sandspit" due to the long spit that still extends out from the fore shore along King Edward Parade towards North Head. A signal station established on the summit of Mt Victoria (Takarunga) gave

the name 'Flagstaff' to the area.

By the 1850's the land around Flagstaff was being subdivided and was bought up by a number of early settlers that were to play a major role in the development of the area. The Alison, Duder, Burgess, Wynyard and Oliver families are remembered in Devonport street names. Much of the area was designated as "suburban Farms." It was J. Hammond that purchased the area of North head on which Jubilee Ave now stands. The rest of the Head had been designated

Defence Reserve. Hammond also had the area at the base of the beach which the Navy Yacht club now occupies. The centre of the bay was basically the front of the swamp that extended back to where Tainui Road now runs. This area was later to be reclaimed as the Devonport Domain. Alex Alison, the second Mayor of the Borough, owned the area from Cambridge terrace through to where Mays street is now.

The road along the foreshore past Te Haukapua was surveyed as Beach Road

Ship building and farming were the major activities in the fast growing area

and later changed to King Edward Parade following King Edwards Coronation in 1901. Te Haukapua was named Pilot Bay by the settlers, as it was on the fore shore of this bay that the pilot boats were first housed.

The area along the beach on the face of the swamp and down past Wynyard's property was used as a ballast dumping area for rocks and other material used as ballast by the early vessels. This unwanted material helped build up the fore shore and the rise created can still be seen today. Items have been located under the houses that were eventually built along this area. The most important finds have been from the front of the old Alison Estate. Several properties were built there by E. W. Alison for his children. One of these was built for his daughter Alison (Toots) after she married. It was under this house and the ones near it that pottery grave markers have been found. A number relating to a particular person



LEFT: "NZ Defences Auckland. Land required for Submarine Depot 15 February 1896". The blue area was acquired in 1887 and the red area was proposed for acquisition for the Depot in 1896.

building and farming were the major activities in the fast growing area now named, Devonport.

The New Zealand Timber Company established a yard on the West side of the bay, using the bay to hold Kauri logs floated in from Great Barrier Island and the Thames. The large chimney associated with this yard was a local land mark but it was removed after the mill burnt down in 1887.

Meanwhile North Head was being developed as a fort for the defence of the city of Auckland. This construction removed the remnants of the Maori pa and fortifications. The fort established there would eventually have a major effect on the future use of the bay. Hammond, the original owner of the land above the bay, sold his land to A R D Watson who later built a large house which remained a prominent feature of the area until it was destroyed by fire in the 1930's.

To wards the end of the 1880's the fore shore had become so cluttered with yards and timber companies that in February 1898 The borough Council passed a resolution requiring removal of all waterfront buildings from Stanley bay to North Head. This then became the beginning of a new level of construction and activity in Pilot bay and the eventual change of name to Torpedo Bay. ■

REFERENCE:

NZDF Torpedo Bay Boat Yard, Devonport, Auckland (R11/1945). Archaeological Assessment of proposed Stormwater Reticulation Upgrade. Opus, Auckland, 2008.



ROD CORNELIUS

Rod Cornelius is President of the Devonport Historical and Museum Society and was a founding member of that society 27 years ago. A keen local historian, Rod writes a column about Devonport's local history, for the Flagstaff, Devonport's fortnightly newspaper.

ship could be sailed into the harbour. If these were not in favour then it could be several days before they could sail into the shelter of the Waitemata. The pilots were private operators and would row out to the ships and barter with the captain to guide them in. I suppose if you were unsuccessful you had a long row back home.

The sheds for the boats were there for many years and the concrete base and piles of the ramps can still be seen on the foreshore.

The next activity to establish itself in Pilot bay was that of Shipbuilding. In 1858 George Beddoes opened a ship building yard under the cliffs on the eastern side of the bay. He was later joined by John and

James Holmes, who later went off to form their own yard and establish the ferry service. Beddoes launched his first vessel in 1859. A large shed was constructed for the operation and this stood as a landmark in the bay for many years even though Beddoes had moved his yard to where the Devonport Yacht club now has its premises. The Pilot Bay yard was so

cramped that the boats had

has been cast into the top of the peg like marker. These were used as markers on a grave site before the head stone was put into place. How these got here is still a mystery.

So the bay was now used as part of the pilot operations for the growing town of Auckland. The pilots could read the signals from the flag-staff and know what type of ship was arriving by way of Tiri Tiri Matangi and what she was carrying, immigrants, supplies etc. It would depend on the wind and tides on how soon that

to be launched sideways down the slip-way he had built. When Beddoes finally left Devonport to live in Fiji (1876), his foremen Charles Bailey set up his own shipbuilding business extending the Pilot Bay premises into where the navy were later to establish their base at the end of King Edward Parade. He also established a yard in Auckland. Bailey built some of the fastest and most gracious sailing boats in Auckland. After Bailey left Pilot Bay for a brief time another yard owned by a Mr. Stone used the premises. Ship



950

The great Maori navigator Kupe landed his canoe at this bay naming it Te hau kapua, 'cloud bank carried along by the wind'.

1150

Navigator Toi Te Hautahi landed at the bay. His grandson settled at North Head and thus the name Maunga a Uika (Uika's hill).

1350

Te Haukapua was a landing place of the Tainui canoe commanded by chief Hoturua and part of the "great fleet" of seven canoes.

1450

There were 4 volcanic cone pa in the area: Takarunga (Mt Victoria); Takararo (Mt Cambria); Takamaiwaho and Kurae a Tura (Duder's Hill).

1650

Ngati Paoa chief Kapetaua assembled a war party from the Hauraki tribes and attacked and devastated the pa sites at Haukapua

1790

Occupation and fortification of Maunguika pa (North Head) by chief Te Rangikaketu, a Ngati Paoa ancestor.

1793

Ngapuhi chief Te Hotete and allies defeat Ngati Paoa in a battle at Takapuna beach (Waiwhariki) and pursue Ngati Paoa to Maungauiki pa. A prolonged battle at Torpedo Bay (Haukapua) saw Ngapuhi occupy Maungauika for a period.

1827

French explorer Dumont D'Urville in the ship L'Astrolabe landed in Devonport Bay. He wrote "disappointed in finding the area unpopulated".

1835

Descendants of the Takapuna people came back to live in the area.

1840

Treaty of Waitangi signed in Waitangi. This Treaty was to become the founding document of New Zealand. Captain William Hobson of the Royal Navy, acting as Lieutenant Governor, signed the Treaty on behalf of the British sovereign.

1850s

Austrian geologist Ferdinand von Hochstetter visited Devonport observing Maori villages, gardens and volcanic garden walls.

1858

George Beddoes establishes a shipbuilding yard under North Head

1860

A Naval Artillery Volunteer Corps with responsibility for harbour defence was established at Devonport.

1863

Outbreak of war in the Waikato saw the people of Te Haukapua leave Haukapua by canoe overnight.

1867

The New Zealand Torpedo Corps formed No.2 Company of the Permanent Militia, they had the responsibility for construction and maintenance of harbour mine defences.

1871

Captain Hutton Suggests using mines in the defence of Auckland.

1878

First of the 'Russian Scares.'

1884

Sir William Jervois recommends that "A field of submarine mines should be laid across the harbour." A Torpedo Boat Unit is formed at Devonport.

1885

The second 'Russian Scare' led to fear of being occupied by the Imperial Russian fleet without sufficient protection from the Royal Navy. A plan to lay mines between Devonport and Point Resolution was backed up by the *Waitemata*, located at Devonport. This was a Thornycroft Torpedo Boat equipped with a Whitehead torpedo.

1885-1887

A small area of land is purchased close to the south west face of North Head and Colonel Tudor Boddam designs and begins construction of a submarine mining station and base at Torpedo Bay.

1888

It is decided that the mine field will run from the shortest distance and the shallowest point of the harbour, south-east from the south side of North Head to the reef off Bastion Point.

1891

The station at Torpedo Bay consists of a general store, a blacksmith's shop, offices, a Whitehead torpedo store, and sleeping quarters. The mine cable store contains 3,200 fathoms (5800 metres) of cable – however the station does not have a suitable vessel to lay the cable in the harbour and the torpedo boat shed is located elsewhere at Windsor Reserve. The depot at Bastion Point is abandoned.

1896-1897

The government approves the expansion of Torpedo Bay and reclamation and construction begins.

1902

A specialist mining launch *Lady Roberts* is purchased as well as a minelayer *Nile*. The Torpedo boats are taken out of service and the Torpedo Corps is disbanded.

1904

The minefield is in an operational state with up to three lines of electrically operated contact mines able to be laid and the Submarine Mining Establishment at Torpedo Bay nearly complete.

1904-1905

The Russo-Japanese War sees the total defeat of the Russian Navy in the Pacific and the destruction of their Baltic fleet thus ending any naval threat to New Zealand by Russia.

1907

The submarine mining programme was abandoned, all equipment that was salvageable was disposed of and the *Lady Roberts* is sent to Dunedin. The mining cable used as telephone cable in Auckland.

1914-1918

The yard was used as accommodation and some of the buildings converted into detention cells. The most famous prisoner was Count Felix von Luckner who was held in a cell for one night after his recapture in 1917.

1920s

The wharf is rebuilt and buildings refurbished and used for stores for the Army and unloading ammunition for North Head. In 1926 the main building was refurbished as a drill hall.

1930s

The last of the mines and guncotton are disposed of.

1939-1945

The yard remained in use by the Army as a store and the Army launch *Bombardier* was based there and used to supply personnel and stores to and from the various islands.

1958

The site was officially handed over to the RNZN

1963

With the relocation of HMNZS Tamaki to Narrow Neck from Motuihe Island the sail training whalers were moored at the wharf at Torpedo Bay.

1960-PRESENT

Used by the Sea Cadets and the RNZN Sailing Club and the RNZN Band. (The band have relocated to Narrow Neck).

2010- FUTURE

The site of the new Navy Museum ■



1886



1890



1925



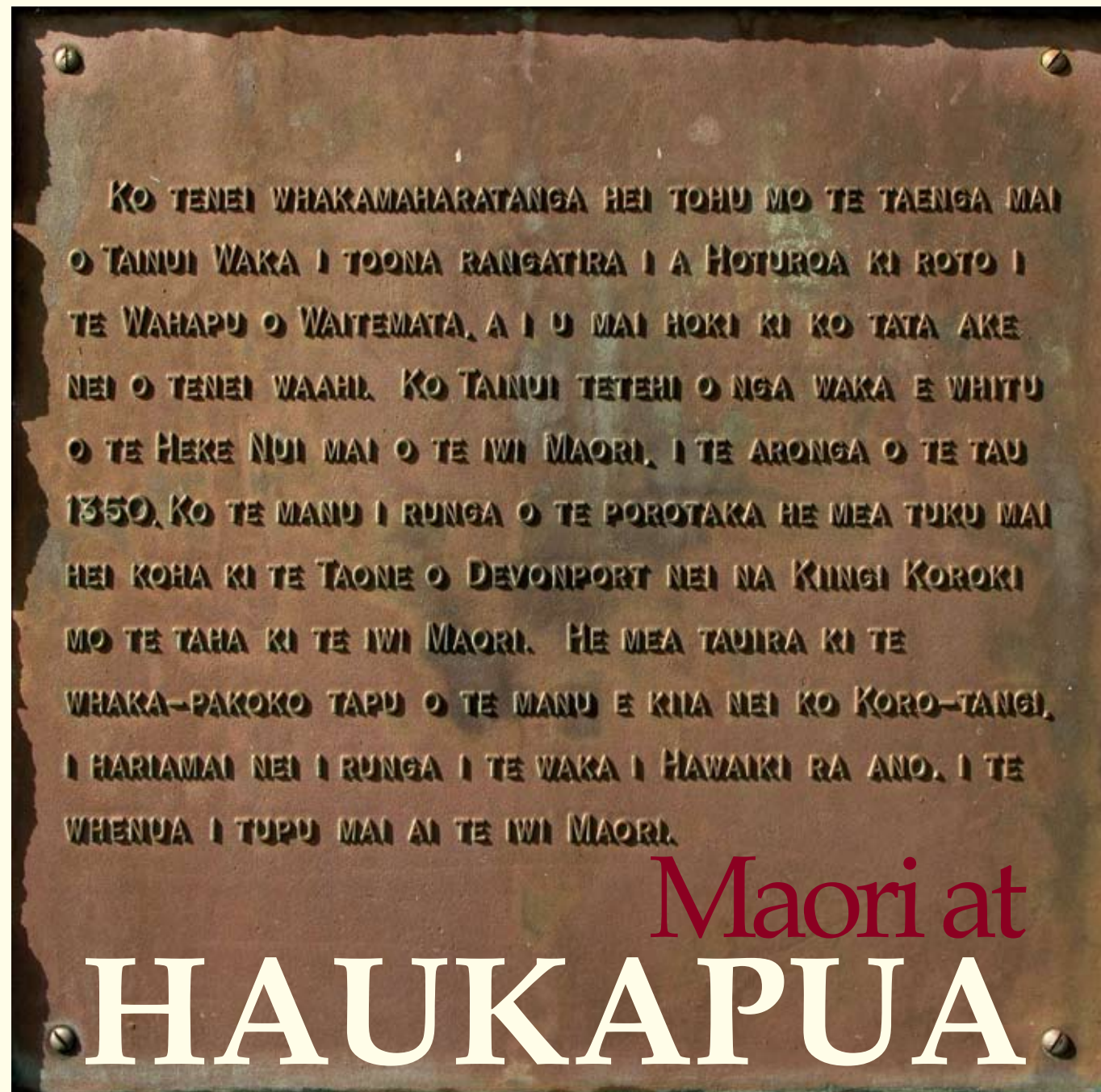
1942



1973



2008



Maori at HAUKAPUA

When the East Polynesian colonists left Hawaiki about 800 years ago they took with them on the double-hulled voyaging waka all the animals, plants and tools they needed to make a new life on whatever islands lay over the horizon. When they arrived in Aotearoa they found a large temperate landmass where many of their tropical crops wouldn't grow. It was too cold for things like breadfruit and coconuts and even the plants that did survive, taro gourds and kumara, were marginal in New Zealand's colder climate.

MAORI GARDENERS

The Maori gardeners were adept at identifying soils and microclimates that would help sustain their delicate crops.

One of the places they found where gardening was made easier was in the Auckland volcanic field. Unlike the heavier clays, these volcanic soils drained well making them much warmer and the Devonport peninsular with its three volcanoes was an ideal place to settle. As well as the free draining soils the gardeners used the volcanic stones they cleared from their gardens to help warm their plants and they built stone and earth mounds as nursery beds and walls to provide shelter. Traces of these stone garden structures can be seen in early photographs before they were covered by the later expansion of the Pakeha settlement of Devonport. Added to the advantages provided by the volcanic landscape, there was also access to both the inner and outer harbours

ABOVE AND OVER PAGE: 1959 memorial on Devonport's waterfront. This commemorates the landfall of the Tainui canoe at Haukapua, c1350 AD.

and a large wetland behind Haukapua or Torpedo Bay. This was later drained and Devonport children now use the area to play cricket and soccer.

EVIDENCE OF EARLY SETTLEMENT

Stone tools found around Devonport show that Maori arrived and settled the area at a very early date. Some of the toki, the stone adzes found here are of early types, similar to those brought from the Pacific homeland. The archaeological evidence of early arrival is supported by the traditional stories which describe

how Hoturoa landed the Tainui waka at Haukapua.

PEACE AND PLENTY

In the first centuries after arrival food was plentiful and populations were low. Maori lived in open, undefended settlements, close to their gardens and fishing grounds. Shell midden, the remains of ancient meals, has been reported over the years around the wetland which once existed behind Haukapua and at the foot of Maungauika (North Head). Fresh water was close by, flowing from the spring, Takapuna, above Haukapua. Traditionally this was named by the people of the Tainui in memory of a similar water source in Hawaiki. The spring according to early settlers came from a small cave in the volcanic rock. Pakeha were still using the spring in the 1890s until it stopped flowing in 1900 when a drainage tunnel was dug under North Head.

WARFARE

As population grew and pressure on resources increased, warfare became more common and Maori started to build defensive pa on the volcanic cones of Devonport. The largest volcano, Takarunga (Mount Victoria) still has traces of Maori terracing around the summit. It seems probable that Maungauika (North Head) was fortified in some way at this time as well. The people who lived here at that time were part of a large confederation of hapu which came to be called Te Waiohuria after the most powerful of their chiefs, Hua.

However outside pressure on the large settlements of Tamaki Makaurau (Auckland) was starting to build. In about 1650 a Ngati Paoa boy named Kapetaua was staying with his sister and her husband Taramokomoko at Kohimarama. The story is told of how as a result of his kumara pilfering, his brother-in-law marooned him on Tokoroa (Bean Rock). He was rescued by his sister but when he grew up to become a powerful chief he took his revenge and attacked and destroyed the pa on both sides of the harbour which according to some accounts included those on what now is the Devonport peninsular.

There is little traditional evidence of Maori occupation of the Haukapua area after these battles and ethnographer George Graham interpreted this as evidence that the area was abandoned.

There is however one tradition, that the chief Taihua lived here in the late 1600s so occupation may have continued peacefully without any dramatic events to record.

WAIOHUA CHIEF KIWI TAMAKI

The 1700s have been seen by some historians, both Maori and Pakeha, as a golden age for Tamaki. Under the most illustrious of the Waiohuria chiefs, Kiwi Tamaki, the Tamaki area sounds in some accounts akin to a medieval European kingdom with Kiwi moving around his domain from pa to pa taking advantage of seasonal foods and the hospitality of his people. In some accounts he is said to have stayed at Haukapua while on his way to Rangitoto to hunt kaka, the native parrot.

Underlying this apparent peace was a strong pressure from groups outside Tamaki Makaurau. Tradition records a number of raids and subsequent conflict between Te Waiohuria and Ngati Whatua from the Kaipara area. These in turn led to larger war parties assembling and making their way down to Tamaki. ►

WAKA TAU (photo): Carved from Totara by the late Mr Hoani Herangi of Tainui. This waka was presented to the armed merchant cruiser HMS MONOWAI in 1940 along with a piece of Pounamu (greenstone) and a Korowai (cloak) by Princess Te Puea. These items were to protect MONOWAI from enemy encounter. The items were transferred to the Navy when the ship decommissioned and they are now housed in the Navy Museum.





ABOVE: Location of recorded archaeological sites at Torpedo Bay.

Finally one group of Ngati Whatua, Te Taou, defeated and took Tamaki from Waiohua, killing Kiwi Tamaki in the process. While Te Haukapua played no direct part in this conquest it had a lasting effect on the use of the area which had a

much smaller population than in the days of Kiwi Tamaki. The defeat of Kiwi had advantages to other iwi living in the Tamaki area. For example Ngati Whatua did not have the numbers to occupy the whole isthmus

and as a result Ngati Paoa was able to expand into the gaps left by the conquest. It is no surprise then that the next mention of Haukapua in the tradional histories occurred in 1790 when the Ngati Paoa chief Te Rangikaketu occupied and refortified Maungauika (North Head).

The dynamics of the conflict over control of Tamaki also changed with the rise of Ngati Paoa. In the last decade of the 18th century a dispute between the northern iwi, Ngapuhi and the Hauraki tribes escalated into open warfare. Ngapuhi pa were attacked and retaliation inevitably occurred. In 1793 the Ngapuhi chief Te Hotete moved south defeating Ngati Paoa in a battle at Waiwhariki, now Takapuna Beach. Ngati Paoa retreated back to their pa at Maungauika and the Ngapuhi warriors laid siege. At one point Ngati Paoa attempted to break out and a bloody battle was fought at Te Haukapua. Finally Ngati Paoa managed to escape to relatives on Waiheke Island. Ngapuhi subsequently occupied the pa at Maungauika for a short time before returning to the north.

ORIGINAL LAND SURFACE DESTROYED

Archaeologically there is no trace of the pa at Maungauika. European fortification from the 1880s on has destroyed most of the original land

surface; my estimate is that less than 5% of the pre-1885 surface remains on North Head above the cliff line. The early photographs do not help much either. Unlike other Auckland pa built on volcanic cones there is no sign of Maori earthworks. The volcano appears unterraced and without the defensive earthworks apparent elsewhere. However most of these photos are of the western side so it is possible that the defences were on the eastern face where the nearly vertical volcanic cliffs would have provided a formidable defence. After this war Maungauika and Haukapua appear to have remained unoccupied for many years. Ethnographer George Graham speculated that this was because the site was vulnerable to attack from the sea but also that the wars of this period, fought with muskets made most open areas dangerous places to live. When French explorer Dumont D'Urville visited Devonport in 1827 he could find no sign of local settlements and from his description North Head appears to have been overgrown.

PAPAKAINGA

Maori did however return. Austrian geologist Ferdinand von Hochstetter visited Devonport in the 1850s and records Maori living there and growing

vegetables in the traditional manner using the volcanic stone to build garden walls. At this time the produce may have been for sale to the growing settlement of Auckland as well as for home consumption. These people, Ngati Paoa under the chief Hetaraka Takapuna lived in two papakainga (villages), one on the north western side of Takarunga (Mt Victoria), the other at Te Haukapua (Torpedo Bay).

DESERTION OF TE HAUKAPUA

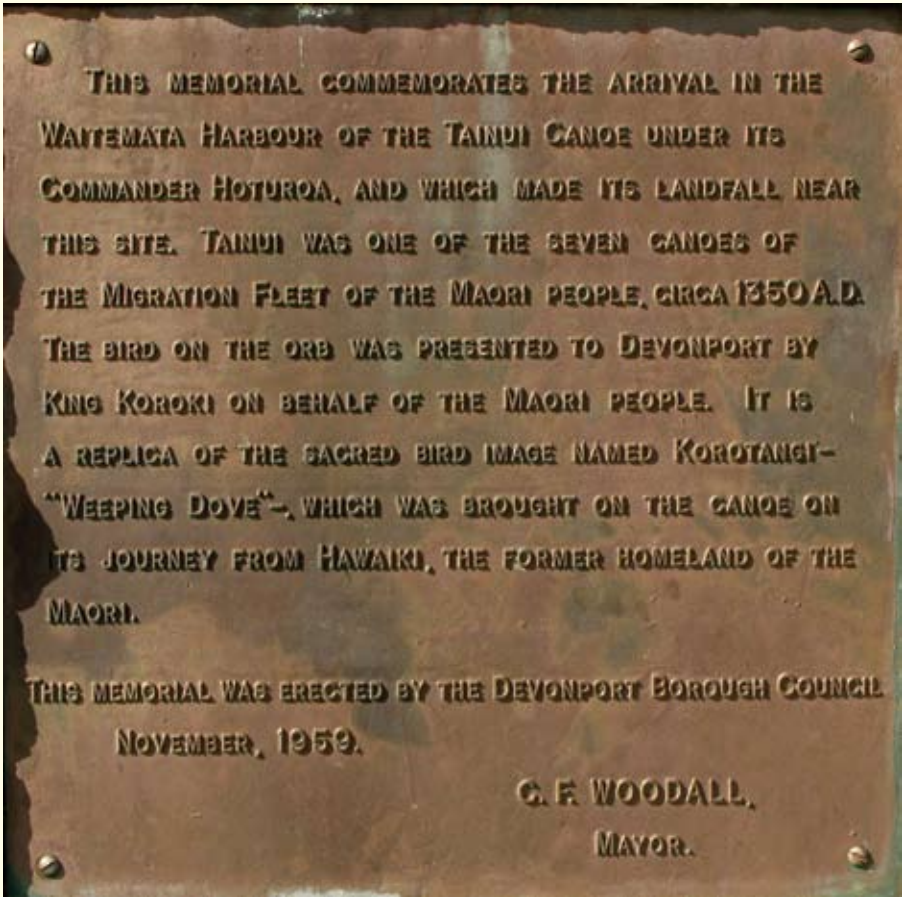
While there are no photographs of the settlement at Torpedo Bay it can be seen in paintings and drawings of the period. Historian Tom Walsh recorded that up to 50 people lived here and that relationships with the Pakeha settlers were amicable. On the outbreak of the war in the Waikato in 1863 the people of Te Haukapua left by canoe, their departure so silent that the European settlers did not know they had gone until the next morning when they woke to find the village deserted. It can be seen that Haukapua or Torpedo Bay as it was later to be called, is a site rich in pre-European history. That the new Navy Museum both recognises and celebrates this history is important. Visitors to “Torpedo Bay-home of the Navy Museum” will now also have a

chance to appreciate both New Zealand’s naval heritage and something of the older historical foundations of Haukapua. ■



DAVE VEART

Trained as an archaeologist, Dave is now Historic Programme Manager, Department of Conservation, Auckland Area, North Head. His family have worked at North Head on and off for over 100 years, it seems appropriate therefore that he now works at North Head. Dave’s great uncle was one of the Submarine Miners at Torpedo Bay in the early 1900s. Dave is pointing to his uncle, W.Veart, on a photograph which appears on display at the museum. (See also back cover). In addition Dave’s uncle, Lt. Cmdr David Ingram was stationed at North Head during its days as the Navy Communications School.



ABOVE: 1959 memorial on Devonport’s waterfront. This commemorates the landfall of the Tainui canoe at Haukapua, c1350 AD.

Torpedo Bay's most FAMOUS PRISONER

Count Graf Felix von Luckner, was a Lieutenant-Commander in the Imperial German Navy when he was captured near Fiji in 1917. Von Luckner was a colourful, charismatic and later controversial figure in New Zealand's history. His persistent attempts to escape from incarceration in New Zealand during the war years captured the New Zealand public's imagination. We remember him here as the most famous prisoner of the cells at Torpedo Bay. The Navy Museum holds very interesting ephemera about von Luckner, including reports about the POW camp on Moutihe and von Luckner's letters complaining about his lack of funds while being held as a guest of the New Zealand government.

COMMANDER OF THE SEA EAGLE

The flamboyant von Luckner was destined from the outset to live a life less ordinary. Born into a proud German military family in 1881 he was expected to become a cavalry officer but he wanted to go to sea. His great-grandfather was a mercenary who was eventually guillotined in the French Revolution. With this kind of family heritage as inspiration von Luckner forsook his junker¹ heritage and joined a Russian sailing ship in 1894 and spent the next seven years roaming through Australia and the United States surviving as a dishwasher, kangaroo hunter, sawmill hand, advertising salesman, prize-fighter and even joining the Salvation Army!² At the turn of the century he returned to Germany and joined the officer corps of the Imperial German Navy. He made astonishing progress through the ranks and fought with distinction at the Battle of Jutland in May 1916. After this he was given command of a captured American sailing ship which had been converted into a heavily armed auxiliary cruiser renamed Seeadler, the Sea Eagle.

SEA DEVIL

Over the course of the war he became well

¹ Junker: Aristocratic landowner of Prussia or young German nobleman.

² R. Pugh-Williams, Von Luckner the Sea Devil freemason, Navy Museum Archives, c1990.



ABOVE: Watercolour of the German vessel SEEADLER

known for his love of disguise and sense of the dramatic. True to form in December 1916 von Luckner cleared the British blockade in Seeadler which was elaborately disguised as a Norwegian clipper and slipped out into the Atlantic to raid Allied merchant shipping. During the next four months he managed to evade the strenuous efforts of the Royal Navy to hunt him down and sank fourteen allied merchant ships without any loss of life to crew or prisoners. He was known to be daring and clever, sinking many ships but never taking a life during his naval career. His successes earned him

the enviable reputation as the Sea Devil and he enjoyed the reluctant admiration of the world. His luck ran out when he went in search of unsuspecting merchant shipping in the Pacific in April 1917. What impact a German raider preying on the Pacific trade would have on the war in Europe is difficult to appreciate because most of the troops and supplies to Britain were arriving by way of the Atlantic.

MORE DISGUISE

In August 1917 the Seeadler rounded Cape Horn and after small successes, but running low on supplies, headed for Mopelia Island, one of the Society Islands, where it was swept onto a coral reef by a small tidal wave. The crew managed to strip the ship of all its salvageable equipment and set up a survivors' camp. Six of them then set sail in the ship's only remaining 18-foot lifeboat for the Cook Islands, some 800 miles away. The plan was to capture a schooner and return for the stranded crew before continuing to raid merchant shipping in the South Pacific. In Atiu regrettably no schooners were available, so they passed themselves off as Americans of Dutch descent, replenished their supplies and sailed for Aitutaki. Again they drew a blank so set sail for Fiji, another 1,000 miles away but not before the locals became suspicious of their claim to be Norwegians. Word was passed to the crew of a passing schooner who quickly realised they were



ABOVE: Signed portrait photograph of Von Luckner on Motuihe Island in 1917. These were sold for 2/- each on his 1938 tour of New Zealand.

Von Luckner and crew were hidden from the public in the barracks at the mining base in Torpedo Bay

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ABOVE: Von Luckner is searched aboard the Iris after his recapture, 21 December 1917.re-capture

probably German. They warned the South Pacific by radio that von Luckner and his crew were probably in the region. Unaware that the British had posted a reward of £250 for anyone reporting the arrival of ‘a mysterious band of armed Germans’³, von Luckner sailed into Wakaya Island where they were arrested by the Fijian police. They were imprisoned in the local jail in Suva before being transferred to New Zealand as prisoners of war in October 1917.

IMPRISONMENT AT TORPEDO BAY

Von Luckner’s arrival in New Zealand provoked a hostile public reaction. It was wrongly thought that the Seeadler had sunk the passenger steamer Wairuna and imprisoned her passengers and crew. This was actually the responsibility of the “Wolf”, another German raider. Von Luckner and crew were hidden from the public in the barracks at the mining base in Torpedo Bay in Devonport until November 1917. It

3 Titchener, Paul, The Von Luckner Incident. Lodestar Press, Auckland. 1978

is thought that von Luckner was imprisoned in the cell dug into North Head which is now known as “Ye olde Chippie’s Shop.” Somewhere more permanent was needed to hold the Germans and so the officers, von Luckner and his second-in-command Lt. Kircheiss, were taken out to Motuihe Island in the Hauraki Gulf and the four seamen were incarcerated on Soames Island in Wellington Harbour.

AN AUDACIOUS ESCAPE ATTEMPT

Von Luckner and Kircheiss were not alone on Motuihe. The island was the prison camp for a number of Germans who had been captured in Samoa at the outbreak of the War. Among their number were several enterprising merchant shipping cadets who had already considered escape. Considerable ingenuity was evident in the escape planning including the organisation of a Christmas party which disguised preparations for

escape. A sextant was made from an old steering wheel, a battle ensign from an old flour bag⁴, maps were taken from atlases in the prison library, a dummy machine-gun was made, blasting explosives were found and troop and guard movements were tracked by the simple strategy of tapping the telephone wires. The Pearl, the fast launch used to travel to the mainland, was the key to the escape. Two of the German prisoners were engineers and tasked with maintenance of The Pearl, they had given it a complete overhaul ready for the escape attempt. The telephone link to Auckland was cut on the night of 13 December 1917 and The Pearl stolen by nine of the merchant cadets led by von Luckner and Kircheiss⁵. They sailed up the Hauraki Gulf heading first for Cape Colville and then the Mercury

4 See Claire Freeman’s article “On the Trail of von Luckner” in this issue.
5 Navy Museum archives: NZ Defence Forces Motuihi Internment Camp, Auckland Military District, 14 December 1917. Confidential. Report The Escape of Eleven P.O.War, to The Adjutant General, Headquarters, Wellington.

Islands, planning to capture a sea-going vessel, put the crew on to the Kermadecs where there were several castaway depots, replenish supplies and then sail for Mopelia Island to rescue the stranded crew of the Seeadler before making for South America.

IRIS CAPTURES VON LUCKNER AND CREW

The Moa, a scow sailing from Tauranga to Auckland with a load of timber was seized by von Luckner who set sail for the Kermadecs. Another scow, the Rangī, had been leading the Moa and saw the arrival of The Pearl and watched the Moa sail away in a different direction. The Rangī sailed into Port Charles in Coromandel to report suspicions, and soon the government cable-steamer Iris, now armed with twin 6-pounder guns and two ten man gun crews, sailed into the harbour and promptly set out after the Moa. The Pearl and the Iris met off the Kermadecs at 11.20am on 21 December and after a chase lasting an hour and a half and climaxing in a 3,000 metre shot across the Pearl’s bows from the Iris, von Luckner was once again a prisoner-of-war in New Zealand.

RETURN TO MOTUIHE

After twenty-one days in Mt. Eden jail the German prisoners were again split up and von Luckner and Kircheiss were sent to Fort Jervois on Ripapa Island in Lyttelton harbour⁶. Another escape was planned using a barrel to drift across the harbour and seize a ship at anchor but it was thwarted by their transfer back to Motuihe. After the war in 1938 von Luckner returned to Motuihe referring to it as “my beautiful island.” Indeed in a report to the NZ Prime Minister in 1917 it is stated that the prisoners on Motuihe “are given the freedom of the island...and are allowed to fish, bathe, play games, or roam the fields at their pleasure.”⁷ Still von Luckner was honour bound to try and escape. The plan this time was to give the impression that an escape had been made while in fact the Germans would hide out in a cave they had

6 National Archives of New Zealand AD 1 59/135. Letter from Secretary of State for Foreign Affairs to Swiss Minister 6 December 1918
7 Reports on prisoner of War Camps in New Zealand from the Hon. Minister of Defence to the New Zealand Prime Minister. 17 Jan 1917

dug and stocked with food and arms. When the furore died down they would emerge, seize a passing ship and sail away. It never came to pass as the armistice ended the war on the 11 November 1918. Von Luckner and the Germans were repatriated to Germany, arriving home in July 1919. Von Luckner was a hero in Germany and was awarded one of the highest honours in the land.

MAROONED SEEADLER CREW RETURN HOME

A French schooner stopped on Mopelia after sighting the wrecked Seeadler and was taken captive by the marooned crew. The Navy Museum holds a copy of the Memorandum from the Governor of French Oceania on the “Rescue of the Victims of the German Raider “Seeadler” on the island of Mopelia⁸. The crew set off to sail around Cape Horn but were wrecked on Easter Island and rescued by a passing Chilean steamer. They spent the rest of the war as guests of German colonists in Chile, returning home in 1920.

VON LUCKNER RETURNS TO NEW ZEALAND

This was not to be the end of von Luckner’s association with New Zealand. During the mid-1930s he had travelled throughout Germany and using the language of the old

8 Memoranda from the Gouverneur des Etablissements françois de l’Océanie to the Governor General of New Zealand, A.S. du sauvetage des victims du “Seeadler” sur l’ilot de Mopelia, 12 October 1917

salt and a series of seadog tales from his past had sought to restore the self esteem and confidence of the dispirited and disillusioned youth in their demoralised nation. He then took his message of German friendship and goodwill to the world and returned to New Zealand in 1938 aboard his schooner Seeteufal, the Sea Devil. While it was to be a sentimental journey to a country for which he had the fondest memories, he publicly announced his intention to expound the Germanic ideal and establish international goodwill towards Germany. He arrived in New Zealand in a blaze of publicity and with his seaman’s cap at a rakish angle, he told his salty yarns. Ever the showman and illustrating his physical strength, he ripped up telephone books in a series of lectures across the land⁹. Bluff and hearty, his folksy delivery and his unabashed sentimentalism found an enthusiastic audience.

A GALLANT AND HONOURABLE FOE

He was celebrated as a gallant and honourable foe on a mission of peace and international understanding but it was a delicate time for even a well loved old foe from the Great War to be back in New Zealand preaching Pan-Germanism. His presence in the country was questioned particularly by the labour movement. There

9 New Zealand Geographic. Break-Out the saga of the German “Sea Devil” by Vaughan Yarwood, p95-112, undated

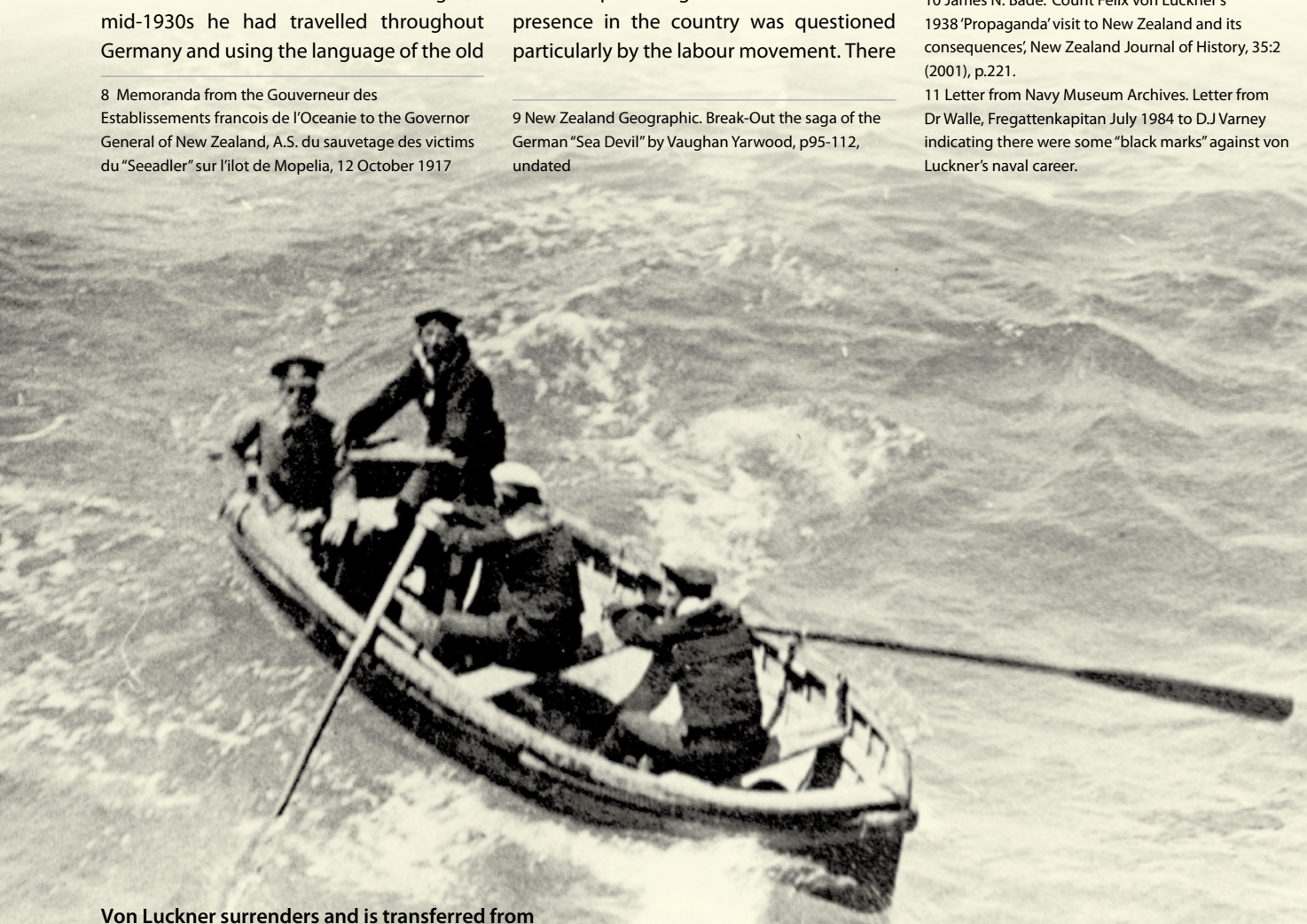
was increasing concern about what was happening in Nazi Germany. Von Luckner’s message of goodwill and understanding for the new Germany, the National Socialists’ Third Reich, did not always strike a positive note in New Zealand on the eve of the Second World War. What von Luckner did not know was that an unfavourable report to the Nazi authorities on his return to Germany, by a member of his own crew, ensured that he would not be a favourite of the new Third Reich¹⁰. The report cited von Luckner’s lack of serious propagandist intent in his lectures! Given that throughout his flamboyant career for Germany von Luckner never took a life, the Third Reich’s disfavour may not have disturbed him¹¹.

Resplendent in all his decorations, he laid a wreath bearing the German colours on the Auckland Cenotaph after attending the Anzac Day Service in 1938. In May 1939 he was farewelled from Auckland by a large crowd of friends and well-wishers. A daring romantic and enigmatic character, von Luckner left an indelible mark upon New Zealand society. ■

RUSS GLACKIN

10 James N. Bade. ‘Count Felix von Luckner’s 1938 ‘Propaganda’ visit to New Zealand and its consequences’, New Zealand Journal of History, 35:2 (2001), p.221.
11 Letter from Navy Museum Archives. Letter from Dr Walle, Fregattenkapitan July 1984 to DJ Varney indicating there were some “black marks” against von Luckner’s naval career.

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Von Luckner surrenders and is transferred from the Pearl to the Iris, 21 December 1917

On the trail of Count Felix von Luckner



TWO FLAGS

These artifacts include two home-made German Navy ensigns (flags). One is held by the Auckland War Memorial Museum (AIM coll. F3; W0953), while the other is in the Navy Museum collection (SFD 0008). Both flags are believed to have been made by German prisoners interned on Motuihe Island and used by von Luckner during his escape. It is clear that both ensigns were almost certainly painted by the same person as they made, and corrected, the same mistake in the top left corner of the flags.

Accounts of von Luckner's escape fail to mention two separate flags but an investigation by the Auckland Museum (prompted by the conservation of the Navy Museum flag for display and the discovery of their own, second ensign) uncovered interesting evidence regarding these artifacts.¹ They discovered documentation which showed that two of the interns on Motuihe Island, von Zatorski (who was among those who escaped with von Luckner) and Stunzner, remembered that there were two ensigns and when each of them were used.

1 [author unknown], 'Two Flags!', Auckland Museum News, (December 1982), p.6.

Count Felix von Luckner is a legendary figure. Known as Seeteufel (the Sea Devil), he gained a reputation as a daring, yet gentlemanly raider who possessed a great deal of resourcefulness and had a knack for escape. His exploits left more than just his legend behind however. He also left a physical trail of his escapades through an assortment of artifacts held by the Navy Museum and various other institutions throughout the country.



ABOVE: German Navy Ensign made from flour bag, 1917.

RIGHT: Cartridge case from warning shot fired at the Pearl, 1917.

FLOUR BAGS AND BED SHEETS

It is believed that the smaller, Navy Museum ensign (made from flour bags) was flown from the island commandant's launch, Pearl, which von Luckner and his party used to make their get away. The ensign was said to have been hoisted once the motorboat was outside the three-mile limit and used to swear in the members of his crew as midshipmen in the German Navy.² Later, as the Pearl approached the timber scow, Moa, the NZ flag was flying, but this same German flag was brandished

2 Grant Howard, The Navy in New Zealand, Wellington: Reed, 1981, p.147.

as they came alongside and demanded the surrender of the crew.³

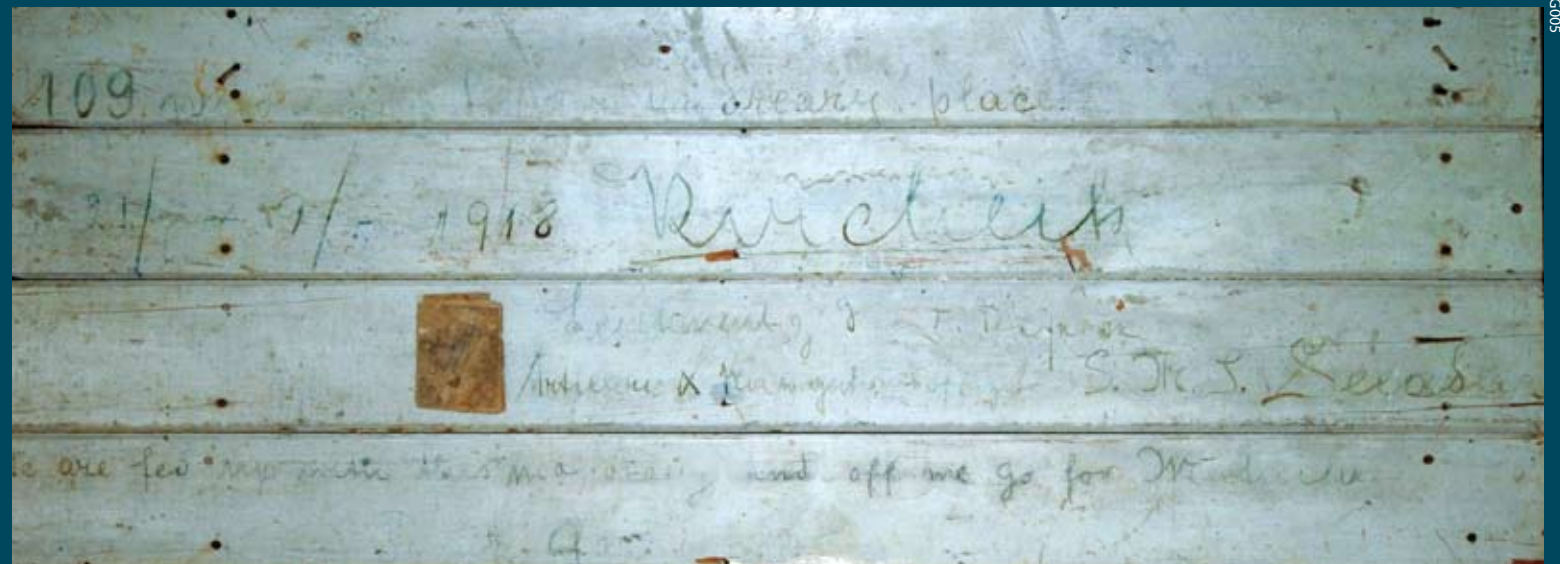
The other ensign, which is from the Auckland Museum collection, was believed to have been flown from the Moa after its capture by the Germans. This larger flag was made from a hand-woven bed sheet that belonged to Cadet August Klonn (one of the escapees).⁴

A MAN OF HONOUR

To the layman, the use of the German

3 Vaughan Yarwood, 'The Saga of the German "Sea Devil"', New Zealand Geographic [volume and date unknown], p.106.

4 [author unknown], 'Two Flags!', p.6.



ABOVE: Cell wall from Ripapa Island. "109 weary days POW in this dreary place 21/1-9/5/1918 Kircheiss, SMS SEEDLER.

Naval ensigns by von Luckner seems to be rather unnecessary and overly dramatic. However, they illustrate his sense of honour and gallantry. He had the ensigns painted "so that he would not be labelled a common pirate when he captured ships as he escaped".⁵ It was for the same reason that he had his makeshift crew sworn into the service of the Imperial German Navy.

Von Luckner and his crew onboard the Moa were finally stopped by the Government cable ship Iris near Curtis Island in the Kermadecs. The Iris, armed with two 6 pounder guns, signalled to Moa to stop, but, when this order was ignored it took a warning shot before von Luckner surrendered. One of the Iris' gun crew, Mr Charles Hale, kept the cartridge case from this warning shot and it was donated to the Navy Museum over 80 years later by his family.

NEVER SAY DIE

Following his recapture, von Luckner, along with Lt. Carl Kircheiss (his navigator and second-in-command from the SMS Seeadler), were sent to Ripapa Island (also known as Ripa Island) in Lyttelton Harbour for several months before being transferred back to Motuihe Island. A former government quarantine station, Ripapa Island was occupied by the Army during the two world wars. However, in 1958, the Navy League took over the lease of the island and it was used by the local Sea Cadets, TS Cornwell. The wooden cell in which von Luckner and

5 *ibid.*, p.6.

Kircheiss were housed (which was later renamed Rose Cottage) was, at this time, still standing in the middle of the parade ground behind a barbed wire fence. The cell was built there as it was in clear view from all around the island as well as being on concrete to prevent the wily von Luckner from tunnelling out. At some point, the cell was moved to just beyond the parade ground where it stayed until it blew down in the Wahine storm of April 1968. At that time the cell was dismantled by Cornwell but a section of wall was kept, along with the original cell key.⁶ The Navy Museum was fortunate to recently acquire these two items for the collection from TS Cornwell.

The cell key still has its original painted wooden tag with von Luckner's name impressed into it. The section of the cell bears a handwritten inscription which reads: "109 weary days POW in this dreary place / 21/1-9/5/1918 / Kircheiss / ...[illegible] SMS Seeadler / We are fed up with this monotony and off we go for Motuihi [sic] / Thank God". Although described by TS Cornwell as coming from von Luckner's cell, it seems that this message was actually written by his cellmate, Kircheiss, as his is the only signature on the panel. A comparison of the handwriting with other messages written by von Luckner and Kircheiss seems to confirm this.

The cell message also seems genuine in its nature as all accounts of the time at Ripapa Island were that the prisoners

6 Personal communication from Guy Dittford, former Commanding Officer, TS Cornwell, May 2006 and 28 October 2008.

were kept in close confinement with little enjoyment to be had. Von Luckner is reported to have said "I verily believe that had we stayed there much longer we would have died of ennui".⁷

Shortly after the transfer of von Luckner and Kircheiss back to Motuihe Island, the war ended and the Germans were returned to their homeland. However, von Luckner came back to New Zealand in 1938; this time as a minor celebrity on a "goodwill tour" (albeit one tinged with controversy regarding his role as a possible Nazi propagandist).⁸ The Museum is fortunate to have von Luckner objects dating from this time - two signed portrait photographs (the likes of which were apparently sold for 2/- each on his tour), as well as his signature and the message "Never say die" in an autograph book of the time.⁹ These artefacts are a testament to von Luckner's popularity and the folk hero status that he established in New Zealand. ■

CLAIRE FREEMAN

7 Yarwood, p. 111.

8 James N. Bade, 'Count Felix von Luckner's 1938 'Propaganda' visit to New Zealand and its consequences', New Zealand Journal of History, 35:2 (2001), p.221.

9 Lidgett donation, R 2379



ABOVE: Mine Exploding in Wire WWII
LEFT: Mine Clearing Badge WWI

Countering the GERMAN ACOUSTIC MINE

Mines as we know them were developed from the end of the 18th century. In this article Gerry Wright sheds light on an unusual device used to detonate German acoustic mines.

SINKING SHIPS WITHOUT HULL BREACH

In late 1940 the British found ships being sunk by a new type of German mine. It was clearly an influence type type of mine as it did not come into contact with the casualty. In fact, the casualties frequently sank without a hole blown in their hull, rather by having all of the internal pipe-work broken resulting in numerous major leaks



ABOVE: Minesweeper cutter. Blade for cutting mine cable to allow the mine to float to the surface for disposal.

throughout the ship. Another matter of concern was that the wooden Motor Torpedo Boats and Motor Launches were also part of the casualty list. This was a new turn of events.

HMS Vernon in Portsmouth was the Royal Navy's base for underwater warfare. Lt Cdr M.W. Griffiths RNVR in the mine recovery vessel SAILOR KING was leader of the Vernon Mine Recovery Flotilla, Second Division. He was tasked with finding one of these mines and dismantling it to find its secrets.

On November 21 a number of these mines were laid by German aircraft in the entrance to the River Thames. All shipping was soon suspended. An urgent solution was required. SAILOR KING scoured the area in late 1940 for a specimen of the new mine. During this time it was assessed that the new mines were activated by ships' acoustic noises.

Hence the wide range of ship varieties being lost.

JACK HAMMER DETONATES MINES SAFELY

From then it was a simple task to monitor a few ships to determine a mid-range acoustic noise frequency of shipping. Then came the task of duplicating that sound to detonate mines safely. A commercial road drill, trade named the 'Kango Hammer', was found to fit the requirement of emitting its loud noise at the same frequency as the average marine engine and therefore the acoustic mine. When put in a steel drum and lowered into the water from the ship's bow it would detonate mines at a safe distance.

"SWEEP ACOUSTIC" EQUIPMENT

In late November, 1940, the Sheerness trawler CAPRICORNUS became the first ship to achieve the feat of detonating acoustic mines with a Kango Hammer in a drum. The Admiralty immediately bought up all available Kango Hammers which were officially dubbed 'SA'

(sweep acoustic) equipment and began installing them in trawlers and drifters. ■

REFERENCE:

J.P. Foynes, *The Battle of the East Coast (1939-1945)*. Isleworth, London, 1994.



GERRY WRIGHT

Gerry Wright joined the Navy in January, 1955, as a Seaman Boy, Second Class. His first job was to feed the pigs at HMNZS Tamaki on Motuhie Island. He served in South East Asia and Christmas Island before being promoted to officer rank in 1961. Gerry Retired from the Navy in 1981 and has published several books on the Navy.

Navy Minelayers



Did you know...?



ABOVE: Rendering the Mine Safe.



ABOVE: Loading Mine onboard.



ABOVE: Swept Mine.

That sea mines come in several basic forms including **moored mines**, **contact mines**, **influence mines** and **acoustic mines**? A common definition of a sea mine is an explosive device laid in the water with the intention of sinking or damaging ships or submarines. Generally, sea mines are actuated either by physical contact with a target (**contact mines**) or by sensing the presence of a target because of some influence it generates (**influence mines**). Moored mines are positively buoyant and can be anchored to lie just beneath the surface of the water or at any other chosen depth. During the 20th century great strides were made in the development of mine sensor systems intended to detect the presence of suitable targets. These are not only meant to ensure the mine actuates against the right target but also to make sure the mine actuates close enough to the target to sink or damage it severely.

MINE FIELDS

Mining barrages were laid by the Allies and the Germans in both world wars particularly at each end of the English Channel, the North Sea, the approaches to the Baltic and across the Greenland-Iceland-UK gap. In the Far East, the Americans and the Japanese laid many mines during WW II but mines were also laid by German surface raiders and U-boats in both world wars as far apart as the US eastern seaboard and the coasts of Australia and New Zealand.

HUGE NUMBER OF MINES LAID

During WW II, the British laid over 76,000 mines in enemy waters. There were nearly 55000 mines laid by aircraft, 11000 by fast minelayers and destroyers, 5500 by Coastal Forces and 3000 by submarines. These are estimated to have sunk 1050 Axis warships and merchant ships and damaged a further 540. The Germans laid over 120000 mines and 30000 minesweeping obstrucers in north-western Europe alone plus many more in the Mediterranean. These are reckoned to have sunk 281 British warships of all types and 296 merchant vessels, 521 Allied merchant ships altogether. In the Pacific, American mining is credited to have sunk 266 Japanese ships and British mining to have sunk 24 Japanese ships. ■

MICHAEL WYND



ABOVE: Mines ready to deploy.

The Navy Museum's MARK XIV MINE

THIS MOORED MINE was manufactured in Australia in 1942. It was laid by HMAS BUNGAREE in the approaches to Auckland, between Tiri Tiri Matangi Island and the Noises. When laid it failed to deploy properly because of a faulty hydrostatic switch and therefore remained linked to it's trolley.

It was part of an independent mine field code-named NED which was made up of about 400 mines which had been laid from the starboard traps. This field was swept by HMNZ Ships INCHKEITH, SANDA, SCARBA, KILLEGRAY and Matai in 1944. In 1992 a fishing trawler was fishing in a prohibited fishing area in the Hauraki Gulf and hauled up a mine horn in his nets. The RNZN divers were tasked to dive the area looking for any unretrieved mines. They found one undeployed mine which they winched up and brought back on a Friday aboard the diving tender HMNZS MANAWANUI. It was hung in a net over the stern of the MANAWANUI over the weekend. On Monday morning Chief Diver Steve Buckler took a grinder and cut it in half. The explosive canister containing 500lb of TNT was removed and detonated safely off site.

The type of mine is a contact mine. When a ship strikes the protruding horn of the mine, the force cracks a vial of acid within the horn creating a chemical reaction which in turn produces an electrical current. The electricity is carried to the detonator setting off the explosive packed into the mine. The concussion created by the explosive force smashes into the ship's hull breaking it apart.

In order to preserve the mine for display it was placed in a tank of fresh water and the water was changed every three months for three years. A mucky ugly job in a tank without valves to easily get rid of the muddy, silty water. The salts in the mine were eventually neutralised to allow the mine to be placed on display in the Navy Museum. ■

MICHAEL WYND



ABOVE: Retrieving mine



ABOVE: Hertz horn



Mine hitting the water



Gerry Wright and Peter Mitchell pose with replica flag September 2008, Depot artspace Devonport.

FLAG FOUND

I recognised the Norm's Mystery Tours Flag in the last White Ensign and thought I would get in touch, after all I made it! I was the Leading Signalman on Canterbury and while we were in Hawaii and preparing to relieve Otago at Mururoa, I had the idea of making an RAS Flag.

Transiting home from Hawaii I got the idea of "Fly United" two ducks flying together. So I made the large red flag, using the hand powered sewing machine that is provided to the signalman's branch for mending flags. The First Lieutenant on board referred to our next operation as "Norms Mystery Tour" and this idea festered in my head. At home on leave before we left for Mururoa, I used my wife's sewing machine and made a white flag with a mushroom cloud in the middle with the words "Norms Mystery Tours" over the top.

On Saturday the 14th of July, when we sailed from Auckland I hoisted this flag up the main gaff behind the mast, so it couldn't be seen from the bridge. I did this as a light hearted joke and thought I had got away with it, until Monday afternoon when the Press Release signal arrived onboard. As all signals go to the Captain I was summoned! The Captain said that the flag was not to be flown at Mururoa but I always flew it when we were refuelling or when we were transferring equipment or people.

I also recognised the Mururoa stamps on the envelopes. Bob Overton, Shane Veldhuizen, and I made the first stamp from a potato. This stamp became so popular throughout the ships company,

including the officers, that another means of making the stamp had to be found. As the operation dragged on we made other versions of the stamp using the Ormig paper, which meant we could roll off many envelopes at a time.

Hope this is of interest.

PETER MITCHELL,
TAURANGA

EDITOR'S COMMENT:

Peter is the webmaster of the website www.mururoavet.co.nz and President of the Mururoa Veterans' Society. To allow him to display "Norms Mystery Tours" at reunions, the Navy Museum graphic artist Nikki Payne photographed the flag and printed Peter a replica flag. This was presented to him at one of the talks accompanying the Bomb gone! exhibition in September.

TORPEDO BAY OPEN DAY

EACH YEAR Auckland's Anniversary day sees Aucklanders flock to North Head in Devonport to watch the regatta from the best view in the city. This year the Navy Museum is opening up the buildings at Torpedo Bay, at the foot of North Head, to the public, before building the new museum commences. Staff will give guided tours and information displays. Kids can learn to tie a reef knot and get a navy tattoo- removable of course! There will be refreshments available for purchase - a sausage sizzle and ice creams for the kids and real coffee for

the adults. If it's wet it will take place inside. There are plenty of toilets on site. There is not much parking directly on site but plenty in the surrounding streets.

WHERE?

Torpedo Bay at the end of King Edward Parade beside North Head, Devonport

WHEN?

10-3 Monday 26 January 2009

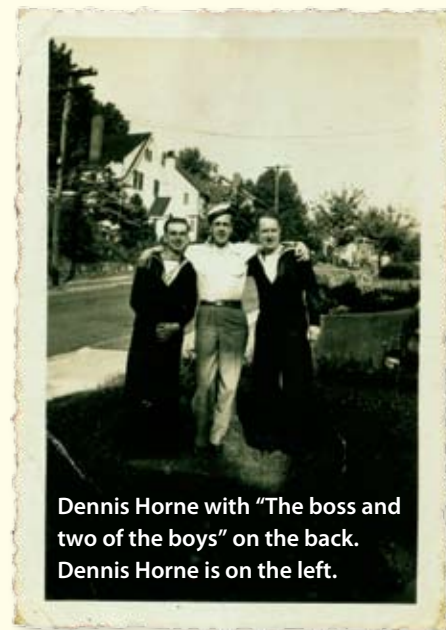
COST?

Refreshments available for purchase - otherwise **FREE!**

"THE BOSS AND THE TWO BOYS"

Please find enclosed a photograph of my dear friend Dennis Horne whose Crossing the Line Certificate appeared on the cover of your latest magazine. Thank you very much for remembering him in your magazine. He died on March 31st 2003 and I was at his bedside. His wife died of cancer and so he was on his own. He served faithfully in both the Royal Navy and the New Zealand Navy.

SYLVIA CURRIE,
HENDERSON



Dennis Horne with "The boss and two of the boys" on the back. Dennis Horne is on the left.

The White Ensign welcomes your pictures, letters and emails. Write to: The Editor, The White Ensign, Navy Museum, PO Box 32901, Devonport 0624, Auckland or terry.manson@nzdf.mil.nz



THE WRENS 70TH ANNIVERSARY WILL BE IN AUCKLAND 2012.

Contact: Elizabeth Hedgley,
National Secretary, Royal NZ
Naval Women's Assoc Inc
E: d.hedgley@clear.net.nz
P: 04 479 0081

THE WRENS GO ROYAL!

THE GOVERNOR-GENERAL of New Zealand and the Chief of Navy have approved a new title to the Ex-Wrens Association. They are now the Royal New Zealand Naval Women's Association Inc.

The Wrens history began in 1942 with the establishment of the Women's Royal New Zealand Naval Service. Its inception allowed women to do the jobs of the men, so that men could be released to serve at sea. War Wrens served with distinction in many arenas of WW2, some of them in secret operations. Wrens continued to serve overseas and in New Zealand, ashore and afloat until amalgamation with the Royal New Zealand Navy in 1977.

Today women in the Navy serve alongside the men at sea and ashore. These women are invited to join the newly named Royal NZ Women's Association. The comradeship gained from serving in the WRNZNS and now the Royal New Zealand Navy is maintained through regular meetings, special events, Combined Services Luncheons, an Annual Church Service, newsletters and reunions.



WATERFRONT HERITAGE TRAIL AND NAVAL BASE TOURS

- Either explore Devonport's relationship with the Navy in a fascinating Waterfront Heritage Tour or book an historic tour through Devonport's Naval Base. There is no charge for either tour but bookings are essential.
- Contact Debbie Mckinney Tour Guide Leader for more information or bookings on: P: 09 4455186 E: debbie.mckinney@nzdf.mil.nz Post: Navy Museum, Private Bag 32901, Devonport, Auckland. Or book on-line: www.navymuseum.mil.nz

BOOK LAUNCH ABOARD HMNZS CANTERBURY

from the Navy Museum, the book provides a valuable record for those who served in the NZ Navy and their families. The book proved very popular on the night and Rear Admiral Ledson spent the evening personally signing copies.

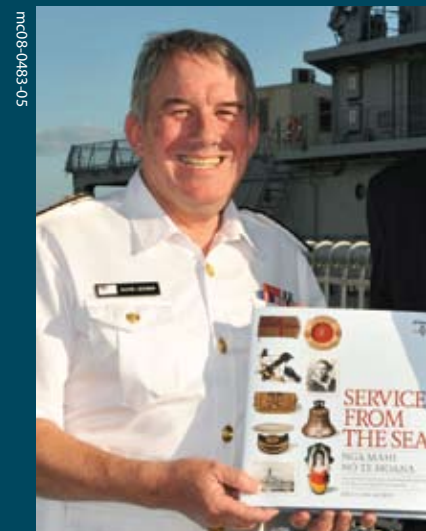
The book's accomplished author, Kelly Ana Morey, has worked as an Oral Historian at the Navy Museum since 2002, so the personal stories of NZ sailors have resonated with her for the last 6 years. The book shows that it is people and not ships that are the heart of the NZ navy. Ms Morey has written a number of mainly fiction books for which she has won a Montana first novel prize and the Janet Frame Award for fiction.

In addition Paul Restall, the Navy

Museum's talented photo archivist, photographed the objects for the book. Claire Freeman, Collections Manager, and Katherine Bol, Collections Assistant, both worked on accessing the collection items photographed.

Service from the Sea; Nga Mahi No Te Moana by Kelly Ana Morey. Penguin Books, Auckland, 2008. ISBN: 9780670072408

Available: RRP \$60
NAVY MUSEUM SHOP
P: 4461827
On-line: www.navymuseum.mil.nz



The Chief of Navy, Rear Admiral David Ledson, ONZM, hosted a book launch onboard HMNZS CANTERBURY on Friday, 28 November.

The attractive coffee table book, Service from the Sea, gives an illustrated account of the story of the RNZN. Beautifully illustrated with archival photographs and artifacts

