HMNZS NGAPONA ASSOCIATION INC

LONGCAST

10 July 20 – Navy Club Lunch – Remuera Club
17 July 20 - Ngapona Assn Lunch at New Lynn RSA
22 July 20 – Navy Club – Bus trip to Wellsford
9 August 20 – Ngapona Assn AGM at Birkenhead RSA
15 August 20 – Navy Club AGM – Remuera Club
21 August 20 – Ngapona Assn Lunch at Birkenhead RSA

Hi Folks

FROM THE SICKBAY

Sad to report that Mike Dinwiddie has been admitted to North Shore Hospital. Get well soon Mike.

IAN (Lofty) LOGAN, P21357 Cdr RNZN (Rtd)

A Service to celebrate Ian's life was held at St Andrews Church, 85 Hamilton Road, Cambridge, on Saturday 4 July, at 11.30am.

SHIP OF THE WEEK – HMNZS OTAGO P148

HMNZS *Otago* is a Protector-class offshore patrol vessel of the Royal New Zealand Navy. It is one of the Navy's two Offshore Patrol Vessels (OPVs). The ships are designed for maritime surveillance, supply and support and patrol missions around New Zealand's 15,000-kilometre coast, the southern ocean and into the Pacific. The ships are based on a design already in service with the Irish Navy and Maritius Coastguard

The ship was built by Tenix as part of the New Zealand government's Royal New Zealand Navy plans, and was expected to enter service in late 2008. She was launched in Williamstown, Victoria on 18 November 2006 and sponsored by Dame Silvia Cartwright. The first commanding officer of *Otago* was Lieutenant Commander Simon Rooke MNZM.

Otago suffered delays in delivery. In late 2008, it became known that the vessel was not considered to meet all contract specifications, and exceeded her design displacement. The initial crew stationed in Melbourne to commission the vessel returned to New Zealand while the build was completed. On 18 February 2010, the ship was accepted into the RNZN after the builders claimed that being slightly overweight would not stop her from patrolling in Antarctic waters. In mid-March 2010, the vessel developed problems in both engines during sea trials, and had to limp back into port in Australia, instead of arriving in Auckland as originally planned. HMNZS

Otago eventually arrived in Auckland in April 2010, nearly two years after the original target date.

HMNZS *Otago* made her first visit to her home port of Port Chalmers on 22 July 2010. On her maiden voyage *Otago* encountered trouble when sea water contaminated her bunker fuel. She suffered further technical difficulties in December 2010 during a visit to Campbell Island with her engineers having to make temporary repairs to both engines prior to an early return to Devonport Naval Base for repairs. Governor General Anand Satyanand and cabinet minister Kate Wilkinson who were on board at the time were transferred to HMNZS *Wellington* to continue their tour.

Lieutenant-Commander Robert McCaw assumed command of the vessel on 12 September 2012. Since then she has served on lengthy patrols of the Antarctic, though a planned mission to monitor fisheries in the Southern Ocean had to be cancelled because the vessel lacked the capability to operate in that level of ice cover. Her duties have included fisheries protection, conservation and transportation of scientific staff. The scientists carried by *Otago* discovered 90 new species of seaweed on a single Sub-Antarctic island. The vessel has also conducted two search and rescue operations.

The OPVs' have a complement of 42 naval personnel and also have the capacity to host 36 additional personnel onboard for general naval training or other duties, including Government agency officers. The OPVs' are capable of many roles including maritime patrol, surveillance and response. They have the ability to conduct helicopter operations using a Super Seasprite SH-2G(I) helicopter, boarding operations using the ships Rigid Hull Inflatable Boats, or Military Support Operations with embarked forces.

DID YOU KNOW?

The beginning of June 2020 saw the inactive global containership fleet stand at 2.72 million TEU, representing 11.6% of the overall fleet capacity. Biofouling, the attachment of marine organisms to the hull of a ship, has been a perennial headache for the shipping industry for centuries, and it is a particular problem for high fuel consumers such as container ships. While the shipping industry has been ravaged by the economic impact of Covid-19, below the waterline, the hulls of idle vessels will have been ravaged by marine creatures making a home for themselves. Unfortunately, this includes one creature that has the most impact on ship operating costs, the not so humble barnacle. In recent months, the pressure on antifouling coatings to function for long static periods has put them in the most testing period encountered so far. Most coating systems rely on the movement of a vessel through water for optimal performance and when a ship sits idle for more than a couple of weeks then real problems can start to arise. A common feature across the entire spectrum of ship types operating in the shipping industry is that it is very likely that there are significantly more vessels idle now than there was this time last year.

Regards

Jerry Payne
Editor
HMNZS Ngapona Assn
021 486 013