

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

8 February 21 – Waitangi Day

12 February 21 - Navy Club Lunch – Remuera Club

19 February 21 - Ngapona Assn Lunch at Titirangi RSA

19 March 21 - Ngapona Assn Lunch at Waiheke RSA

9 – 11 April 21 – Cooks and Stewards Reunion

Hi Folks

IS BIG ALWAYS BETTER?

Unless you're involved with international commerce in some way, you might not have heard that the cost of shipping goods out of China is absolutely soaring right now. Six months ago, the Shanghai Containerized Freight Index of spot shipping rates was at 1,022. As of Friday, it was close to 3,000. On the latest episode of the "Odd Lots" podcast, we spoke with economist and historian Marc Levinson, the author of "The Box," a book on the container-shipping revolution. We talked about what's behind the skyrocketing prices and learned that a key dynamic at play is, even though the U.S. is importing a ton of goods from China, there's very little flow happening in the opposite direction.

Here's a few key comments, lightly edited, from the discussion: I wouldn't say necessarily that it's bad for the overall global economy, but it's really bad for the ship lines for sure. These mega ships have generally fouled up the transportation system. You actually have fewer ships calling at most ports today than you used to have. They're much bigger. And so think of what this does to the operation of the port. You don't have a smooth flow of cargo going through the port. Now you've got nothing happening in the port. It's dead today. And then tomorrow, a ship shows up and it wants to unload 3,000 containers in your port. What do you do with this? How do you get it unloaded? Where do you put the containers? One thing that's happened is that ships spend more time in port, which is very wasteful because it just takes more time to get so many containers on and off. The trucks are lined up at the gate because there's so many containers to bring into, send out on these ships or so many containers to deliver. The railroads can't handle this sudden flood of containers. So you have the cargo sitting around longer before it gets removed from the port. All of these things have tended to make transit times longer and have made it harder for shippers to get their freight where it's supposed to be on deadline. And that's bad for everybody. Meanwhile, the industry is much more consolidated and tightly controlled by a few key players versus where it was over a decade ago, at the height of global trade: The big players, have formed what are called alliances. So these alliances have kind of squeezed most of the smaller players out of the business. One alliance

involves Maersk, the Danish company, and Mediterranean Shipping, which is based in Switzerland, and between them, those two companies have a little bit over a third of all of the container shipping in the world. There's another alliance that has Cosco, the China Ocean Shipping Company, the French company CMA CGM, and Evergreen -- a Taiwanese company. And it has about 30% of the world's shipping. And then there's another alliance that has the German company Hapag-Lloyd, and the Japanese lines and Korean line. And it has about 20%. So if you put those three alliances together, their market share in container shipping is close to 85%. Will those alliances stay together? At the moment, the system looks pretty stable. You can imagine that at some point, the government will step in and say, you guys can no longer have this alliance. It's anticompetitive, but so far that hasn't happened. The slump in the growth of trade wasn't really the only factor here. Ship lines, like companies in many other industries, have relentlessly pursued economies of scale, bigger was better. And it was true when you could build a ship that could carry 3,000 containers instead of 2,000 containers, the costs per container dropped a lot. And when you could build a ship that could carry 10, rather than five, the cost per container was much lower. So ship lines were aggressively pursuing economies of scale. What they didn't count on was that at some point, the vessels would get so big that diseconomies of scale would set in. And that's when you started to have this confusion in the ports.

Source: *Bloomberg*

(As of 28/1/21 there were 38 container ships at anchor off Los Angeles awaiting berths to unload. Source: *MarineTraffic*. That is approx. 300,000 TEUs)

GUNNERY INSTRUCTOR (GI)

The term GUNNERY, is a word that is no longer heard or used in today's Navy. The days of manual gunnery have now been replaced by automation computers and weapons. So too have the men who were the pioneers and leaders of all things gunnery.

They were affectionately known as, Gunnery Instructors (GI) or Gunners-mates (GM) and were part of our Navies foundation from day one in 1941 when we became officially recognised as the Royal New Zealand Navy. It was a Royal Navy (RN) Chief Petty Officer Gunners Mate, John Spiddell who was tasked with setting up the first Gunnery school in HMNZS Philomel. Other GM's of that era were, Ike Cliffe, Bill Lambeth and Hank Cowen. They were WW2 veterans who had served with distinction on RN ships such as Achilles, Gambia and Leander. Men of discipline, principle and vision, innovators who would 'shape' and structure the Gunnery branch of the RNZN.

The historical leadership of the GI lasted almost 60 years, from 1941-2000 in which a total of 74 wore the crossed cannons and two stars. When selected, they were drafted to either HMAS Cerebus (Flinders) or HMS Excellent (Whaley) for a 12month course. When both the RN and RAN decided to cease training GI's the RNZN Gunnery School chose to design their own GI's course which proved to be very successful and over an eighteen-year period produced 24 GI's.

Gunnery Instructors were renowned for their staunch image which portrayed them as loyal, dedicated and resolute naval senior ratings, men like George Oldfield, "Mister 100%" Jack Baigent "The man who was married to the Navy" Fred Hockenull "The screaming skull" Ted Barnes "The velvet glove" Peter Levick "The gentleman GI" or Shane Dixon "The current ceremonial wizard". You either liked or totally disliked GI's

there was no in between feelings for these men. They were always at the forefront of any whole ships company activities, their skills and abilities to take charge by their resilient power of command stood to them and made them one of the most powerful lower deckers on any ship or establishment.

When ashore they were the consummate instructor, the planner and conductor of all ceremonial events from Royal visits to naval funerals. For many years on the Tamaki parade ground there were two WW2 ex RN GI's known as "Heckle and Jeckal" (Bill Collier and 'Bungy' Williams) these two 'gentlemen' ruled the parade with their distinct style of discipline and drill, they projected a calming and positive influence over the new recruits which was seen as a very different approach to the more traditional GI's.

Onboard ship they were regarded as the executive officers (XO's) 'right hand' man, held authoritative positions as whole ship co-ordinator (WSC) or 'Buffer' (upper-deck supervisor) as well as being the gunnery expert. If there were any administrative, logistical or fundamental problems onboard the XO would always..... "*Send for the GI*"

It was said that when a GI gave commanding orders the volume of his voice could reach upwards of 90 decibels or more, he seldom required a microphone or megaphone to convey messages he wanted to get across, and prided himself on dress, appearance, bearing and stance when on parade.

Today, very few GI's remain, their legendary deeds and characteristics lives on in the Seaman Combat Specialist (SCS) instructors in today's Navy.

(Thanks to Jack Donnelly)

NEW FLAGSHIP

The Royal Navy aircraft carrier HMS *Queen Elizabeth* has taken over responsibility as the flagship of the fleet. Fleet Commander Vice-Admiral Jerry Kyd, who was the first seagoing commanding officer of the £3 billion warship, was received on board at Portsmouth Naval Base to mark the transfer of the role from assault ship HMS *Albion* which has held the title for nearly two years.



WALLENIUS PLANS SAILBOAT CAR CARRIER

“Wallenius has been concerned with environmental issues for many years, and this has guided us to our vision for truly sustainable shipping,” says Per Tunell, the company’s Chief Operating Officer. Kicked off in 2009, the goal of *Oceanbird* was to make the sustainable vision a reality. “We began to build a roadmap of what would need to happen, where and when in order for us to reach our vision,” Tunell explains. The design now incorporates five rigid wings with a total area of 7,500 square metres. The wings will stand 80 metres tall and be retractable to less than half that using telescopic construction. Tunell notes that *Oceanbird* will have engines on board in order to ensure safe passage and enable manoeuvring in harbours: “We are evaluating different fuel alternatives, but haven’t made a decision yet. Our criteria include as small an environmental impact as possible, ready and reliable availability, commercial feasibility, and use of well-proven technology.”

Oceanbird will measure 200 metres in length and 40 metres across, with a carrying capacity of up to 7,000 vehicles. Early investigations confirmed that solar power would not provide enough energy to cover more than on-board electrical systems, Tunell says. Wave energy, though prolific, proved difficult to exploit. “Wind energy is abundant, and also the easiest to harvest, so wind was chosen as the source of propulsion power.” To harness the power of the wind, the team looked at sails, Flettner rotors and kites, but to meet requirements of strength, reliability, safety and durability, rigid wings were found to be the most viable solution. “The technology has relatively limited application to date, but it’s really not that far from being ready for commercial use. We also realized that we could use existing technology to build these wings,” Tunell says.

(Could we see car carriers foiling? – Ed)



TAMAKI-FORT CAUTLEY REUNION BOOK:

For those of you who are unaware, I am writing a book about the history of Tamaki Fort Cautley. It will be a souvenir for all attendees.

A segment of this book will be dedicated to each school/branch who were a part of Tamaki during the 30 years of its existence, 1963-1993.

What I am looking for is any former 'Gollies' Bunting Tossers, Sparkers who are keen to put together a brief history of their school/branch. It doesn't have to be a long dit. A typical layout could be.....A brief introduction....history.....a few stories from your school/branch personnel....A conclusion.

If anyone is keen please send it to my email address gijackd@yahoo.com

Stories would be greatly appreciated. .I would want all articles back to me no later than JULY 2021. So you have 6 months to put your story together.

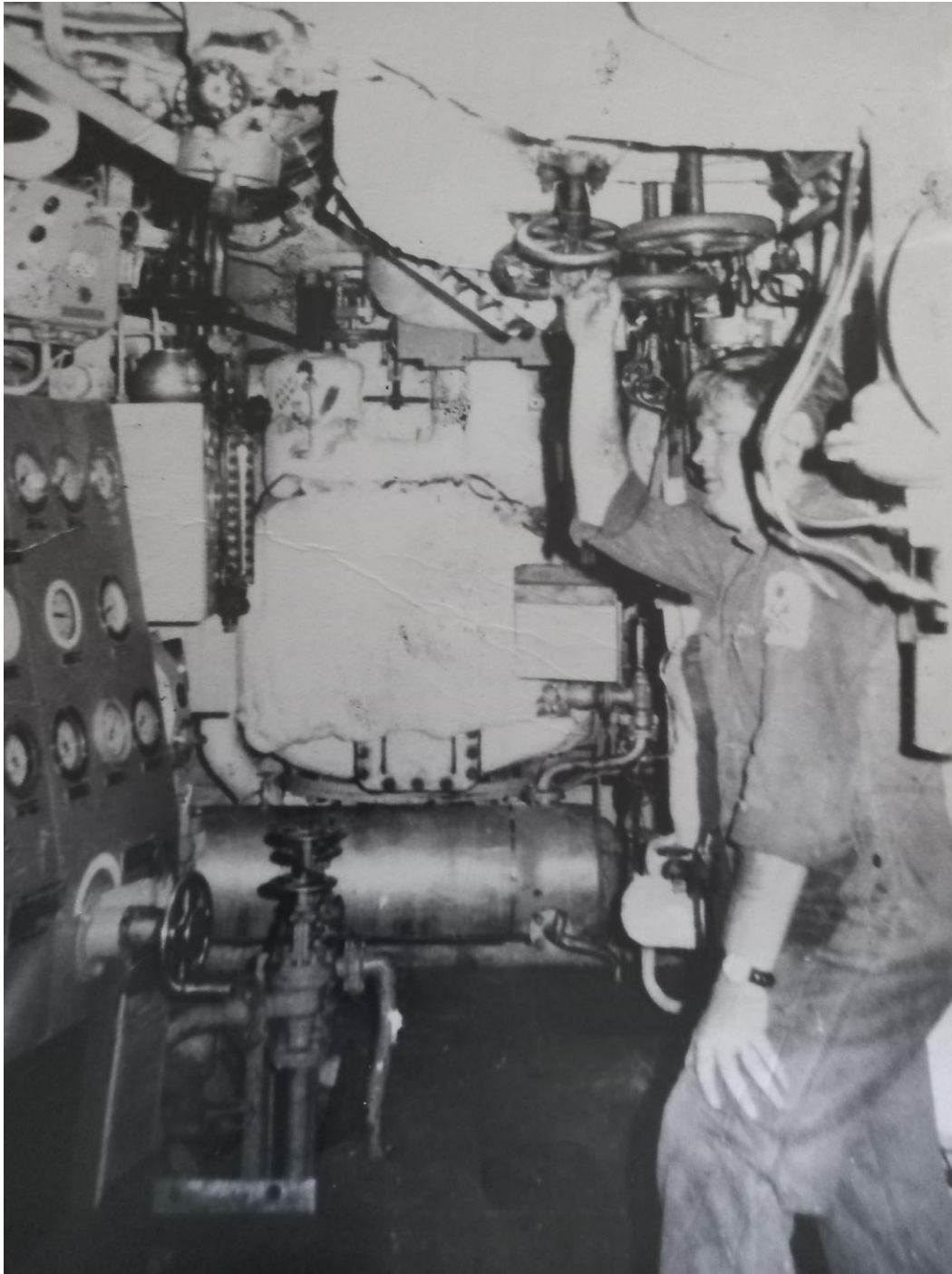
From Jack Donnelly

AUCKLAND ANNIVERSARY DAY



Auckland Anniversary Regatta – 1963. Can you name the flagship and her CO?

OLDIE FROM THE SHOEBOX!!!



Who, What, Where & When?

SHIP OF THE WEEK – WAKAKURA T00

Wakakura was built in 1917 as the minesweeper TR.1, one of 60 Castle class trawlers built in Canada for the RN during WW1. TR.1 was Canadian manned, and by 1/1/18 was at Halifax, Nova Scotia. Paid off in 8/19, TR.1 was 'sold' in 1920 to

Captain D.N. Munro, along with many other trawlers, and steamed in convoy to Inverness, Scotland. There they were fitted out by the Rose Street Foundry for resale on behalf of the Admiralty.

TR.1 was sold to the NZ Government in late 1925 for £5,000, for service as a training ship with the newly set-up Volunteer Reserve Divisions at Auckland, Wellington, Lyttelton and Dunedin. Renamed *Wakakura*, and after an overhaul and final fitting out she recommissioned at Auckland 5/5/27, and two days later sailed with her first intake of reservists from the Auckland Volunteer Reserve Division. Her primary role was as an instruction ship for minesweeping, but she also undertook target towing and exercises with ships of the NZ Squadron. In 1928 *Wakakura* embarked on training duties with the other three Reserve Divisions, generally spending one to three months with each, into 1940.

Wakakura was sold in 1947 to an ex-serviceman's syndicate who formed the Tasman Steam Ship Co. Ltd, Auckland. They refitted and converted her to carry frozen fish and produce, and began a cargo service on sailing for Sydney 25/10/47. Laid up at end 12/48 and moored in Shoal Bay until sold 3/52 to Mason Bros Eng. Co. Ltd for dismantling. Broken up Auckland early in 1953. Her ship's bell is kept today by HMNZS *Olphert* in Wellington.

