

THE White ensign

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ROYAL NEW ZEALAND NAVY MUSEUM JOURNAL



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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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GUEST EDITORIAL

This magazine plays a very valuable role in telling elements of the Navy's story to two distinct audiences – one inside the Navy and the other outside.

For those of us in the Navy the story provides a context around the journey the Navy has taken since its birth on 1 October 1941 through to today. It also provides story-telling opportunities to illustrate the enduring nature of many of the dimensions of our core culture – as the Navy – and our values; in particular Courage, Comradeship and Commitment. Importantly, too, it identifies those significant influences that have, over time, shaped us into the Navy we are – and have – today.

For those outside the Navy, the stories in The White Ensign illustrates that the Navy's story is an integral part of New Zealand's military story – and of our national story. While the Navy's contributions are often understated, as the various issues of the magazine show, there are sufficient 'pieces' that glitter 'here and there' through time to give the Navy a place in the historical light rather than in the historical shadows.

Furthermore, by providing people outside the Navy visibility of what the Navy has done, they may well come to understand that by its very nature, service from the sea has been in many circumstances – and continues to be – service beyond the horizon of those 'observing from the shore'.

This means that it is important that we have the ability to reach out and tell the story to a wide audience. After all, the elements of a story that remains have no memory or life beyond those of the people who experienced them.

In this regard, the White Ensign is an important 'enabler'. However, our most important contribution to story telling is made by the Navy Museum – by its staff and by its 'treasures'.

While the magazine and Museum complement each other, there is, also, a critical point of difference between the two. It is this, in this magazine the Navy's story is told by the words and by images on its pages – in the Museum it is possible to not only read the Navy's story, but also to experience it in a more tangible way.

So, I would encourage those readers who enjoy the White Ensign, and wish to know more of the Navy's history, to visit the Navy Museum in Devonport. You will, I'm sure, find it an interesting and informative experience.

*Rear Admiral David Ledson
Chief of Navy*

*Chairman of the Board
Navy Museum*

DIRECTOR'S MESSAGE

Our thanks to Rear Admiral Ledson for his introduction to this edition of The White Ensign.

On 1 May 2009 Rear Admiral Ledson retires not only as the Chief of Navy but also as the Chairman of the Navy Museum Board of Trustees. Admiral Ledson's commitment and passion for our nation's naval heritage and to ensuring that our naval story is communicated as widely as possible has been a major influence in the reinvigoration of the Navy Museum as an institution and as a place of story telling.

Under Admiral Ledson's leadership the Museum has substantially increased its programme delivery and audiences as well as the Museums profile both within the Navy and in the wider community. There is no doubt that the Navy Museum is now seen as a key component of the cultural and heritage landscape of North Shore City and the wider Auckland region.

Admiral Ledson has also been the principal driver in getting the new Museum project up and running. Without his drive and enthusiasm for the project we would not be as far advanced with the development of the new Navy Museum as we are now.

The team at the Navy Museum wish to thank Admiral Ledson for his extremely important and influential contribution to the Navy Museum and we wish him and his wife Barbara all the very best in the coming years.

*Commander David Wright
Director Navy Museum*

FRONT COVER:

This issue features two remarkable civilian women who both had a significant association with the Navy. Ma Burrows (Page 13) and Nurse Florence Mundie (Page 20). Nurse Mundie painted the artwork, Rangitane Survivors. PAA 0025

BACK COVER:

Poem 'Irirangi' by V. May Cottrell. This poem describes the tale of Princess Irirangi, "Queen of Song". In 1951 the Naval Communications Station in Waiohuru was commissioned IRIRANGI, which translates to "floating through or suspended in the sky or heavens". ESC 0009. Photo by Paul Restall

BACKGROUND IMAGE:

This Union Flag was hoisted by Admiral of the Fleet Lord Jellicoe in HMS NEW ZEALAND

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ABM0057

1931 NEW ZEALAND'S WORST NATIONAL DISASTER Hawkes Bay Earthquake

HMS VERONICA arrived in Napier ahead of schedule on February 3, 1931. Though she wasn't expected until the afternoon, she secured alongside at Ahuriri at 0750. Before the earthquake Napier had two harbours, the earthquake condemned Ahuriri to become a fishing harbour only. Shortly before 1045, VERONICA's captain, Commander H.L. Morgan DSO, met with the harbourmaster to organise his official visits of the day. What happened next resounded all around the country. It brought Napier to her knees and altered the course of VERONICA's routine visit.

FEBRUARY 3 1931

At 10:46 a.m. an earthquake registering 7.8 on the Richter scale shook throughout New Zealand, its epicentre just 15.2 kilometres north of Napier. Commander Morgan described the event to the New Zealand Herald: 'I was just leaving my cabin...when I heard a terrific roar. The ship heaved and tossed. For about ten seconds I stood still and then ran on to

the boat deck. I could see houses falling and roads cracking. Everything seemed to disappear in a cloud of dust.'

The initial shock lasted for 2.5 minutes. In the city of Napier, buildings and chimneys toppled, roads broke apart and the earth heaved and opened. There was widespread panic among the survivors as they tried to find their loved ones in the wreckage and establish safety through the

aftershocks.

Water rushed out of the harbour as the ground rose. HMS VERONICA was 'left high and dry, all the wire mooring lines broke, but the ropes, made from New Zealand flax, held, and prevented her from rolling over on her side.'² With her keel resting on the harbour bed, VERONICA felt the tremors of the aftershocks. Nonetheless, the crew of

VERONICA were quick in their response to the disaster on land.

PROMPT RESPONSE

Commander Morgan landed rescue teams to assist the injured, feed the hungry and help establish a sense of order amidst the chaos. Fires were ablaze on shore, power and water supplies were cut and hundreds discovered they were homeless. Two merchant ships at anchor nearby, the Taranaki and Northumberland, placed themselves under Naval command and assisted in the relief efforts. One of the most crucial early actions taken by VERONICA was the message she sent to HMS PHILOMEL, at the naval base in Auckland. At 1045 Commander Morgan reported the disaster via Morse code to the Commander-in-Chief. 'Am berthed at Napier.

The communication continued as follows:

LEFT: Sailors from HMS VERONICA removing a body from the ruins of Napier Earthquake 1931

BELOW LEFT: HMS VERONICA alongside Port Ahuriri.

BELOW: HMS DUNEDIN and HMS DIOMEDE make best speed to Napier February 1931.

EARTHQUAKE 1045 lasted for about 3 minutes. Ship trembled violently and bumped jetty. Securing wires eased. No damage to Veronica.'³

1114: From CCNZ [Commodore Commanding New Zealand Station]: Do you require assistance of cruisers.

1122: From VERONICA: Yes VERONICA hard and fast ashore.

1141: From VERONICA: Impossible to estimate damage fear extensive water rising had to draw fires am raising steam.

1141: From CCNZ: What assistance required.

1153: From VERONICA: Medical assistance required fear considerable loss of life.

1156: From VERONICA: Am landing all assistance possible.

1157: From CCNZ: Proceeding to Napier with Diomed with assistance.

1218: From VERONICA: Store buildings down fires raging everywhere all medical assistance possible required shocks still recurring.

1331: From VERONICA: Situation appalling whole town appears to be on fire.'

At 1226 VERONICA sent out a general message for all to hear, 'Serious earthquake at Napier all communications

destroyed medical assistance urgently required.'

DUNEDIN AND DIOMEDE

By 3 p.m. the warships HMS DUNEDIN and HMS DIOMEDE were loaded with emergency supplies including 54 stretchers, 5 marquees, 34 tents, 400 naval blankets, 125 seamen's beds, 200 ground sheets, 80 shovels and 31 picks. Aboard with the ships' companies were 11 doctors and 17 nurses.⁶ Sailing at best speed (24 knots) down the coast, DUNEDIN and DIOMEDE arrived at 0830.

The destruction they found at Napier was devastating. 'Well it just looked like pictures I had seen of the First World War, of a town that had been bombed, it was mostly flattened, and burnt out. There were [only] a few wooden houses [standing],'⁷ describes Stanley F. Parslow, who was serving as a stoker in the DUNEDIN. The crews joined the relief teams that had been at work for nearly 24 hours.

BLUEJACKETS AND MARINES

The Navy took charge of clearing streets and breaking down precarious remnants of buildings. They aided in the recovery of bodies. Others took up jobs to help support the stunned survivors. The town was searched for food and supplies. Food depots were set up in schools around the city, a telegraph station at the Hastings Street School, medical tents and make-shift shelters with ground cloths along the Marine Parade. Says one survivor, Agness Bennett:

It was a pleasure to see the tents being set up with military precision - marines and bluejackets were in evidence and a good fire and a big oven gave promise... Volunteer workers were busy and the Nelson Park camp was the most promising bit of organising that one had seen. The dull expressionless faces were disappearing and life and interest had begun to return.⁸

258 DEAD

The evacuation effort progressed steadily. Nearly 5000 people were evacuated by February 7, some by ship, some by car, and others by train. Fires continued to threaten the town through the evening of the 5th and the aftershocks continued on for many days.

Some of Napier's services were restored very quickly: power was restored late on ►



ABM 0059



AZA 0151-25

Well it just looked like pictures I had seen of the First World War, of a town that had been bombed, it was mostly flattened, and burnt out.

Stanley Parslow

- HMS DUNEDIN Stoker

the 4th, a water treatment plant was set up on the 5th, and the first train was able to reach Hawke's Bay on the same day. All this made relief and evacuation easier, but by no means put Napier back on its feet. Hastings and Wairoa had also been very badly damaged. In the end, the death toll reached 258, with 162 dead in Napier, 93 in Hastings and 3 in Wairoa.⁹ The naval chaplain from HMNZ's PHILOMEL, Reverend G.T. Robson ("Padre Robbie") conducted a funeral service at the common grave, where many of the dead were buried



ABOVE: These hats were made from lightweight canvas (Duck). The helmet or 'solar topee' (Left) was worn in the tropics from the 1920s to 1940s.

together. It is to this day New Zealand's heaviest hitting natural disaster.

On the morning of February 10th, with the groundwork for recovery established, VERONICA left Napier for Auckland. DUNEDIN and DIOMEDE left on the same evening. Napier was reconstructed and gained a whole new character. The service offered by the Royal New Zealand Navy in those first few days was never forgotten. ■

CHARIS BOOS

Charis is the new Educator at the Navy Museum. She hails from America but completed her Masters degree and Post graduate teaching qualification in New Zealand. She is currently working on the Education Programmes for the new museum. Among her many interests is that of Diving and after attaining her first degree in Classical

Languages from New York University, she worked as a Dive Master in Key Largo, Florida.

FOOTNOTES

1. New Zealand Herald, 5 February 1931, p. 11.
2. *ibid.*, p. 12.
3. <http://www.rnzcncomms.org>. Accessed 27 February 2009. See also Peter Smith, A History of Naval Radio Stations and Radio Facilities in New Zealand, 2nd ed., Auckland: Privately Published, 2008
4. Geoff Conly, 'The Shock of '31' in Thank God for the Navy: - The Navy's Role in The Hawkes Bay Earthquake Napier, February 1931, New Zealand's Greatest Natural Disaster, Auckland: Brebner Print, 2004, pp. 4-5.
5. *ibid.*, p. 5.
6. Daily Telegraph, Hawke's Bay: Before and After, Napier: Daily Telegraph, 1981, pp. 84-85.
7. S.F. Parslow Oral History, DLA 0026 RNZN Museum, December 1990, p. 15.
8. Matthew Wright, Quake, Auckland: Reed, 2006
9. Thank God for the Navy: - The Navy's Role in The Hawkes Bay Earthquake Napier, February 1931, New Zealand's Greatest Natural Disaster, Auckland: Brebner Print, 2004, p. 22



JEC0008

VERONICA BELL CEREMONY



VERONICA Bell Ceremony, 2008

DURING ART DECO WEEKEND (17-22 February this year), the citizens of Napier took to the streets in true Art Deco fashion to celebrate the flavour of their city. A variety of events took place from day to night, from concerts to lectures, movies to boat races. As in the past, the Navy was in attendance. HMNZS RESOLUTION berthed at Napier for the weekend. The Royal NZ Navy Band performed at the Sound Shell and at brunch where civilians dine with Naval Officers.

Also during the weekend is the Veronica Bell Ceremony, during which the ship's bell from the HMS VERONICA is paraded from Napier Museum to the Veronica Sunbay in the Marine Parade gardens. A military ceremony is performed here in remembrance of those who died in the earthquake of 1931 and in celebration of the courageous relief parties. Each year on the anniversary of the disaster, the people of Napier and the Navy come together in remembrance with this ceremony. The Veronica Bell hangs in the Sunbay for the day, guarded by Sea Scouts until the evening when it is taken to the Cathedral. The Ship's nameplate and it's bell, the Veronica Bell, were donated to the Napier City Council when HMS VERONICA was paid off in the mid 1930s and remains a symbol of the comradeship between Napier and the Navy. The ceremony remembers those who died and celebrates the courage of those in the relief effort. ■

RIGHT: Shell case from HMS Veronica. Presented to the late Captain Wally Ashbridge of the Signal Corps and New Zealand Post and Telegraph Department in 1932 for his personal efforts in providing communications during the Napier Earthquake 1931.

BELOW: A party of Sailors at work with picks and hammers recovered bodies from the Nurses Home. The sleeping quarters were buried by great slabs of concrete, 12 Nurses died.



H.M.S. VERONICA



HMNZS IRIRANGI

During WWII HMNZS IRIRANGI, the Naval Radio Station in the heart of the North Island, was positioned strategically to communicate vital information to Admiralty and the New Zealand fleet. A combined services' operation, the radio station also drew on the expertise of civilians. Dr Tom Seed and Michael Wynd write here of the part played by the Radio Section of the New Zealand Post and Telegraph Department in the Irirangi story and its wartime and immediate post-war history. ►

ABOVE: HMNZS IRIRANGI Branch Badge
the motto for IRIRANGI is: NAVIBUS ET ORBI
(For the ships and to the world).

MAIN PHOTO: Waikouaiti was a bleak and isolated place but this proved to be an ideal landscape for the Irirangi Transmitting station, 1942.



ABOVE: The Post and Telegraph Team at The Combined Services Wireless Station. FROM LEFT TO RIGHT: E. Suckling, M. Parsons, D. Calwell, J. Metcalfe, T. Seed, A. Alderton, B. Fraser, and G. Campbell plus the photographer H. Russell. c1942.

BUILDING A RADIO STATION

Why locate a radio station in Waiouru? The answer lies in the research carried out in the 1930s into radio transmission and reception in New Zealand. It was found that there were two key factors required for an effective radio station to be established:

- the site had to be clear of urban areas likely to cause interference with the signal
- sufficient flat areas to construct the large aerial system were required.¹

In 1941 the Navy's Warrant Officer Biggs was sent by the Navy to Waiouru to conduct assessment trials for the proposed station. With the success of the trial, construction began in June 1942 for what was called the Combined Services Wireless Station. Approximately 200 RNZN (consisting of 80 Wrens and 70 ratings) and 50 RNZAF personnel would be stationed at the site. The Receiver site covered nearly 100 hectares by itself. In order to avoid interference, the transmitter stations were located eleven kilometers north of the receivers at Waiouru.²

On 2 September 1942 WO Biggs was designated as Officer Commanding of the unit. By the end of 1942 at Waiouru proper there were 70 ft (22 m) aerial masts, which had been stepped and rigged by the Lines Division of the Post & Telegraph, and four huts to contain transmitters; two for the Air Force and two for the Navy. The huts were imaginatively christened

AT1, AT2 for the RNZAF and NRI (previously named AR1), NR2 for the Navy.

TOM SEED'S STORY

'The installation of the equipment, fitting and testing to operational standard at NR1 and NR2 were to be entirely the responsibility of the Post & Telegraph Radio Section. The team sent to Waiouru for this purpose was also to be available for any assistance requested by the RNZAF.

The P & T team at Waiouru comprised six of us plus occasional transient supervising engineers from Wellington. Those that stayed the distance were, A. Alderton, D. Calwell, G. Campbell, B. Fraser, H. Russell and myself. The itinerant supervisors were J. Metcalfe, M. Parsons, G. Searle and E. Suckling. (See photograph.)

About a dozen kilometers to the South, at Hihitahi, were two further huts for the receiving station buildings, land for their associated aerials and some accommodation. Initially the RNZAF personnel had lived side-by-side with the RNZN staff but moved back to the camp at Waiouru".

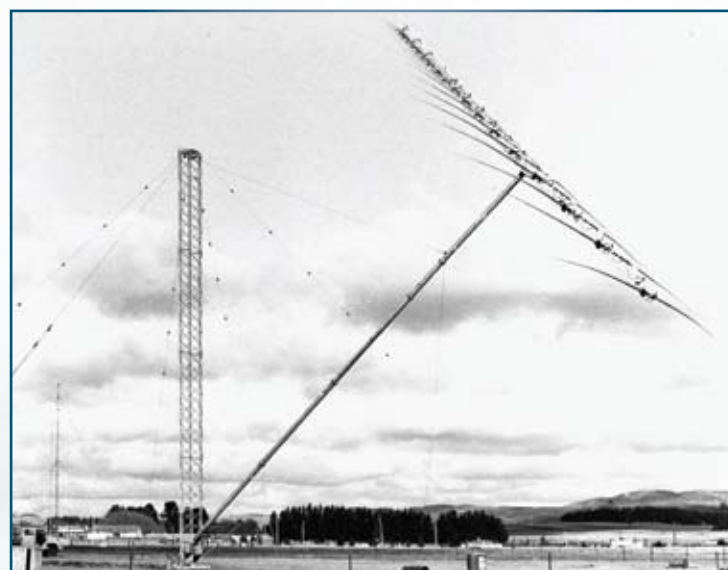
TENT TOWN

"For the P & T staff messing and accommodation was not with the Army but in tents in the Public Works Department's camp, otherwise known as "Tent Town". Living conditions in general may be inferred from the photographs. In retrospect, weekend leave excepted, these were little short of those of prison camp conditions and ultimately had an unfortunate outcome for me, as I contracted tuberculosis which committed me to sanatoria for 4 years. There are several references to inspection visits by senior medical personal from both Services and their adverse reports supported complaints made by Servicemen of their more sanguine lot".

NATIONAL WIRELESS TELEGRAPHY SERVICE

At the beginning of 1943 the RNZAF station was in the charge of Flight Sergeant Tatton whose team worked largely independently, transferring its signal station from Ohakea to Waiouru and consolidated there with the Navy to form the National Wireless Telegraphy centre.

Tom recalls: "The Transmitting station consisted of four sub stations. There were two RNZAF transmitters, and two RNZN transmitters. Part of the equipment installed included an RCA AVT 22B broadcast transmitter. This transmitted Morse code at high speed often going across the world to stations such as the Bombay, India /Trincomalee, Ceylon circuits. (The bearing angle of the great circle between Waiouru and Bombay



ABOVE: Irirangi aerials

differs only slightly from that to Ceylon so a single directional aerial could cover both countries.)

In overall responsibility of Naval aspects of the station was Warrant Officer Biggs, and with some Ratings from Devonport he was busy with the RNZN2 and the RNZN3 transmitters which had been supplied by Devonport Dockyard. The Public Works Dept. employees were the civilians! We had negligible contact with real civilians except for rare visits to Taihape because the operations of the station were kept as a close secret during the Second World War and outside contact was kept to an absolute minimum.

Later there appeared a very low frequency transmitter reputed to be for submarine communication. How this would work from the middle of the North Island is still unclear! It was never put into service during my time.

The receiving centres constituted the operating heart of the station. Associated with them were some rudimentary messing and accommodation facilities. There were continuous but ineffectual attempts to improve accommodation and domestic conditions but Waiouru is a harsh landscape.

These receiving centres were high speed receiving equipment of two Marconi triple (spaced) diversity sets with speeds up to a nominal 400 words per minute. Combining the output from each receiver very effectively stopped the signals from fading. The anti-fade effectiveness of such an arrangement virtually eliminated dropped signals. Clear signals without gaps were obviously important.

Hand sent morse was slow. To effect much higher transmission speeds than this, mechanical means were used. These consisted of the Creed Tape Perforators and Undulators. The basis of these machines was the use of reels of paper tape about 1½ cm wide which was dragged through the working parts of these devices. From the key-board of the Perforator holes were punched in the tape which corresponded to the symbols of the signal to be transmitted. When ready for transmission the punched tape was passed at high speed through a mechanism which, through the holes in the tape, keyed the transmitter to send the corresponding symbol of the signal.

When such a signal was to be received

it was far too fast for a human operator to copy and this function was performed by the Undulator which essentially consisted of a pen writing the received signal onto a similar tape which left a visual image of the Morse signal. The tapes produced were then laboriously translated to typewriter or teleprinter symbols either at Waiouru or sent to Wellington according to priority and availability of operators. On every watch thousands of code groups

**RIGHT: B40 Receiver
BELOW: Laying the foundations,
IRIRANGI 1942**



were received, relayed or transmitted." A system hardly creditable in today's electronic age.

WAR SERVICE

During the war the Combined Services Wireless Station was the RNZN's direct link with the Admiralty in London, naval bases in Canada, Bombay, East Africa, Australia, and the United States. Waiouru also handled the radio traffic for the British Pacific Fleet supporting the Admiralty in London in communicating with its ships. At its wartime peak the RNZN had 150 officers and ratings based at the station. This included over 80 women from the WRNZNS.

HMNZS IRIRANGI

In June 1946, the RNZAF personnel were returned to Ohakea leaving behind their receivers and transmitters. The station was renamed the Naval W/T Station Waiouru. On 30 October 1951 the Naval W/T Station Waiouru was

commissioned as HMNZS Irirangi. The Maori translation is 'spirit voice'. The badge was approved in February 1954. The motto is Navibus et orbi (For the ships and to the world)³. HMNZS Irirangi once again shows the close part civilians and the Navy have played in times of national need. ■

DR TOM SEED AND MICHAEL WYND

Dr Seed was manpowered from the National Broadcasting Service in 1942 to the Army and then next to the Post & Telegraph Radio Section, followed by work at HMNZS Irirangi. In 1944 he was diagnosed with tuberculosis and spent 4 years in hospital recovering. Later in his career he worked as a civilian instructor to the RNZAF Electrical & Wireless School while working towards his BSc in Physics and Mathematics. A MSc and PH.D in physics followed and he eventually became Dean of the Faculty of Science at Canterbury University in 1973, retiring in 1981.

FOOTNOTES

1. Naval W/T Station Waiouru 1942-1992, Privately Published: Auckland, 1992, p. 9.
2. Ibid, p. 9.
3. Ibid, p. 3.

Charter Parade Ohakune c 1985

ACB 0175

CHARTERS & FREEDOM of the CITY



City of Gisborne Charter to HMNZS BLACKPOOL

The Custom of granting freedom of a city is old and evolves from a military, rather than a naval background.

From the time of the middle ages Kings used to divide their kingdoms amongst a few nobles who were responsible for providing armed men. To ensure that no one noble would have sufficient power and armed forces to challenge the throne, the land granted to them were dispersed among several regions. There were frequent disagreements, often leading to armed conflict. Coupled with the ever-present threat of foreign invasion, towns and cities were fortified and armed parties from other areas excluded.

Eventually standing armies developed, with a base in a specific region, loosely conforming to what is now the regimental system. Even so, the regimental base was contained in a single city. It therefore

became a privilege for a regiment to be granted the right to enter another city, fully armed and ready for action.

The elements of the charter refer to the right to march through the street with drums beating, colours unfurled, swords drawn and bayonets fixed. These elements had major significance in the past. The drum was the main method of conveying orders on the battlefield (and at sea); the colours designated the location of the Commander and the weapons were ready for combat. Having an armed party thus ready for action put the local populace at its mercy.

In modern times the granting of the freedom of a city is a means whereby the civic authority can express a close relationship with a regiment. This is reciprocated by, for example, the regiment having officers attend the Mayor on official occasions.

The Navy's link with this old custom is fairly recent, mainly since WW II. Prior to this there were the odd instance of towns and cities adopting ships, but this was more in the nature of providing small luxuries for the ship with which an association had developed. During WW II some effort was made in Britain to develop links between towns and cities with specific ships, despite the difficulties of wartime conditions, to help raise/maintain civilian morale.

References to formal associations between

New Zealand ships and civic authorities found by the Navy Museum all date from the 1960s. The navy also enjoys Charter arrangements with Auckland, Christchurch, Gisborne North Shore City, Napier, Nelson, New Plymouth, Tauranga and Whitianga.

Today, the navy enjoys the freedom of North Shore City based on the original charter issued for Takapuna and Devonport. This Charter is displayed in the Navy Museum. In Napier the navy enjoys this privilege as an acknowledgement of the help given to it by HM Ships VERONICA, DUNEDIN and DIOMEDE.

Perhaps our most important charter is at Waitangi. On February 6 1990 at the 150th centennial for the Treaty of Waitangi, a Charter was presented to the RNZN that conferred on it 'the right and privilege.... of marching at all times through the lands of the *Tai Tokerau, especially the Treaty Grounds*'. It cemented a relationship between the Navy and the *Tai Tokerau* which pre-dated nationhood. ■

MICHAEL WYND



North Shore City Council and Royal New Zealand Navy Charter, 2008.

MC 08-043-04

Mother of the Navy Ma Burrows



ABOVE: Portrait of Ma Burrows wearing her son's medals. c1930.

LEFT: Medal presented to Ma by the ships company HMS VERONICA, January 1931. RIGHT: Sympathy cards from various ships' companies which were attached to flowers sent to Ma Burrows's funeral.

Mrs Emily Burrows was born Emily Creebow in 1866 in Middlesex, England. She married William John Burrows at 21 and had a daughter at 23. Her husband, a year older, was noted as a General labourer in the 1891 Census of the St George East Civil Parish and Emily Burrows is listed as a "Cigar Maker."

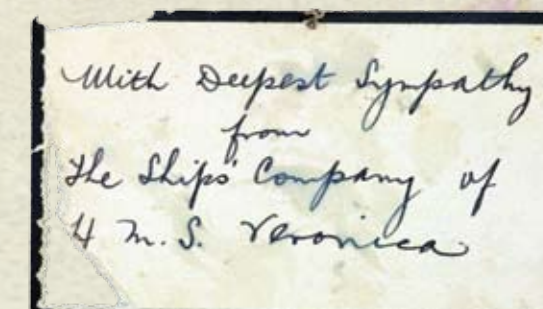
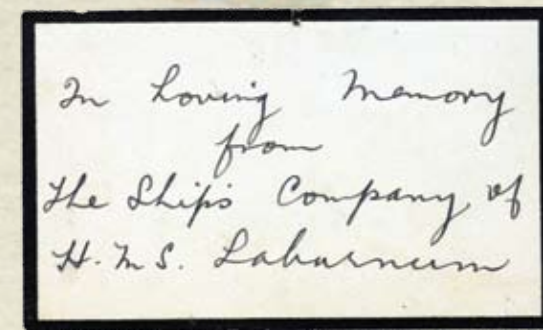
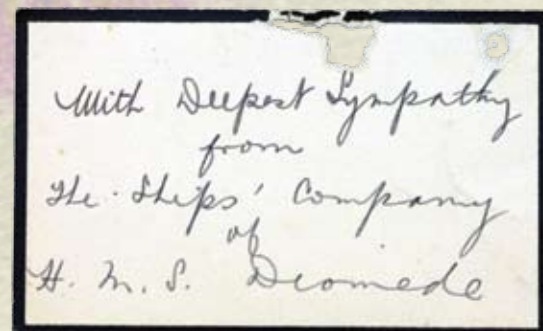
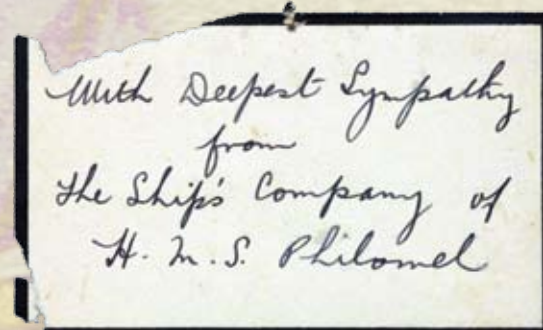
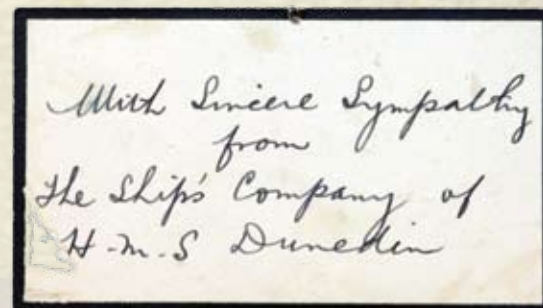
She immigrated to NZ under the Duke of Norfolk's Catholic Colonisation Scheme and based herself in Devonport. Mrs Emily Burrows became affectionately known as the 'Mother of the Navy' from 1914-1933. She was a civilian but her son, William Charles Burrows, Leading Stoker and Petty Officer, fought with the Royal Navy in WW1 and lost his life at 22 years. He was on board HMS IRRESISTIBLE on the 18th March 1915, when the warship was sunk in the Dardanelles.

After the death of her son, Mrs Burrows channelled her grief into the care of the many sailors resident

at the Devonport naval base. Every Sunday 'Ma Burrows', as she became known by the men of the New Zealand division, would visit the base bringing with her flowers, fruit and sweets for her 'family'. Eventually everyone, from the Commodore down to the newest recruit, was acquainted with Ma Burrows. She was loved as a substitute mother by young seamen away from their families. Ma mended their clothes and ran errands for them.

In 1918 a young sailor, Thomas Parr, was arrested and charged with the very serious offence of manslaughter. He was a naval gunner working on a merchant ship. Merchant ships carried cargoes of food to Britain in WW1 and WW2 and as there were German surface raiders in the Pacific and Atlantic these merchant ships were armed in case of attack. (The Seeadler of Count Felix Von Luckner was the most famous of these German raiders.)

The sailor, in uniform, was walking down Queen St in Auckland when



he was set upon by a drunken soldier. The soldier insulted and pushed him. Parr defended himself, the soldier fell and hit his head against the kerb. He later died in hospital and the sailor was charged. Thomas Parr could not afford a lawyer to defend himself so Ma Burrows approached a promising young lawyer and negotiated a reduced fee for Thomas Parr's defence. Later in his career this lawyer, Vincent Meredith, was knighted and became Queen's Council. In addition Ma Burrows and a Mrs Alice Brown both contributed £50 towards Parr's £100 bail. The sailor was tried in Auckland and the jury found him not guilty. This act of kindness was repaid by the sailors in Devonport when Ma was in need.

For some years Ma Burrows had been nurse and housekeeper for an old Scotsman who lived on Queens Parade in Devonport. This man was quite wealthy. A retired farmer, he had come from Scotland when young and

bought a block of bush up North, cleared it, developed it into a farm and sold it well. He had never married and was illiterate. Having promised Ma the cottage in Devonport when he died, he wrote a will to ensure this happened. Unfortunately after his death his will was found to be nonsensical and the estate was to pass to relatives in Scotland who had never heard from him for 50 years.

Mrs Burrows needed to contest the will and claim compensation for her nursing of the old man and for her promised cottage. Unfortunately the lawyer could not proceed without the court filing fee being paid in advance. Mrs Burrows had no money but went to see her navy lads. The very next day she returned to see the lawyer. Her boys had raised enough money to file at least 20 claims. The relatives in Scotland were quite happy to transfer the cottage and a small sum for compensation for services rendered by Mrs Burrows.

An article which The

Auckland Star ran about her the day before her funeral states:

"An example of the regard in which Mrs Burrows was held among the men of the Navy was provided in June 1929, the day before the Imperial ratings on the sloops Veronica and Laburnum left for England. During their term on the New Zealand station the men had received many kindnesses at the hand of "Ma," and they were not prepared to say goodbye without leaving behind some tangible sign of their appreciation. Mrs Burrows was invited onboard the Veronica, and was presented with an eight-day chiming clock, while the men of the other sloop handed her a substantial cheque.

Little 'Ma' held many treasured letters of appreciation, some from high officials and others from the most humble members of the service. It was her delight that she was known at Devonport as the Mother of the Fleet."

By the time of her death in 1933 Ma Burrows had transcended her civilian status and adopted a quasi-



Eight day chiming clock presented to 'Ma' Burrows by the Ship's Company, HMS VERONICA 1929.



William Charles Burrows, Leading Stoker and Petty Officer, fought with the Royal Navy in WW1 and lost his life at 22 years. He was on board HMS IRRESISTIBLE on the 18th March 1915, when the warship was sunk in the Dardanelles. To the right are his medals.



THE AUCKLAND STAR. THE SAILOR HOME FROM THE SEA: RETURN OF THE VERONICA FROM AN ISLANDS CRUISE. A party of sailors photographed yesterday with some seawomen of their ship. With them is Mrs Burrows, better known among Aucklanders as "Mother of the Navy."



military rank. In life she was awarded honorary medals for her service to the men of the New Zealand Division of the Royal Navy; in death she was credited with a full military funeral service, paid for by the sailors, which included the sounding of the last post by Buglar Murray. The service was held at the Catholic Church in Devonport, St Frances de Salles and All Souls. Over 100 people attended the service and the graveside. The Rev. Father O'Neill officiated. Her casket was covered in the Union Jack, the naval pallbearers were joined by a detachment of sailors from the warships and they accompanied the hearse to O'Neill's Point Cemetery in Bayswater. The stokers from HMS Diomedé sent a beautiful floral propeller and the ship's company sent a white flower anchor. Ships absent from the naval base sent wreaths.

Through her kindness, Ma Burrows bridged the military and civilian divide forging lasting relationships evidenced by the longstanding correspondence between herself and 'her boys' and the sympathy cards which arrived in droves upon her death. ■

REFERENCES:
RNZN Museum EZB 0016 Mrs Emily Burrows



ABOVE: Ma was buried at O'Neill's Point cemetery in Bayswater.

Personal Collection - Notice for Thomas Parr.
7 March 1919
RNZN Museum EZB 0016 Mrs Emily Burrows Personal Collection Personal file 'Ma Burrows'
RNZN Museum EZB 0016 Mrs Emily Burrows Personal Collection 'Report of Ma Burrows Death', Auckland Star 1933
Paul Titchener, 'Beginnings', North Shore Times Advertiser, 1980.

FOOTNOTES:
1. RNZN Museum EZB 0016 Mrs Emily Burrows Personal Collection - 1891 Census transcription Form RG 12/0285
2. See Florence Mundie's memoirs of the sinking of the Rangitane by a German Raider in WW2 (This issue pp 18-19).
3. See The White Ensign Summer 2008-2009, pp 20-25.

Alexander David Boyle's Journal kept while onboard HMS POWERFUL, 1906



H.M.S. "Powerful"

at Sydney to Fila New Hebrides

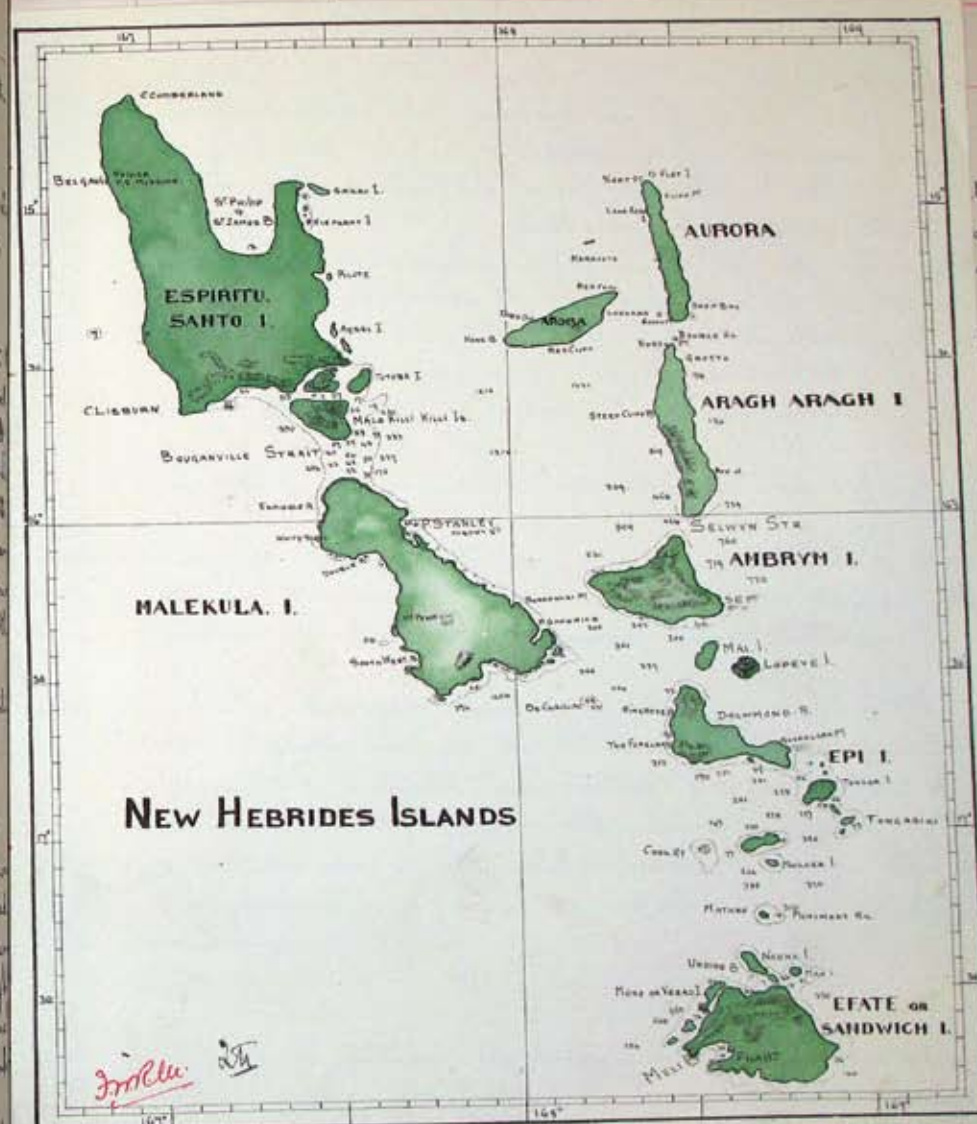
DATE.	REMARKS.
Sunday 10 th June 06.	Put clocks on 20 minutes in middle watch 8.0 Entered the tropics. We all went into half white. The Admiral inspected the ship's company at divisions 12.30 Passed Pine I. on the Port Beam Pine I. is a small island south of New Caledonia. 5.0 Passed Marie I. (Royally Grant) on Port side $\frac{1}{2}$ N 10° W.
Monday June 11 th	By the morning sights we found we had been drifted a bit to Westward. 10.40 sighted land to the Northward. 1.0 Entered Meli Bay stopped and waited for Prometheus boat to come and inform us if soundings were all right 1.30 Proceeded into the Harbour. The Prometheus asked permission to salute the flag & enter the natives, which was affirmed. All the natives very interested in our arrival, a lot coming off in boats to look at us. The French & English commissioners visited the ship and were saluted with 4 guns. Sir C returned calls. Several officers went ashore and came off saying there was nothing to do. It was the wrong time of year for shooting. The ladies of Fila came onboard after dinner to a dance. 10.0 French gunboat 'Vancluse' arrived and anchored. 1.45 Admiral hoisted his flag in the 'Prometheus' and for to Sandwich Harbour returning at 5.24. and rehoisted his flag onboard. During the afternoon a lot of natives came onboard to see round the ship, they all seemed very fresh at coming over the side especially the females. They brought an orange, which they deposited for the ship's cook on the quarter deck. The French & English commissioners dined onboard with admiral also the captain of the 'Vancluse'.
Tuesday June 12 th	

Sunday July 26th

We expected to go to sea early on Monday but both parties with heavy guns and powder straight to Plymouth & left and put off. Left for the evening a signal came that all ships would remain at Portland until further order. I myself was very tired at about 11.15

H.M.S. Powerful

at Fila, Fila & Suva & at Suva



New Hebrides Islands

At 10.0 AM the mid left the ship at 10.0 AM in the ferry boat for a picnic. We went up the River Kumukumu till we came to a banana plantation where we landed and had lunch.

MIDSHIPMEN'S JOURNALS: *Precious papers from a Bygone Age*

The Museum is fortunate in having within our collection a number of Midshipmen's Journals. These journals were part of the training that was required to turn eager young men into qualified Naval Officers. The museum's Journals are kept under temperature controlled conditions and are only available for viewing by appointment. In future these will be digitised and put on the Navy Museum's website for public viewing. They are a fascinating insight into life onboard ship before the instant forms of communication, both aural and visual, that our sailors enjoy today. They also show us how Midshipmen were trained in the Royal Navy in the early part of the twentieth century and as such are an interesting primary resource on naval training.



Lieutenant A.D. Boyle



Silver cigarette case inscribed with names of all the ships Captain Boyle served in from 1903 until 1921.

The rationale for the keeping of Midshipmen's Journals was explained in the King's Regulations and Admiralty Instructions 1913:

The log book or journal should contain track charts, as well as plans and sketches of harbours, and all other information likely to be useful in the future in navigating or to His Majesty's Service.

He [the midshipman] is to produce the log book or journal whenever required.

A journal (form S. 519) is to be kept by each midshipman during the whole time of his service as such, and has to be produced at the examination for the rank of Lieutenant...

CHANGES IN COMMUNICATION

In the examples we hold at the Navy Museum, the men had to produce their journals once a week and then have them signed by a senior officer. In Alexander Boyle's exquisite journals every 7 days his written entries were signed by two signatures in red - presumably by his Commanding Officer and the First Lieutenant. Any maps or charts drawn also were inspected and signed.

Today, however the tradition has ceased with the last known journals being produced as part of the Midshipmen's curricula in and around the early 1990's. One reason for the

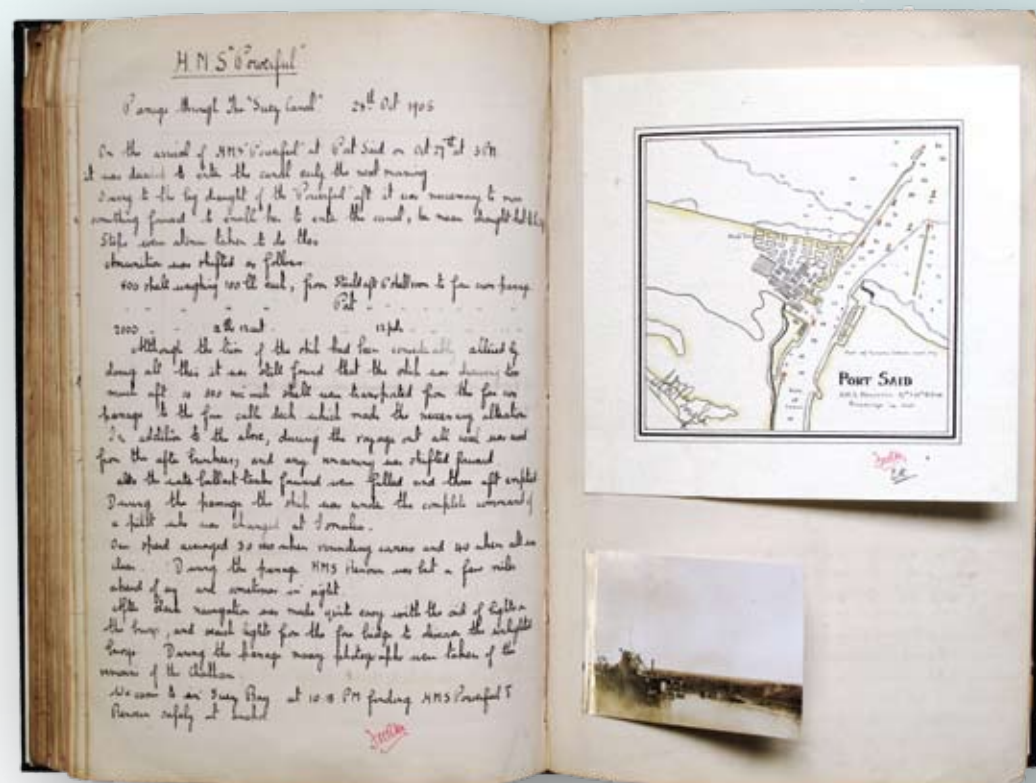
phasing out was given by Commander Andy Grant, the Commander of the Leadership Development Group (LDG), "as computing and word-processing started to revolutionise the way we did work. It was also thought that getting JO's (Junior Officers) to draft actual correspondence was more worthwhile." (Email correspondence 3/3/2009). This may be true but the Journals produced by Midshipmen of old would have become family heirlooms and a wonderful visual and written record of the Midshipmen's naval career.

This highlights an issue museums have for future research, the ease in which we can delete digital information which is our future history. We have tangible evidence of past sailors' communications in our museum's archives. We enjoy the midshipmen's journals as a social

history and an insight into a personal experience and as a primary resource for researchers but we know in the future such material will be harder to source.

WORKS OF ART

Boyle has shown much skill in his line drawings by varying the thickness of lines drawn in using a fountain pen. The drawings are detailed by inclusion of names, depths of water, details to land mass. He also had a fine use of calligraphy. Drawings were attached near to the spine. His drawings were drawn on Archival water colour paper with a thickness of 300 gsm. Boyle's strength is in diagram drawing in addition to charting entrances and mapping voyages. Other Midshipmen's Journals in the Navy Museum's Collection exhibit the author's fine abilities in watercolour painting.



A PROLIFIC DIARY KEEPER

His journal has been rebound by the Navy Museum for preservation. In addition to the journal there is a log book and a diary. Boyle was a prolific diary keeper and some of his entries include fascinating commentary on key historic events:

Among sheets of diary events on HMS NEW ZEALAND letterhead paper that he kept there are these entries:

Monday 7.30 "Got news that war would be declared at midnight." "Spent all night at the guns."

3.0 "heard by wireless war was declared on Germany. This first remark made by many, "We have got a medal anyhow."

"Spent next day scanning North part of North Sea for hostile ships, saw nothing."

Diary first entry "arrived at Scapa 7.0 pm and started coaling 500 tons. During coaling manned all guns as defence reported suspicious vessel had entered harbour. Saw something but nothing happened so far off the gun. Nobody gets to bed at all."

One of his diaries spans roughly a year from 26 July 1914 and contains interesting comments on the main aspects of war in the North Sea and specific accounts of the Battles of

Heligoland Bight (24 August 1914) and Dogger Bank (24 January 1915). He gives us key diagrams on where and when ships were sunk or scuttled and how ship's systems worked.

TRAINING IN CARTOGRAPHY

These fine drawings of harbours and ports also illustrate another function of these journals, that of training in surveying and cartography. In the days before aerial photography and satellite pictures these sailors had to be cognisant of the topography of different ports. Boyle's Journals have detailed drawings of the big ports such as Malta and Port Said.

This photographic centre spread on the previous page speaks for itself. ■

NIKKI PAYNE AND MICHAEL WYND.

REFERENCES:

RNZN Museum A D Boyle Personal Collection
EZB 0006 - A.D. Boyle's personal Midshipman's Journals of service aboard H.M.S POWERFUL, DIADEM and HIBERNIA, 1905 - 1907.
RNZN Museum A D Boyle Personal Collection
EZB 0006 - King's Regulations and Admiralty Instructions 1913. Article 291 - Journal printed for the purpose of training: period May 15th 1906 to November 15th 1907.
Log book (Kings Regulations, article 291) HMS ILLUSTRIOUS and POWERFUL - September 15th 1904 to May 14th 1906.



CAPTAIN ALEXANDER
DAVID BOYLE R.N.
1887-1965

CAPTAIN A.D. BOYLE was born at Otaio in 1887 and was educated at Christ's College and Wanganui Collegiate School. He joined the Navy as a Midshipman and served in the Channel Fleet, and HMS POWERFUL, flagship of the Australian Squadron. Later he was a Sub Lieutenant in HMS TRIUMPH with the Home Fleet before his appointment to HM Royal Yacht Victoria & Albert where he was promoted to Lieutenant.

In 1913 he was serving in HMS NEW ZEALAND when the ship visited this country to show the nation the warship they had gifted to Britain. He saw action at Heligoland Bight and the Battle of Jutland in 1916. During the Battle he was the Officer in Charge of X turret which was hit during the action. He was also present at the Naval Action of Dogger Bank for which he was awarded the Croix de Guerre. He is the only known New Zealander to have been present at all three major naval battles of WWI.

Commander Boyle was appointed the first Commanding Officer of the Canterbury Division of the RNZNVR in 1928, serving until 1934. He returned to the active list in 1939 and was posted to Navy Office Wellington, as Staff Officer for Technical and Material duties. From 1941 to 1943 he was Naval Officer in charge of Lyttelton. He was later promoted to Captain and appointed Naval Officer in Charge of Wellington where he remained until 1945. ■

CLIFF HEYWOOD

Miss Florence MUNDIE

This year marks the 70th anniversary of the start of the second World War. War is not just the domain of the armed services, it impacts on all civilians' lives. One of these civilians was a Nurse Miss Florence Mundie. Her fascinating journal were given to her niece, Mrs D.M. Mexom, who later donated them to the Navy Museum.

Miss Mundie was born in Scotland in 1896. In 1940 she was in the United Kingdom working as a Red Cross nurse.

"When war was declared in 1939, I was nursing in London. During that year I applied to the British Red Cross and was accepted as a member. In 1940 I was asked to call at headquarters for an interview with the Matron-in-Chief. She said, 'How would you like to go for a sea voyage on the hospital of a ship which will take evacuated children overseas to Canada or U.S.A.?' Later, they asked me to go to Australia instead. I was quite pleased about going although I knew the sea was a dangerous place to be on then.

"We sailed off with our precious cargo of 500 children on a Polish ship the 'Batory' on August 4th 1940 from Liverpool."

"There was an epidemic of measles which started soon after we sailed out of Liverpool, also chickenpox and finally impetigo. We were all glad when we arrived in Australia after the two and a half months voyage, with all our precious cargo intact and well."

She took passage in the SS RANGITANE from New Zealand to the United Kingdom. Instead of returning to England straight away the RANGITANE stayed in Australia for several weeks and then went on to New Zealand for two and a half weeks. In those days, with non-containerised cargoes, merchant ships would spend several week and visit several ports as they loaded cargo for the UK. Miss Mundie enjoyed her time in New Zealand and visited Wellington, Napier, Rotorua and Auckland. She remembers:

"On my last evening at Rotorua I took a walk from the hotel to the village of

Ohinemutu. The native children were there again and prepared to sing to me... and then altogether they accompanied me out of the village singing the Maori farewell song. In their little voices all blending together they sang sweetly. Next morning three of us left together and went by train to Auckland (the two others Miss Scott and Miss Beeston went down with the RANGITANE)."

"In the early afternoon we sailed away from Auckland. The weather was sunny but cold. Next day, Monday was a fine day. I had a very nice, comfortable cabin with an outside porthole and all to myself. After dinner I went on deck, I tramped round the deck thirteen times which was

4100 tons of fuel and had six 5.9 inch guns, one three-inch gun, six light anti-aircraft guns and 6 torpedo tubes. On board was an Arado seaplane. KOMET was slightly faster, had about the same number of guns but carried a high-speed motor boat as well as the sea plane. They were formidable, attacking speedily and brutally.² In the short action which sunk the RANGITANE, Miss Mundie was badly wounded in the jaw as a result of the explosion of a German shell.

EARLY MORNING ATTACK

"Tuesday at 3.45 am I was awakened by a loud boom! I thought Oh! There must be submarines about, we are dropping depth charges. I got out of bed immediately and crossed to the cabin opposite and awakened the lady there. I said, 'Miss Scott, I have just heard a loud boom. I'm going to dress and go on deck.' I went into my cabin, hastily looked around to see what I would take, and decided to dress immediately. First I quickly put a warm, woolly jumper over my

nightdress and crossed to my wardrobe to get a skirt on. I don't remember ever putting that skirt on, for there was a tremendous explosion which seemed to rend the ship in two, and within the next minute or so another frightful shell burst right beside me. Miss Scott's heavy cabin door gave a terrible slam and I believe she was killed outright".

"I shouted, 'Help' but nobody came, it was rather difficult to shout loudly with the flap of my chin hanging down. A few minutes later one of our men had come up the long passage and stood at the side of

I do not know the German language but knew what they were talking about. They said something in a sad tone and for the first time I spoke from my bed and said exactly the same thing but in English, "So this is war."

one mile, then it was so dark that walking was not a pleasure and I groped about for a door to get inside. I went to my cabin, had a good salt water bath and to bed."

At 430am on 27 November the ship encountered the German Raiders KMS ORION and KMS KOMET, with their supply ship KULMERLAND about 300 nautical miles east of East Cape, resulting in RANGITANE being sunk. ORION, a single screw cargo steamer,¹ was the first German raider to operate in the Pacific Ocean. This ship had a maximum speed of 14 knots, could carry



ABOVE: 'Rangitane survivors'. Painting by Miss Mundie, which was painted during her retirement in England.

the flames, he took me down the passage to a cabin where the Chief Engineer was. They got a little white boiler suit which I put on, it was just my fit, then they covered me up with blankets".

PRISONER ON 'MANYO MARU'

"We got into Number 11 lifeboat, which was full. We were not long in the sea before it was noticed that the boat was full of shrapnel holes. The men began baling with big cans, it was a hopeless job. They worked and worked, then the order was given for so many to swim. The boat gradually emptied of men and filled with water. My seat was up beside the ballast tanks. I put my legs out of the water, but got so tired I had to put them down again. Then I threw the blanket off and wanted to swim, but strong arms behind me held me tight."

"Before we left the Rangitane deck it was daylight. I looked across with my half-closed, burnt eyes and noticed two dark ships. I said to the men, 'What

are these ships? Are they British?' Our men did not answer me. They thought I would not go aboard if they told me they were German. They happened to be two of the three German Raiders which had attacked us in the dark. Eventually, as our boat was sinking a German lifeboat came alongside and I tumbled into it."

"The German lifeboat took us alongside the Raider. There was a long gangway down for us to walk up. Before going aboard I made an effort to find out the name, and saw a Japanese flag painted on the side and read the name 'Manyo Maru' which I never forgot. After walking up the gangway the Germans took me right into the hospital which was on the same deck. Manyo Maru was a Japanese sounding name used to disguise the German Raider's real purpose.

"The hospital had fourteen beds, all new and the operating theatre was quite good too. They had also an X Ray apparatus. From the operating table one could see a small coloured portrait of

Adolph Hitler."

"That first afternoon in the twilight there was a commotion outside on deck and I realized there were two men in my cabin, by my window, looking out and talking together. I do not know the German language but knew what they were talking about. They said something in a sad tone and for the first time I spoke from my bed and said exactly the same thing but in English, 'So this is war.'"

"We were now far away from the scene of the disaster. Our wireless operator's message had got through to New Zealand and the Germans did not want any trace of the Rangitane left, so the Germans put a torpedo into that big, strong, solid ship which no end of shells would sink and down she went."

"For thirty hours we went on full speed ahead then they stopped and all women except myself were transferred from both German Raiders to the German supply ship, the deceptively named Tokio Maru."



ABOVE: Survivors of the Rangitane onboard the launch to Karieng, New Guinea 1940.

ON BOARD THE "TOKIO MARU"

"One day the young doctor said, "Miss Mundie, you are having a very unusual experience. You are the only single woman on a German Raider." Even then I thought he meant that I was the only unmarried one. However, it gradually came to me that I was the only woman there. It did not worry me in the least. My greatest worry was my injured disgusting face and body which I wanted to be healed and clean again."

"The next day there was a great deal of action on deck, feet were scurrying about and there was much talk. There was an atmosphere of excitement afloat. Suddenly a big gun on the deck outside boomed then another. It was horrible. The noise was terrifying and it was impossible to tell whether the Germans were shelling our ships or if ours were shelling the Germans."

"I was thinking about our men down below and wondered how they felt at that time, there was a large number of them I knew, but I did not know at that time that Captain Upton of the Rangitane was also aboard".

"When the German raiders took a ship, they went aboard each ship before she sank and gathered all the supplies they could. The raiders were cleverly disguised as Japanese ships. The Captain of the Komata who was a

prisoner on the Manyo Maru stated later, "If either of the Raiders I saw could sail into Sydney harbour tomorrow, you would not know them from ordinary merchants ships." The Manyo Maru as the smaller Raider was called, looked like an innocent cargo boat with limited passenger accommodation about 4000 tons and a typical ship you would expect to see sail into Sydney harbour any day of the week. To the layman she would appear very much like a coastal ship with Japanese markings. She was painted black like most Japanese boats and had large Japanese flags painted on her sides, she had the name Manyo Maru painted both in English and Japanese characters. All the armament was concealed by simple appliances until they were ready for action. When needed for action, panels in the deck dropped and the guns were swung out. She carried false superstructure to alter her appearance when necessary. In very quick time she could add to her deck-houses, fill in the well decks and alter herself from a well-deck ship to a flush-deck ship. All members of the crew carried small arms. She also had an airplane hidden away. Within a few days I had listened to them shell five ships, the Germans were very elated about it, they seemed to think that they would go on sinking ships at the same rate."

"They had got the Triona, Vinni, Komata, Triasta and Triadic. Later on I learned that there were men prisoners on the Manyo Maru since August 1940 from the Notou, Ringwood and Turakina. So altogether they had men from ten ships aboard including the raid on Nauru Island."

Miss Mundie was treated very well by her captors and given the state of her injuries it is remarkable and thanks to the medical attention she received that she survived. She gradually gained strength and even began to acquire a few belongings. "I now had a tiny bundle which consisted of my Japanese kimono, my little dirty rag of sheeting, a small box of ointment for my face and a toothbrush which I could not use." (Because of her damaged jaw.) "Most of my scalp had been covered in a hard shell which turned out to be congealed blood. However that did not affect my mentality. My brain was very alert."

RELEASED ON EMIRAU

After a month as prisoners on board the raiders the majority of the crew and passengers were landed on Emirau Island in the Bismark Archipelago.

"They showed me over to the gangway

OPPOSITE: Newspaper clippings from Miss F. Mundie's Personal Collection



Miss F. Mundie (left), a British Red Cross nurse, whose chin was injured during a raider's attack on the Rangitane, arriving in Sydney yesterday. With her is Mrs. C. J. Pope, president of the Naval War Auxiliary.

but when I stood at the top and looked down, it seemed a very long way to the bottom. One of the Germans sailors came to the rescue, he walked in front facing me, so down we went. There was a little boat at the bottom full of a variety of people. The four women were there."

"Captain Upton, DSC was there too. On the Rangitane he had been a very well groomed man. Good looking man with fresh

complexion and blue eyes. Now he was careworn, pale, haggard and sad looking. I'm sure it was partly due to Captain Upton's wonderful personality that we ever got away from those Raiders."

Mr and Mrs Cooke managed the copra plantation on Emirau Island and they went out of their way to look after the 500 civilians suddenly on their doorstep. "A day or two after our arrival some of our officers left the island very secretly in a small launch for Karieng, a little town on the island of New Guinea about 70 miles from Emirau. The Germans did not know there was a launch there at the time they dumped us on the island."

There they remained until 29 December. Eventually Miss Mundie left via the launch on a 10 hour trip to Karieng.

Then they were taken on board SS NELLORE and travelled from there to Australia. Miss Mundie arrived in New Zealand once again and then finally made it home to England.

HOME AGAIN

"We arrived safely in England Christmas time 1941. My adventure was

mild in comparison with the hardships some of our men have suffered during this war at sea. Nobody on land has any idea what the sea is like for the poor men who spend weeks on rafts or open boats in the cold of winter or in the heat and glare of a tropical sun. Back in England I have had that excellent plastic surgeon Mr. Kilner, he has made a marvellous improvement on my face. I am sure if any of those Germans saw me now they would not believe I was the same woman who had been in such a horrible state aboard their Raider".

Miss Mundie returned to Scotland and after her retirement took up painting, portraying many of the scenes from her experiences in the RANGITANE incident. In addition to her memoirs, the Navy Museum is very fortunate to hold some of these paintings in its Pictorial Collection. She died in 1987. ■

TERRY MANSON

FOOTNOTES

1. Single screw: One propeller (a "screw") attached to a single shaft.
2. During this time period ORION and KOMET captured or sunk 17 ships over 20 months. Four of these ships were sunk in New Zealand waters. To avoid the German raiders merchant ships took evasive routes and travelled with military escorts.

BELOW: Transferring to the SS NELLORE 1940



This is how the raiders' victims lived on the island of Emirau, where they were abandoned by their captors. This photograph, taken by a member of the crew of the Rangitane, shows some of his colleagues.



NEW ZEALAND'S CAPTURE OF GERMAN SAMOA, AUGUST 1914:

An exercise in international naval co-operation.

Within days of the outbreak of the Great War in August 1914, Britain requested of New Zealand “a great and urgent imperial service,”¹ the seizure of the new German radio transmitter recently installed in the hills above Apia in Western Samoa. New Zealand was quick to oblige and within ten days had despatched an Expeditionary Force of some 1400 troops on ships requisitioned from the Union Steam Ship Company, MONOWAI and MOERAKI escorted by the cruisers, HMS PHILOMEL, HMS PYRAMUS and HMS PSYCHE, to capture the German-owned islands.

GERMAN GLOBAL RADIO TRANSMISSION NETWORK

Immediately on the outbreak of the war Britain moved swiftly to compromise the new global radio transmission network set up by the German company, AEG Telefunken, for the German General Staff in the event of war, resulting in the destruction of their submarine cables. The network was capable of long-range Morse code traffic to Berlin and had been installed in German outposts across the world including the USA. Transmitters had been installed across the Pacific and were vital to the powerful German East Asiatic Squadron under Vice Admiral Maximilian von Spee. Australia had been asked to do a similar job in New Guinea and Nauru while Japan had already seized the Islands of Yap and Marshall Islands.

ANNEXATION OF SAMOA.

As early as the 1850s Governor Grey had suggested that the British annexation of Fiji and Samoa would improve New Zealand's defence situation, if only by denying the islands as potential bases for foreign powers seeking to expand into the South Pacific. Nevertheless despite their annexation of Fiji in 1874, Britain was unwilling to continue further expansion in the region even when Germany annexed New Guinea and exhibited overt designs upon Samoa in 1884. Prime Minister Seddon was prepared to take military action when foreign intervention in Samoa created chaos in the islands in 1899 but was unable to secure British agreement. New Zealand's frustration peaked later in the year when Britain relinquished the

rights it had acquired in Samoa at the Berlin Conference in 1889 in return for concessions elsewhere in the Pacific and in Africa. This enabled the German annexation of Western Samoa and the American acquisition of Tutuila and the harbour of Pago Pago creating American Samoa. New Zealand's haste to action the British request in August 1914 is not difficult to appreciate.

GERMAN DEFENCES IN SAMOA

When the New Zealand Government sought details of German defences in Samoa, the British referred them to Whitaker's Almanac. The story is probably apocryphal as no record of the communication can be found in New Zealand's archives, but it indicates the limited extent of the knowledge gathered on the islands' defences. The

Australian Naval Board advised that as far as they were aware none of the German territories had permanent defences although there was a possibility of harbour mines. They did suggest that a possible German-officered constabulary of about eighty men and a gunboat augmented by reservists from merchant ships or men from German warships should not be discounted. Unbeknown to the Allies, the German Governor had already been told by Berlin that if war broke out, he should turn off the harbour entrance lights and negotiate with whoever turned up!

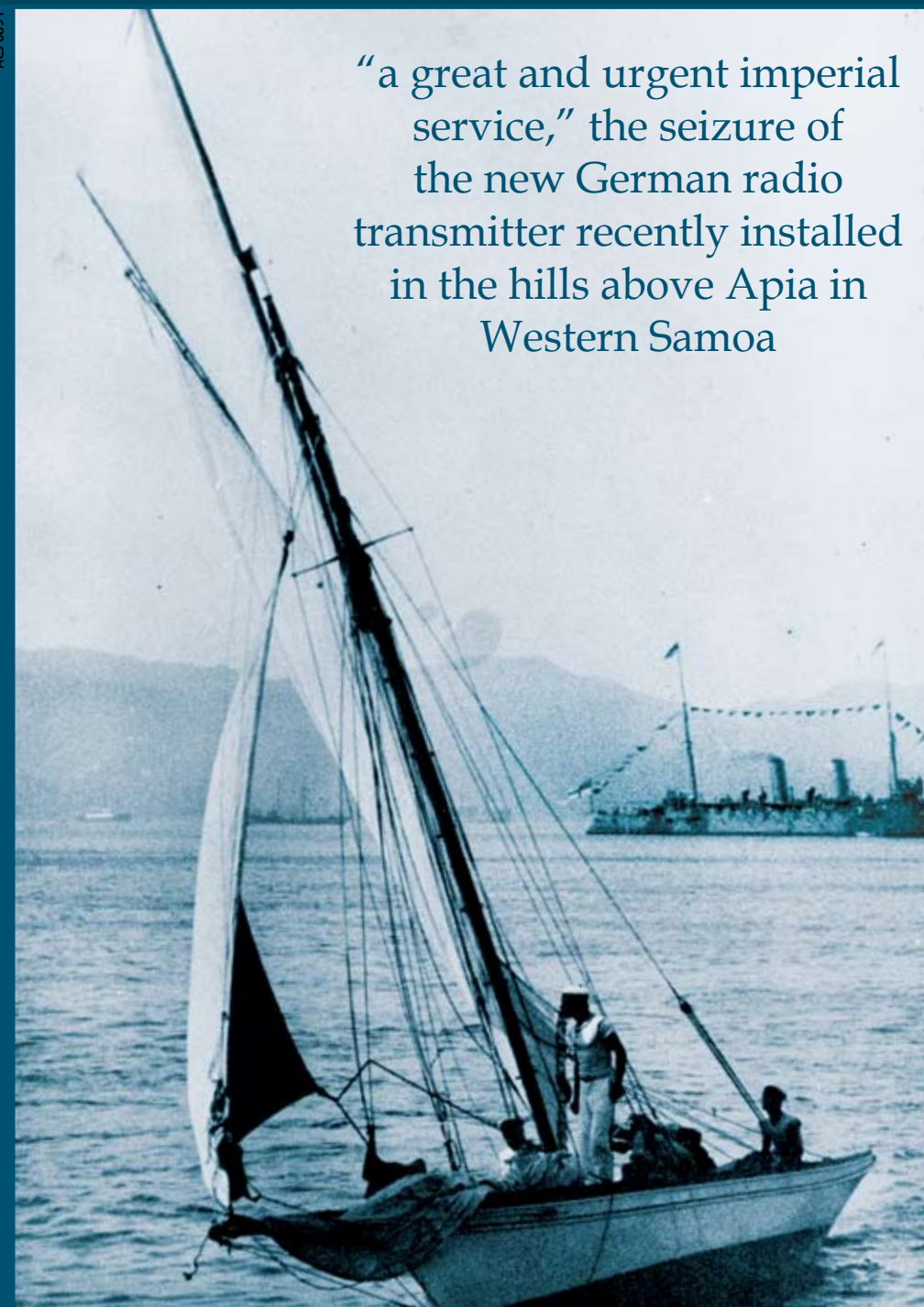
NEW ZEALAND EXPEDITIONARY FORCE LEAVES FOR SAMOA

Compulsory Military Training enabled the formation of the New Zealand Expeditionary



RIGHT: Battle flag fragment flown from HMS NEW ZEALAND at Battle of Heligoland August 1914, Dogger Bank January 1913, Jutland May 1918 and the surrender of the German Fleet November 1918.

GEK 0003



ABOVE: HMS Pyramus in Wellington harbour, 1914.

Force within days. Units from the 5th Wellington and 3rd Auckland Regiments made up the 1363 strong force which included a field artillery battery, engineers, machine gunners, doctors, nurses and two dentists. It was commanded by Colonel Robert Logan and the Force heavyweight Lieutenant Colonel Harry Fulton. They sailed across Wellington Harbour on 11 August and anchored. They had a problem.

LACK OF A NAVAL ESCORT

The problem for the Expeditionary Force as it was about to put to sea was the lack of an effective naval escort to

“a great and urgent imperial service,” the seizure of the new German radio transmitter recently installed in the hills above Apia in Western Samoa

Western Samoa because of the unknown location of the German Vice-Admiral von Spee's East Asiatic Squadron. Was von Spee's formidable Squadron lurking in the South Pacific to the north of New Zealand? Captain Hall-Thompson in HMS PHILOMEL was well aware that the Force's escort ships would not survive in a battle with von Spee's squadron which included the armoured cruisers SCHARNHORST and GNEISENAU. James Belich contends that this inability to provide effective escort defence was the result of New Zealand's failure to establish a more substantial naval force in the years before 1914,² a view

debated by New Zealand's historian, Ian McGibbon.³

NEW ZEALAND'S NAVAL FORCE

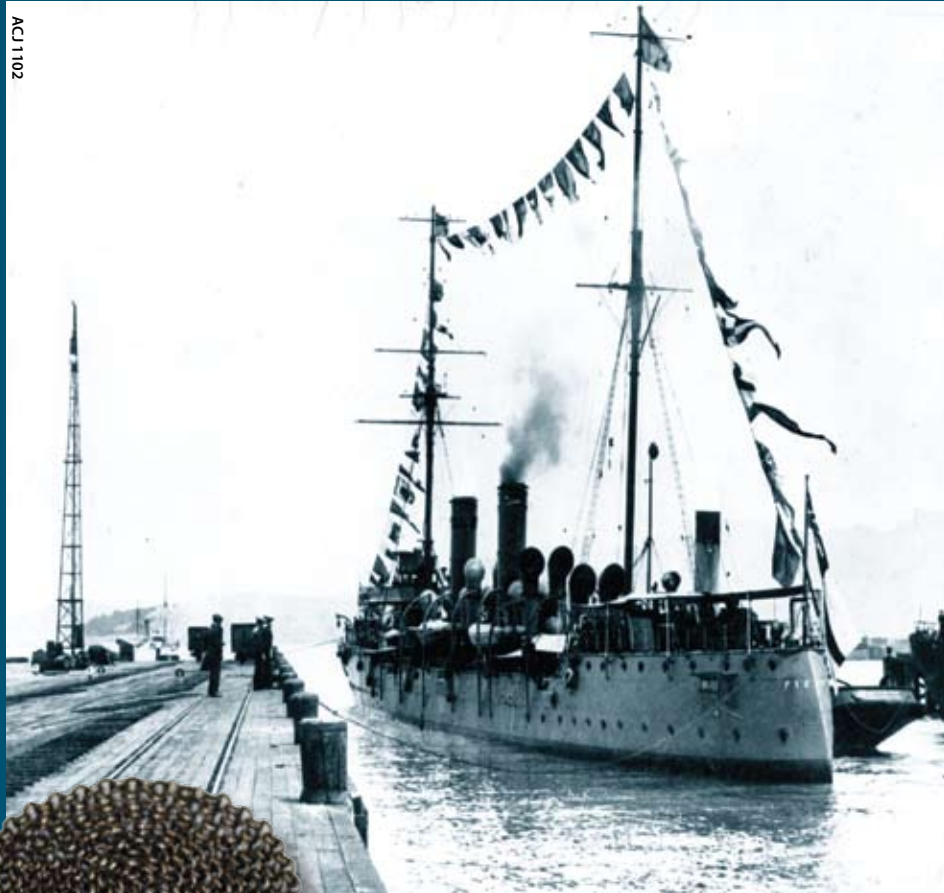
Belich says that the absence of a more substantial naval force than existed in 1914 was curious considering that the country has a very high interaction with the sea and was more economically dependent on sea lanes than any other country in the world. He believes that New Zealand could have afforded a modest Navy prior to 1914 considering the £1.7 million spent on HMS NEW ZEALAND and the £82 million later spent on its army. Although the lack of sailors may have been a problem at the outset, there were 500 New Zealanders serving in the Australian Navy and conscription was always a possibility. A Navy would have stimulated industry more than an army, would have ensured more say in strategy and left a more useful legacy after the war.

HMS NEW ZEALAND

Instead New Zealand opted to strengthen the Royal Navy in Britain, thus the expensive gift of HMS NEW ZEALAND in 1909. First Sea Lord Admiral 'Jacky' Fisher did propose the formation of a Pacific Fleet and suggested that HMS NEW ZEALAND become the flagship of the China Station which would also satisfy Australia's inclination to set up their own local navy within the wider Imperial structure. Winston Churchill, First Lord of the Admiralty, considered the plan strategically unsound and it quickly faded into oblivion. When HMS NEW ZEALAND was commissioned in 1912, the Admiralty indicated that it wished to retain her in European waters and there she stayed for the duration of the Great War. Without doubt, the presence of HMS New Zealand in the South Pacific would certainly have dissuaded any attempt by von Spee to attack the convoy to Samoa.

NAVAL AGREEMENT EXTENDED

McGibbon takes issue with Belich arguing that he fails to appreciate New Zealand's naval effort in the wider context of Imperial defence and that New Zealand had indeed taken considerable steps to deal with potential threats to its interests in the years before 1914. The colony had taken the role of the Royal Navy for granted throughout most of the nineteenth century but in 1887 agreed to pay a subsidy to the Royal Navy to ensure that additional forces on the Australia Station would make regular visits to New



LEFT: HMS PYRAMUS going alongside at Lyttleton
BELOW LEFT: Bosuns Call and Chain belonging to Leading Seaman Turvey who served on HMS Philomel, 1918

Samoa for the British Empire. The radio station had been smashed by the Germans with some suggestion that its engine had also been rigged to explode when it was turned on.

The expedition achieved its aim. The Australian Squadron returned home soon after with the troopship MOERAKI carrying the German staff who were to be incarcerated in New Zealand. Leaving an occupation force in Apia, MONOWAI left for Fiji. It was not all over.

Von Spee knew of the New Zealand landing in Samoa from traffic signals picked up on the German radio station in Nauru and decided to launch an attack on any warships still in Apia. The GNEISENAU and SCHARNHORST sailed into an empty Apia Harbour on 13 September. Rather than bombard the town, they decided instead to chase down and destroy the Australian Squadron before returning to capture the islands at their leisure. Von Spee sailed north-west out of Apia before changing course for Tahiti where he bombarded Papeete before setting sail for the Atlantic around Cape Horn. His Squadron destroyed two Royal Navy cruisers in the Battle of Coronel off the coast of Chile before being destroyed by the Royal Navy in the Battle of the Falklands on the 8th December 1914. The Expedition's occupation force in Samoa was relieved in April 1915 and returned home before being deployed at Gallipoli, where many were killed including Colonel Logan's only son. ■

RUSS GLACKIN

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Belich, James, Paradise Reforged: The History of New Zealanders, Penguin Press, 2001.
Field, Michael, Black Saturday, New Zealand's Tragic Blunders in Samoa, Auckland: Reed, 2006.
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FOOTNOTES:

1. SS Cols to Gov NZ, 6 Aug. 1914, G5/59 from Ian McGibbon, The Path to Gallipoli, Wellington, GP Books, p248.
2. James Belich, Paradise Reforged: The History of New Zealanders, Auckland: Penguin, 2001, pp. 110-111.
3. Ian McGibbon, 'New Zealand Naval Defence in the First World War', A Paper delivered at the Naval History Conference, HMNZS Philomel, Auckland 6-7 April 2002, pp. 101-113.

was unable to provide an effective naval escort for the Expeditionary Force to capture Samoa in August 1914.

MULTI NAVAL EXPEDITION

The Expedition's senior naval officer, Captain Herbert Marshall on HMS PSYCHE, wanted its departure delayed until the location of von Spee's Asiatic Squadron was verified or until the Australian Squadron was ready to help. After sitting at anchor in the harbour for three days, the Expeditionary Force finally departed on Saturday 15 August in the belief that the Australian Naval Squadron with its dreadnought HMAS AUSTRALIA and the cruisers HMAS MELBOURNE and HMAS SYDNEY would meet them east of Gisborne. The Australian Rear Admiral Sir George Patey was unhappy at the New Zealand decision to go it alone and raced south to meet the New Zealand convoy which was promptly re-directed to Noumea in French New Caledonia. The French cruiser MONTCALM then joined the fleet which arrived in Fiji three days later and then sailed to Western Samoa on 29 August.

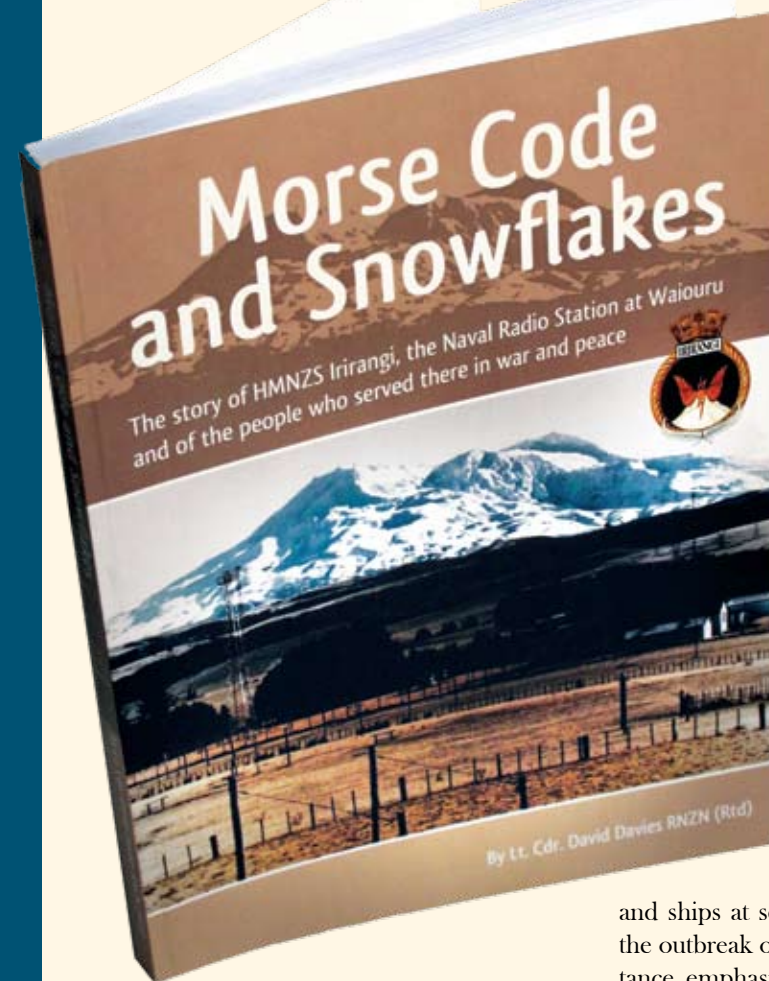
WESTERN SAMOA CAPTURED

The Expedition's landing in Apia Harbour was unopposed, the small German population quickly capitulated and the New Zealand flag was run up claiming Western

Zealand.

Harbours were fortified to ensure safe havens when they did so.

The Naval Agreement was then extended in 1908 to ensure that at least two ships of the Royal Navy were stationed in New Zealand thus avoiding the expense of trying to run a navy of its own. Nonetheless, James Allen, Minister of Defence in 1912, wanted to make a start in building a New Zealand naval force that would co-operate with Australia and was only dissuaded from doing so by the loan of an old cruiser, HMS PHILOMEL, as a training ship and it joined the cruisers HMS PYRAMUS and HMS PSYCHE in New Zealand in 1914. Whilst conceding that the presence of HMS NEW ZEALAND in the South Pacific would have provided an effective escort defence for New Zealand's Expeditionary Forces, McGibbon considers that it would have been an expensive exercise which New Zealand couldn't afford. He concludes that New Zealand's naval policy had managed to meet most of the Dominion's demands but



Morse Code and Snowflakes

Lt. Cdr. David Davies RNZN (Rtd)

Many have travelled across the Desert Road that stretches across the Central Plateau in the North Island and wondered at the existence of the Naval Station, HMNZS Irirangi on the other side of State Highway 1 opposite the Army's Military Camp in Waiouru. In this book Lt Cdr Davies answers the question as to why the RNZN sited a Naval installation as far from the sea as it is possible to get in New Zealand.

and ships at sea in the South Pacific on the outbreak of World War 2. Its importance emphasised its vulnerability as its masts were clearly visible from well out to sea and when a Japanese sea-plane flew over Wellington its re-location became inevitable.

The decision was made to shift the naval radio station to Waiouru in May 1942 and the task was completed by August 1943. What followed were the halcyon years at Irirangi before the station was relocated inside Waiouru Camp in 1973 and then back to the Naval Base in Devonport in 1993 as technological advances in communications meant only one technician was needed to run the Waiouru Station.

From the outset the accommodation at Hihitahi Camp could best be described as spartan and was only slowly improved over a long time. Standard military buildings lacking any insulation, uncovered bare-board floors and only basic heating demanded a stoicism given to only a few. For those inclined to outdoor recreation such as skiing, tramping and climbing, a posting to HMNZS Irirangi must have seemed like heaven but to many others the isolation, the altitude, the extreme cold, the high winds and heavy snow in winter must have made it seem like penal servitude in Siberia. The harsh condi-

tions of the Central Plateau demanded a rectitude of the young wives and families in particular that could only be relieved by a close camaraderie among station personnel and a quick return to civilisation. Irirangi was a hard life in a tough environment that required much of those who were posted there.

Despite rapid development in communications in the last half of the twentieth century, Davies has resisted any inclination to allow his story to become overly enmeshed in a web of developing communications technology. Nothing more technical than is essential is explained, the emphasis being placed instead upon an exploration of the human condition in a harsh environment. The result is a very readable account of the short history of a unique naval installation in New Zealand which was of vital strategic importance to the nation. ■

SISYPHUS-MARCH 2009

Morse Code and Snowflakes

Author: Lt. Cdr. David Davies RNZN (Rtd)

Zenith Print / PublishMe, 2007, 183 pages.

ISBN: 978-0-473-12539-4

RRP: \$45

Available:

NAVY MUSEUM SHOP: 4461827

On-line: www.navy-museum.mil.nz

Did you know...?

...THAT A PENNY TRAIL led to the purchase of HMS NEW ZEALAND's ship's bell? This bell is a fine icon of New Zealand generosity and past loyalty to the British Empire.

THE GIFT OF A BELL

When the bell was gifted to the original HMS NEW ZEALAND in 1905, there were fewer than one million people living in New Zealand. Everyone was encouraged to give a little in support of the ship that bore the country's name. Penny trails were run in schools countrywide. It is said that the pennies from these trails were melted down to create the Maori warrior head from which the bell hung. From the point of view of New Zealand's identity, the colony was proud to have its name on a battleship (the King Edward VII class were the peak of pre-dreadnought battleships) and it took a tangible step to prove that 'nationalism' by running the penny trails to raise funds.



Carved Wooden New Zealand Coat of Arms from HMS NEW ZEALAND currently displayed in the Wardroom of HMNZS PHILOMEL

A PRACTICAL TRADITION

All Naval ships carry a bell onboard, though the use of these bells has varied through the years. Before the invention of the chronometer, the bell was used for timekeeping; it was rung to mark each half-hour measured by a half-hour glass. It was used to signal the ship's presence in low-visibility or fog.

Bells carrying the name of their ship are still used in ceremonies. The tradition of baptism using an inverted ship's bell as a font is also still in practice by the RNZN. After the baptism, the child's name is engraved around the rim on the inside of the bell. Though ships' bells have since been augmented by modern devices, there is no technology that replaces their rich symbolism. Bells are still required by international maritime law as a device to be sounded in fog.

A NEW SHIP

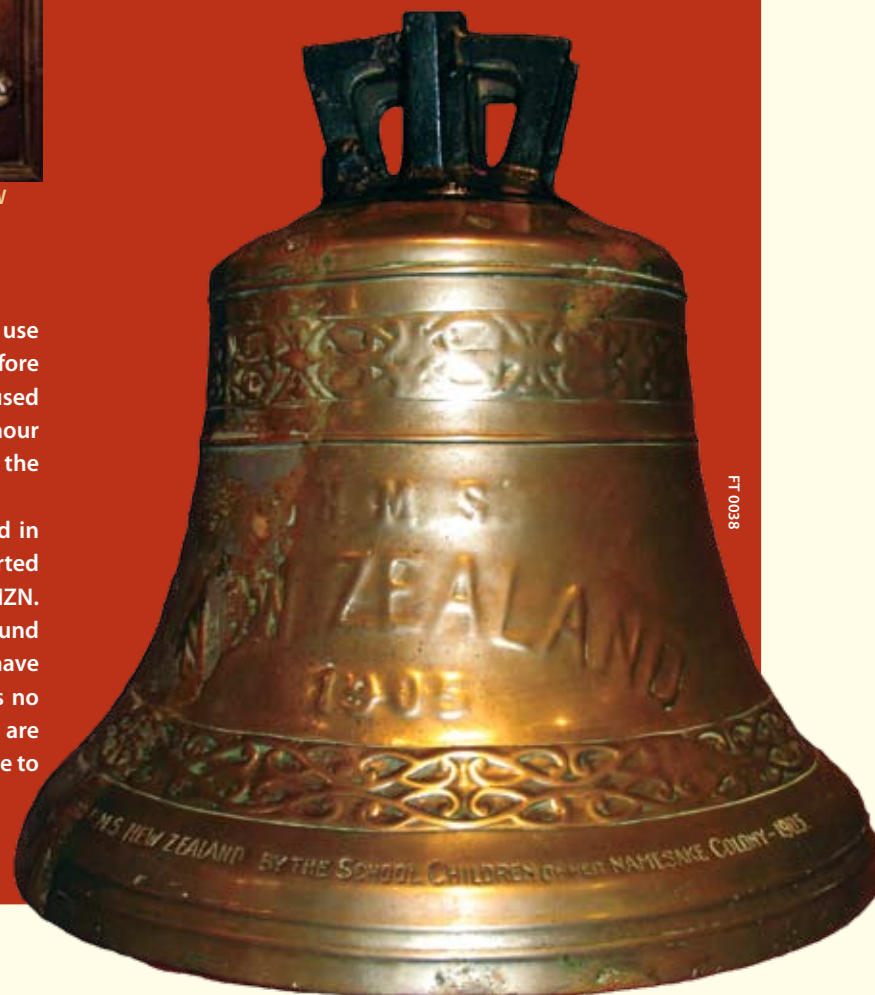
In 1909, Prime Minister Sir Joseph Ward pledged New Zealand's loyalty to the Crown by offering to purchase a battle cruiser for the Royal Navy. This ship, which was given the name HMS NEW ZEALAND, was armed with the same weaponry as a Dreadnought class battleship, but was more manoeuvrable and faster. The old HMS NEW ZEALAND was renamed HMS ZEALANDIA. She handed over both her name and her bell.

HMS NEW ZEALAND visited the Dominion twice, both times drawing great crowds of visitors. When she came in 1913, nearly half the people in the country went aboard her as the ship visited the major ports. All were keen to see the potent warship that had been paid for by the Dominion. She returned in 1919, and again much of the country went to see her. She was the lucky ship that had fought mightily in the war. New Zealand was her namesake and benefactor.

Due to the restrictions of the Washington Treaty of 1922 which limited the size of naval fleets the major powers could operate, HMS NEW ZEALAND was decommissioned from service with the Royal Navy. ■

CHARIS BOOS

BELOW: The HMS NEW ZEALAND bell inscribed with a koru pattern and the words "HMS NEW ZEALAND by the school children of her namesake colony 1905"



also did you know...?

...WHAT HAPPENED TO THE GUNS FROM HMS NEW ZEALAND?

It is a very complicated story

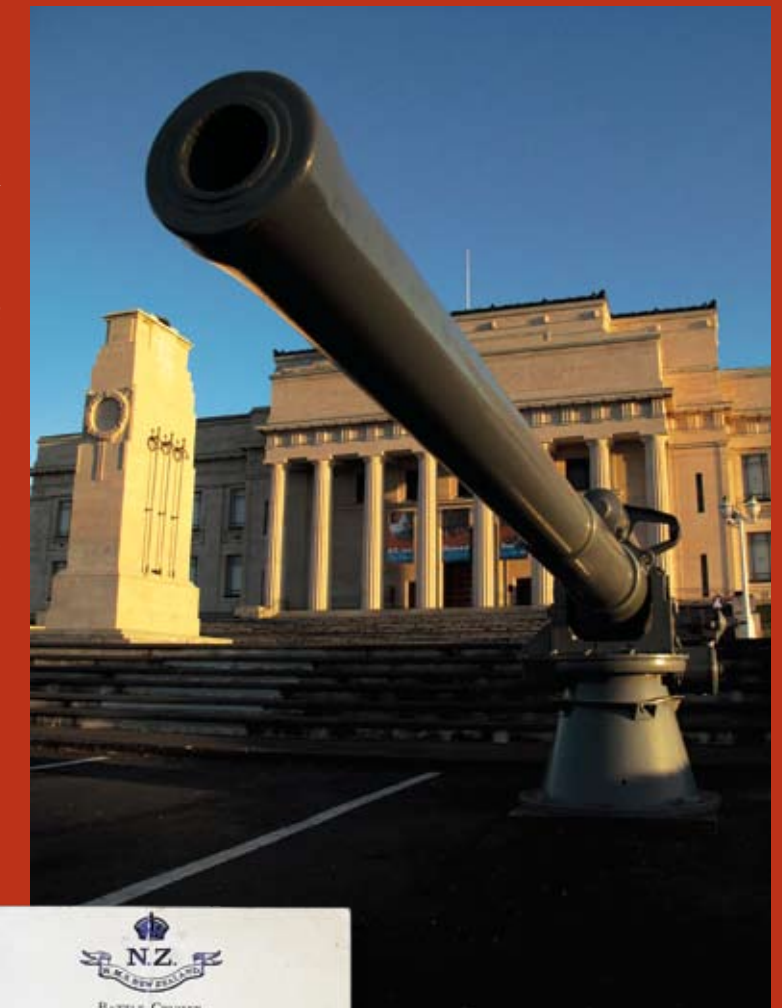
When HMS NEW ZEALAND was removed from service in the Royal Navy under the terms of the Washington Agreement, its secondary armament of fourteen 4-inch Mk VII guns and mountings with serial numbers 916 to 929 were sent to New Zealand.

In New Zealand they were mounted as two six-gun saluting batteries, one on Point Jerningham in Wellington and the other on North Head in Auckland where it was used to welcome the United States Navy's Battle Squadron on 24 August 1925.

The two remaining guns were mounted outside the Auckland War Memorial Museum in 1932. Contemporaneously two of the saluting battery guns on North Head were dismantled and used for training purposes in the Artillery Yard in Torpedo Bay.

The remaining four guns in the North Head saluting battery were mounted at Fort Takapuna in 1938 when it was decided to extend Auckland's coastal defences by bringing the old fort up to a full war-time footing. In 1940 the fort was further strengthened when the two training guns in the Artillery Yard at Torpedo Bay were also transferred to Point Takapuna. Later in the year it was decided to attempt to return the two 4-inch guns on display outside the Auckland Museum to military service but over the ensuing years they had been vandalised and it was possible to return only one of the guns to an operational state leaving the other dismantled and stored in the Museum.

In 1941 two of the six 4-inch guns at Fort Takapuna were sent to Tongatapu Harbour in Tonga leaving four guns at Fort Takapuna plus the additional gun restored



N.Z. NEW ZEALAND	
BATTLE CRUISER.	
<i>Built for the Fairfield Shipbuilding and Engineering Company, Glasgow, in the charge of the Government of New Zealand.</i>	
<i>Laid down, June, 1910. Launched, July, 1911.</i>	
<i>Commissioned as Despatch by Captain LIONEL HALSEY, November 23rd, 1912.</i>	
Length	590 feet
Breadth	80 feet
Depth	30½ feet
Displacement	10,000 tons
Main Armament	8 12-inch B.L. Mk. X 45 calibre Guns
Weight of Broadside	6,800 lbs. — 3 tons
Auxiliary Armament	16 4-inch B.L. Mk. VII 50 calibre Guns
Armour Protection	Belt 12 feet wide, 4 to 6 inches thick
2 Submerged Torpedo Tubes.	
8 Twin Searchlights.	
Complement 289 Officers and Men.	
Turbine Engines, 4 Propellers.	
44,000 Horse Power, 31 Knots.	
Speed 27 knots — 31½ miles per hour.	
Ship carries 3,200 tons of Coal and 810 tons of Oil fuel.	
Cost £2,000,000.	
Tasman 1942.	Cook 1969.
British Colony 1860.	

ABOVE: HMS NEW ZEALAND gun outside Auckland War Memorial Museum
LEFT: HMS NEW ZEALAND Ship specification card
BELOW: HMS NEW ZEALAND deck plate

from outside the Museum. Two of the five guns at Fort Takapuna were then mounted in North Battery on North Head where they remained until they were scrapped in 1960. Of the three guns remaining at Fort Takapuna, one was mounted outside the Auckland Museum where it was joined by the gun held in their collection store.

The guns mounted today outside the Auckland War Memorial Museum have the serial numbers 927 and 928 and so are the last of the fourteen 4-inch Mk VII guns from HMS NEW ZEALAND.

RUSS GLACKIN



Auckland Anniversary Day February 2009, HMNZS TE MANA
in the background of the Tidal Pool

NORTH HEAD'S Tidal Rock Pool

At the base of North Head in Devonport sits a rock pool the origin of which has long confused the local community. Many people claim it is the lost rock pool forgotten for 138 years since it was built. Yet others say they have always known about it. Others have been told that the pool was once called Watson's Pool. This name led the public to believe Alexander Watson had built this pool.

In 1871 the Rees family moved to Devonport and took up residence in the homestead on North Head. It was William Lee Rees who built a path down to the flat volcanic rock at the base of the cliff where he built the salt-water swimming pool. The pool took the shape of a small oblong, made from scoria boulders cemented together.

Eventually the homestead was sold to Alexander Watson, who leased the homestead to the Government for use as a convalescent home for sick and wounded servicemen during WW1. While the home was the Devonport Convalescent Home the servicemen would go down to the pool to swim, believing that sea water has healing properties.

In October 2007 the pool was restored and reopened to the public. You can access the pool by walking through the Torpedo Bay Boat Yard and to the left of the wharf is the pool.

DEBBIE MCKINNEY

INFORMATION

■ BOOK A PRESENTATION ON THE NEW MUSEUM

If you have called into the museum lately you will have seen the plans for the new museum on display and would have had a chance to watch our new DVD on Torpedo Bay. If your community group would be interested in hearing about the new museum, we have prepared a talk and power point for this. We will discuss the historical heritage of Torpedo Bay, our plans for the new museum and exhibitions and will answer any questions.

BOOKINGS:

Contact: Debbie McKinney P:445 5186 E: debbie.mckinney@nzdf.mil.nz.

■ TE WAKA MONTHLY E-NEWSLETTER

If you would like regular monthly updates on the new museum subscribe to our on-line newsletter Te Waka - it's free.

Contact: Christine Hodgson P: 4461821 E: christine.hodgson@nzdf.mil.nz

■ TORPEDO BAY COMMUNITY OPEN DAY ANNIVERSARY DAY 2009

The Open Day held at the site of the new museum attracted over 1600 people. Regular tours of the site explained what each of the buildings were used for when the site operated as a mine base. Children were entertained by face painters, balloon sculptures, free tattoos and the adults enjoyed the Navy pipe Band. A glorious sunny day allowed visitors to enjoy the Anniversary Day Regatta from the jetty. Later in the day teenagers jumped from the wharf – proving that Torpedo Bay truly is a site that has something for everyone.

BELOW: The Navy Pipes and Drums Band marched up and down the Torpedo Bay site entertaining the visitors at the open day run by Navy Museum Staff.



Dear Editor

A friend of mine, Dr Ian Walker, was a scientist in the NZ Radio Development Laboratory which developed and produced many radars for the NZ forces and the US Navy during WW2. Ian was involved in the installation of early radars on ACHILLES in 1941 and was onboard for a daylight exercise to test the radars. The problem of having a civilian scientist on the ship was resolved by appointing him to the RNZNVR as a Temporary Acting Honorary Probationary Sub-Lieutenant. More details of the Laboratory's WW2 activities are contained in the copy of "DSIR World War 11 Narrative No.3: Radar" which you have in your museum. Early work on the development of the Naval radars was carried out in this Department (the Physics Department of Canterbury University College, as it was then).

Ian has written several manuscripts on WW2 radar and I enclose two to see whether they are appropriate for publication in TWE. They are "Radar at the River Plate" and "NZ Naval Radar in WW2".



Dr Ian Walker

**DR GRAHAME FRASER,
SENIOR FELLOW.
UNIVERSITY OF CANTERBURY.**

EDITOR:

Mention of Dr Walker appears in Peter Cook's two volumes on Coastal Defences in New Zealand. His submitted manuscripts will appear in future issues of the White Ensign. Tim de Castro, our Oral Historian in the South Island has now followed up Dr Fraser's letter with an initial interview with Dr Walker. Thanks to Dr Fraser we hope to record Dr Walker's war time stories for our Oral History archive.

**The White Ensign welcomes
your pictures, letters and emails.**

WRITE TO:
The Editor,
The White Ensign,
Navy Museum,
PO Box 32901,
Devonport 0624,
Auckland
E: terry.manson@nzdf.mil.nz



Dear Editor

I enjoy reading The White Ensign which I regard as a magazine of high quality. The picture of the boat on page 8 described as an "old whaler" is actually a 32 foot clinker-built cutter. A whaler was 27 feet in length and carvel-built.

I enclose some information about the Lyttelton Torpedo Boat. The relevant website is www.nzmaritime.co.nz. On this site is a picture of the Lyttelton Torpedo Boat lying broken on the Purau Bay Beach in Lyttelton Harbour. I distinctly recall, as a small boy in the early '30s, this white-painted wreck lying in the sand dunes opposite our house on the Purau Bay Rd. It was my favourite playground!!

**NEVILLE PEACH
LIEUTENANT COMMANDER RNZN (RTD)**

Dear Editor

I enclose a photo taken while I and three other New Zealanders were walking along the Cornish Coastal Path on the 19th of September last year. We happened upon this lifebelt gracing the wall of a Cornish cottage in Porthoustock, Cornwall near Helford River. We were intrigued and wondered if any of your NZ naval servicemen could solve the story of how it came to be there?

BRUCE ALEXANDER



PHOTO: Life buoy from HMNZS TARANAKI? Porthoustock, Cornwall between Helford River and Coverack.

Dear Editor

I was intrigued to read the article on von Luckner in the last White Ensign. I was lucky enough to see him on his last visit to New Zealand in 1960. He visited his old prison out in the gulf. I was one of the January entry of new recruits and we turned out on parade and he took the inspection. On parade "The Tamaki Rabble Drums and Bugles" provided the marching music.

He spent a couple of hours on the island and revisited his old haunts-including one of his favourites – the cemetery.

My impressions of him were of a dignified rather aloof man, getting on in age. He was very well received by the sailors. It was a rare opportunity and I will always remember meeting him as he had such an illustrious reputation.

**TUG WILSON EX PORE
WAITAKERE CITY**

Dear Editor,

I have recently purchased and read with interest the book by Lt. Cdr. D. Davies, "Morse Code and Snowflakes", and I regret that I was unaware of his book prior to his death. The reason for raising the matter is that I was one of the Post and Telegraph team that installed the original communication equipment at Waiouru in 1943, possibly the only survivor of it.

There is no dispute about Lt. Cdr. Davies' treatment except in so far as I may have some recollections and information that preceded his and/or were not available to him. It has been suggested by an ex-Naval colleague that a supplementary snippet in "The White Ensign" could be of interest.

**DR T. J. SEED
CHRISTCHURCH**

EDITOR: Dr Seed's suggestion has been followed. See the article on pages 8 - 11.

IRIRANGI

V. MAY COTTRELL

INCE, in days now long far distant,
Lived a dusky Maori maiden,
Born of proud and noble parents—
Lovely Princess Irirangi.
Famous for her haunting beauty,
For her gaiety and sweetness;
She possessed a gift unrivalled
In a land of dusky songsters.
For the voice of Irirangi
Captivated all who heard it.
Far and wide her fame resounded:
Proudly her own tribe acclaimed her;
Reverenced her and sought to guard her—
Irirangi—Queen of Song.

MARRIORS by the score adored her,
Captured by her smile so winsome,
And her voice of mellow sweetness;
At her feet laid gifts most precious,
Spoil from conflicts fierce and savage.
These she graciously accepted,
Quite unmoved by ardent glances.
Was she not their chieftain's daughter,
Born to wed a Rangatira?
But one day there came a stranger,
Not of noble birth or station,
Though of handsome, manly presence;
Irirangi's heart soon echoed
Hamihori's love for her.

NOWING this, her tribe took council,
Vowing that sweet Irirangi
Should not wed this low-born stranger.
These two, now with hearts united
In a love both deep and lasting,
Planned defiance of the edict
That would sunder them forever.
Irirangi and her lover
Secretly arranged a meeting
In the dark depths of the forest,
Where they would be free to marry,
Safe from tribal intervention.
But alas! fond hopes were blighted—
Crushed by jealousy and hate.

NE there was, among her maidens,
Dearly loved by Irirangi,
Cherished by her like a sister,
Whom she trusted with her secret;
Told her of the planned elopement,
Begging for her aid and guidance
In escaping to her lover,
Now far distant in the woodland,
Waiting eagerly to greet her.
Never dreaming of betrayal,
Irirangi told her frankly
Where her handsome lover lingered,
Waiting for the joyful moment
That should make them man and wife.

PLOADED by her jealous envy
Of the lovely singing Princess,
Irirangi's trusted helper
Sought their tribe's great Rangatira.
Quickly then she told her story
Of the lovers' daring project;
Of his daughter's plan to journey
To the home of Hamihori.
Pride of race and tribal prestige
Slew all pity for his daughter;
Stirred fierce anger that her lover—
Lowly both of birth and station—
Should presume to wed their gifted
Irirangi—Queen of Song.

ALL her father's pride and pleasure
In her beauty and her singing
Could not stay his hand or save her
From the loss of Hamihori.
To her lover in the forest
Came a band of fierce assassins,
Slew him there and brought his body
Home in triumph to their chieftain.
Irirangi, deep in slumber,
Dreaming sweetly of her lover,
Started from her couch in terror
When she heard their shouts and laughter,
As they boasted of their prowess
In accomplishing his death.

IRIRANGI'S heart was frozen
As she gazed on Hamihori,
Robbed of love and life so cruelly
In his youthful, manly splendour,
All her womanhood revolted
At the slaughter of her lover.
Gone their cherished dreams of living
Joyous, useful lives together;
Gone their happy expectations
Of the birth of lusty children,
As their lives flowed on together
Like a broad and placid river—
Each day drawing ever nearer
To the sea of endless bliss.

IRIRANGI'S young life ended
With the death of Hamihori.
Gradually she pined and faded,
Till the shadow of her beauty
Wrung the hearts of those who loved her—
And the maiden who betrayed her.
Gone her happy, joyful laughter,
Gone the magic of her singing.
Fruitlessly they sought to rouse her,
Tried to interest and amuse her;
Irirangi told them sadly
That she must rejoin her lover—
Ever watching close beside her,
Though unseen by mortal eyes.

NOWING that she soon must leave them,
Those who had so sorely wronged her
Begged, as token of forgiveness,
That though death should claim her body,
Her voice, in its matchless beauty,
Would not then be ever silent.
Readily she gave her promise
That where waterfalls make music
There her voice would be heard singing
With its old accustomed magic;
Rising high above the waters,
Soaring upward through the treetops
To the vaulted dome of heaven,
As in happy days of yore.

ONE day, just as dawn was breaking,
With a cry woke Irirangi,
Stretched out eager arms in greeting
To her lover now appearing.
Joyfully she left her body—
Guarded there by faithful watchers—
While her loving Hamihori
Led her swiftly through death's portals;
Far away from pain and sorrow
To the Homeland of the blessed;
Led her to a land of sunshine
Full of gladness and gay laughter,
To the land of the immortals,
Where they both could dwell in peace.

EVER since her joyous passing
Irirangi's voice so golden
Oft has soothed and cheered the weary
With its tones so clear, triumphant;
Giving forth the glad assurance
Of the truth of her existence
In the land of endless summer,
Where dwell all the happy-hearted.
Hearing it, her own race marvel
At the strength of her affection,
Knowing that her love will guide them
Past the rocks of pain and sorrow,
Into that enchanted haven
Where their Irirangi dwells.

THUS the lovely singing Princess
Died, yet lives in the hereafter
Where the souls of the departed
Grow in wisdom, and in knowledge
Of the love of their Creator.
Living, loving, laughing, working,
All her days are filled with gladness;
But sweet Irirangi's pity
For the sad and broken-hearted
Sends her voice mysterious ringing
Over Whaka-rewa-rewa:
Bringing solace from earth's sorrows,
Thrilling all who pause to listen—
Charmed by Irirangi's song.

NAVY MUSEUM

Te Waka Taonga o Te Taua Moana o Aotearoa

