

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

4 November 20 – Ship Visit to HMNZS *Aotearoa*
7 – 9 November 20 - Armistice in Cambridge
13 November 20 - Navy Club Lunch – Remuera Club
20 November 20 - Ngapona Assn Lunch at Grey Lynn RSA
21 November 20 – HMNZS Ngapona (Tauranga sub-unit) Mess Dinner
11 December 20 - Navy Club Lunch – Remuera Club
18 December 20 - Ngapona Assn Lunch at Orakie RSA
20 December 20 - HMS Neptune Commemoration Service, St Christopher's Chapel, DNB

Hi Folks

SHIP VISIT – HMNZS AOTEAROA

This is a reminder to those who have registered for the visit to HMNZS *Aotearoa*. You need to be at the Main Gate, Devonport Naval Base, no later than 1330 on Wednesday 4 November.

You will need a photo ID (Driver's Licence is acceptable) to enter the Base.

There has been a lot of interest shown in this visit and we are now oversubscribed, so sorry there are no vacancies.

MESS DINNER TO FAREWELL WOSCS REECE GOLDING

HMNZS *Ngapona* (Tauranga Sub-unit) is hosting a Mess Dinner to farewell WOSCS REECE GOLDING on Saturday, 21 November 2020.

See attached invitation.

HMNZS NGAPONA ASSN – XMAS LUNCH

Our final lunch for the year is at the Orakei RSA on 18 December. Mark this in your diary now. The Xmas lunch is one of the highlights of the year. The Orakei RSA has new caterers and the meal will again be served by Navy Cadets from TS Achilles. There will be a door prize and of course 'Up Spirits'.

The cost will be \$25.00 per head, to be paid to the RSA on the day.

We require an indication of numbers for the caterer so **please reply to this email if you intend joining us.**

NEW ICEBREAKER FOR AUSTRALIA

New Antarctic icebreaker RSV *Nuyina* will shortly be ready for sea trials, with progress on the internal fit-out and systems testing of the ship almost complete, despite the COVID-19 pandemic. The ship was moved in August from Damen's Romanian shipyard to its current location in Vlissingen in the Netherlands, to enable equipment manufacturers to check and test the installation of its complex systems. After a month long journey of nearly 7000 kilometres, RSV *Nuyina* arrived in the Netherlands in late August for the final stages of its testing and commissioning. The ship will be ready for sea trials in a few weeks, followed by sea ice trials in the Arctic in late January. RSV *Nuyina* is expected to arrive in Hobart mid-2021. For this season the Australian Antarctic Division has chartered MPV *Everest* to undertake station resupply and expedition transport.

Replacing the *Aurora Australis*, the RSV *Nuyina* will be faster, larger, stronger and offer increased endurance. The vessel will supply Antarctic research stations with cargo, equipment and personnel, and as a research ship, she will also have extensive laboratory facilities on board.

The 160-meter long, 24,000-ton vessel is expected to accommodate 34 crew and up to 116 scientific personnel, and has the ability to embark up to four helicopters, two landing craft and a dedicated science tender.



NEW PATROL BOAT FOR TONGA

The Australian Government's Pacific Maritime Security Program has reached a new milestone as the Kingdom of Tonga received their second Australian-built Guardian-class Patrol Boat at a ceremony in Henderson, Western Australia. This is the eighth Guardian-class vessel to be delivered under the Program. The High Commissioner to Australia HRH Princess Angelika Lātūfuipeka Tuku'aho and His Majesty's Armed Forces' Lieutenant Colonel Tevita Siu Fifita accepted the VOEA *Ngahau Siliva* on behalf of Tonga. Minister for Defence Industry Melissa Price said she was pleased to attend the ceremony and see how Australia's defence industry and Austal Ships are

playing a key role in the Pacific Maritime Security Program. “Australia is proud to play a part in the next generation of Pacific maritime capability through the delivery of Australian-built vessels,” Minister Price said. The VOEA *Ngahau Siliva* is the second Guardian-class Patrol Boat for Tonga and the eighth for the Pacific. Tonga was given three Pacific Forum-class patrol vessels in 1989, 1990 and 1991, VOEA *Neiafu*, VOEA *Pangai* and VOEA *Savea*. Those vessels were designed to have a working life of at least 30 years, so Australia designed the Guardian class, a slightly larger, and more capable replacement class. Australia delivered her sister ship, the third vessel of her class, the VOEA *Ngahau Koula*, to Tonga on June 21, 2019.



SHIP OF THE WEEK – HMNZS TARANAKI

HMNZS *Taranaki* (F148) was a modified *Rothsay*-class frigate in service with the Royal New Zealand Navy (RNZN) from 1960 to 1982. She, along with her sister ship *Otago*, formed a core part of the RNZN escort force throughout the 1960s and 1970s. She was named after Taranaki Province.

Taranaki's first crew arrived in Cowes on 27 March 1961 after a full military march from Plymouth; the ship commissioned into the RNZN a day later. The new frigate had been fitted out with an impressive amount of fine worked wood panelling in the ward room and other joint facilities. She was formally handed over on 29 March after completing her final sea trials. She was however a dated design, compared to the Tribal-class frigate, HMS *Eskimo*, being built alongside it with its fast starting gas turbines, and the Tribal-class frigate's pad and hangar for the Westland Wasp helicopters that were being trialled for torpedo attack at maximum sonar range - beyond the Limbo anti-submarine mortars' capabilities.

The first decade of *Taranaki's* existence saw her take part in regular deployments to the Far East, to Hawaii, Australia and the Pacific for exercises with ships of other navies, and 'show the flag' tours.

Between 1974 and 1978, *Taranaki* was usually laid up due to a shortage of naval personnel. During this period while her hull and propulsion system remained in reasonable order, there was a substantial deterioration in the reliability of her combat

systems and they ceased to be entirely viable. On the occasions that she was at sea she was mainly protecting New Zealand's Economic Exclusion Zone (EEZ). On 23 January 1979, she was fully recommissioned after refitting for a training and fisheries role. The Seacat missile system and height-finding radar had already been removed and during the next three years, *Taranaki* experienced considerable problems with her steam turbines, which saw her in the Devonport dockyard for months. Extensive plans were made and approved by the Government for her conversion to gas turbine propulsion, for long ranged resource protection patrols of New Zealand's newly declared 200-mile EEZ, reputed to be the fourth largest in the world. Sensors would have been partly updated for this purpose with new fire control and radar. A helicopter landing pad and hangar would have been incorporated. Originally the Government had approved a new OTO Melara 76 mm gun to be fitted in the reconstruction, but the Navy insisted the 4.5-inch twin gun mount be maintained, but were stuck with the ordered fire control intended to the 76 mm gun. On 14 June 1982, *Taranaki* set out on her last voyage from New Plymouth (her home port and chief city of her namesake province) to Auckland for decommissioning. During 16–17 June, her ammunition was safely removed and her boiler ceremonially doused out. *Taranaki* was officially decommissioned on 18 June 1982. She was sold to Pacific Steel Ltd in August 1987 and her breaking up was completed in March 1988.

