

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

9 October 20 - Navy Club Lunch – Remuera Club (tbc)

16 October 20 – Ngapona Assn Lunch at Glen Eden RSA (tbc)

Hi Folks

DEATH NOTICE

WOOTTON, Sally Kay: Third Officer WRNZNS (in early 70's), RNZN

On Tuesday, September 1, 2020, Sally Kay Wootton (nee Jardine), loving wife and mother of three sons, passed away surrounded by family. Sally was well known for giving back to the community that she loved, working for nearly 24 years on the Trust Board of St Paul's Collegiate in Hamilton and more recently St John New Zealand.

Her memory will be one that showed a compassionate spirit for helping the community, others less fortunate than herself. She is survived by her husband Bruce, (WNG CDR Ex CO of Base Te Rapa) and sons John, David and Stuart, her five grandchildren, and her brother Richard. A private funeral service will be held on a day to be confirmed at St Paul's Collegiate Chapel of Christ the King. In memory of Sally, donations can be made to St John Hamilton.

(Sally served at HMNZS Ngapona during the 1980s)

TRAFALGAR DAY LUNCHEON 2020

It is with regret that due the current uncertainty with Covid levels that the Trafalgar Day Luncheon to be held at 1100 on the 16th of October 2020 at Te Atatu Memorial RSA is cancelled.

To those who have registered and paid you will be reimbursed within the next five working days.

Our sincere apologies to all who have been inconvenienced.

DEFENCE FORCE LONG SERVICE AWARDS

Defence Minister Ron Mark has welcomed the news that Her Majesty The Queen has approved a range of changes to the New Zealand Defence Force long service awards system.

“A fairer system has been developed to recognise the vital contribution Regular Force and Reserve Force military personnel make by serving the New Zealand Government and the public,” said Ron Mark.

“The changes will resolve a range of legitimate grievances held by both serving and ex-serving personnel, relating to inconsistencies in the eligibility criteria between the various awards.

“The eligibility criteria changes will immediately qualify about 650 current military personnel for their first long service award, and entitle more than 1700 other current military personnel to a clasp to a long service award they have already received.”

Up to 4000 ex-Service persons will also now qualify for a long service award and/or clasp(s).

“Previously, the service of many former military members could not be recognised and honoured by means of a long service award, but now they will be able to show that they have served their country in uniform,” said Ron Mark.

“Our Defence Force recognises and rewards excellence. It is only right that we celebrate these achievements and that military personnel are recognised for the contribution they make to benefit New Zealand.”

Details of the changes

While the 10 existing long service awards remain, the entitlement criteria have been modernised to allow different types of New Zealand military service to be accumulated towards any award: both Regular and Reserve Force service can be combined.

Regular Force military personnel will now only require 14 years’ service for an award and seven years for each clasp (compared to the previous requirement for 15 years for the award and for each clasp).

Other changes are as follows;

- The length of qualifying service is now the same as for the other uniformed government agencies that award long service awards through the NZ Royal Honours system: New Zealand Police, Fire and Emergency New Zealand, New Zealand Customs Service and New Zealand Prison Service.
- The type of long service award issued will reflect the majority of each recipient’s service up to the point in time when they completed the qualifying service for an award.
- The requirement for continuous service has been removed from the Reserve Force awards.
- Eligibility for the New Zealand Armed Forces Award (for Regular Force officers of all three Services) has been extended to include Regular Force officers who served between 6 February 1952 and 30 November 1977. These officers were the only group of attested New Zealand Armed Forces personnel who served between 1952 and 1977 who were previously not eligible for a long service award. The start date of 6 February 1952 is when Her Majesty acceded to the throne.

The changes have been backdated to apply to any person serving in the New Zealand Armed Forces on or after 1 December 1977. This is the same start date as under the 1985 Royal Warrants which have been replaced this year by new Royal Warrants.

More information on the changes to the eligibility criteria can be found on the NZDF Medals website: <https://medals.nzdf.mil.nz>.

Ex-service persons need to apply using the application form on the NZDF Medals website: <https://medals.nzdf.mil.nz>. Current serving military personnel do not need to apply as any eligibility will be processed automatically

RAN’S NEW AUXILIARY OILER REPLENISHMENT VESSEL

NUSHIP SUPPLY, the lead ship for the RAN’s Supply class Auxiliary Oiler Replenishment (AOR) ships has sailed from Navantia’s Ferrol shipyard in Spain for Australia. NUSHIP SUPPLY will arrive in WA early October and will be based at HMAS *Stirling* where the installation and testing of the combat and communications systems, as well as some logistics areas will be completed by Australian industry. Once in-service the AORs will operate in a joint manner with the wider maritime force and ADF to provide operational support for the deployed naval or combat forces operating far from the port on the high seas for longer periods.



WORLD'S LARGEST CONTAINER SHIP

MSC Gülsün at the time of her launch in 2019 was the world's largest container ship. Built by Samsung Heavy Industries in South Korea, she is almost 62 metres (203 ft 5 in) wide and 400 metres (1,312 ft 4 in) long. With a cargo system designed by MacGregor International AB the ship has a capacity of 23,756 containers (23,756 TEU) in rows of 24 across. *MSC Gülsün* is registered in Panama and operated by the Mediterranean Shipping Company based in Geneva, Switzerland and The Netherlands. The vessel is equipped with more than 2,000 refrigerated containers, boosting the trade of food, drink, pharmaceutical and other chilled and frozen items between Asia and Europe. Her Gross Tonnage is 232618t and maximum speed is recorded at 21.3kn. She is currently transiting the Mediterranean Sea between Italy and Port Said at 16.8kn.



AN UNSEEN COSEQUENCE OF COVID-19

Trapped by Pandemic, ships' crews fight exhaustion and despair. When borders closed, seafarers on ships around the world suddenly had no way home. Half a year later, there's no solution in sight. Ralph Santillan, a merchant seaman from the Philippines, hasn't had shore leave in half a year. It has been 18 months since he reported for duty on his ship, which hauls corn, barley and other commodities around the world. It has been even longer since he saw his wife and son. "There's nothing I can do," Mr. Santillan said late last month from his ship, a 965-foot bulk carrier off South Korea. His time on the ship, where he spends long days chipping rust off the deck or cleaning out cargo holds, was supposed to have ended in February, after an 11-month stint — the maximum length for a seafarer's contract. But the Covid-19 pandemic led countries to start closing borders and refusing to let sailors come ashore. For cargo ships around the world, the process known as crew change, in which seamen like Mr. Santillan are replaced by new ones as their contracts expire, ground nearly to a halt. In June, the United Nations called the situation a "growing humanitarian and safety crisis." And there is still no solution in sight. Last month, the International Transport Workers' Federation, a seafarers' union, estimated that 300,000 of the 1.2 million crew members at sea were essentially stranded on their ships, working past the expiration of their original contracts and fighting isolation, uncertainty and fatigue. "This floating population, many of which have been at sea for over a year, are reaching the end of their tether," Guy Platten, secretary general of the International Chamber of Shipping, which represents ship-owners, said on Friday. "If governments do not act quickly and decisively to facilitate the transfer of crews and ease restrictions around air travel, we face the very real situation of a slowdown in global trade."

GOLDEN RAY – SALVAGE

Tuesday marked a year since the South Korean freighter Golden Ray capsized off St. Simons Island soon after leaving port on Sept. 8, 2019. Experts determined the ship was too badly damaged to be floated out intact, so they plan to slice it into eight massive pieces for removal by barge. Cutting on the ship had been scheduled to begin in late July, but was delayed after nine workers tested positive for COVID-19. The multi-agency command overseeing the salvage opted to delay until after August and September, typically the most active months of the Atlantic hurricane season. Beached on its side, the Golden Ray measures 656 feet (200 meters) long and still has 4,200 automobiles inside its cargo decks. A towering, floating crane will straddle the shipwreck and saw it into pieces using massive anchor chains. It will leave the Georgia coast in eight chunks weighing up to 4,100 tons (3,720 metric tonnes) apiece. The automobiles inside will either be hauled off in a bundle with the huge ship pieces or fall into the water for retrieval later. The entire removal should take about eight weeks, Himes said, barring any further interruptions.



A DAMMING REPORT

The US National Transportation Safety Board (NTSB) issued the final report of the investigation of the 17 June 2017 collision involving the US Navy destroyer USS *Fitzgerald* and the container ship *ACX Crystal* off Japan's Honshu Island.

"The probable cause of the collision between the destroyer and the container ship was the destroyer's bridge team's failure to take early and substantial action to avoid collision as the give-way vessel in a crossing situation. Contributing was ineffective communication and cooperation among the destroyer's members on the bridge and in the combat information centre (CIC), and the destroyer's commanding officer's (CO) insufficient planning for the hazards of the vessels intended transit."

SHIP OF THE WEEK – HMNZS ROTOITI P3569 (2009)

HMNZS *Rotoiti* was a Lake-class inshore patrol vessel inshore patrol boat of the Royal New Zealand Navy. These boats perform border and fishery protection patrols.

She was fitted out in Whangarei and on 20 November 2007 started contractor sea trials. After delays due to problems with gear and fittings, she was commissioned on 17 April 2009, and arrived at the Devonport Naval Base for the first time on 24 April 2009. HMNZS *Rotoiti* was the first of her class to be commissioned in the Royal New Zealand Navy.

The ship's first commanding officer is Lieutenant Alistair McHaffie, a son of the former chief of the New Zealand Navy Admiral Peter McHaffie.

Rotoiti was the third boat of this name to serve in the Royal New Zealand Navy and is named after Lake Rotoiti.

HMNZS *Rotoiti* was decommissioned at Devonport Naval Base on 17 October 2019. Regulatory changes in 2012 resulted in operating restrictions around speed and sea states being imposed on them. Subsequently the RNZN assessed them as no longer being suited to the heavy seas typically encountered off New Zealand and further afield.

