

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

19 March 21 - Ngapona Assn Lunch at Waiheke RSA
26 – 28 March 21 – Comms Reunion
9 April 21 - Navy Club Lunch – Remuera Club
9 – 11 April 21 – Cooks and Stewards Reunion
16 April 21 - Ngapona Assn Lunch at Henderson RSA
14 May 21 - Navy Club Lunch – Remuera Club
14 – 15 May 21 - OP Grapple Reunion, contact Gerry Wright
gerrywright@xtra.co.nz
16 May 21 - Ngapona Assn Lunch at the Bays Club, Browns Bay
21 May 21 - Ngapona Assn Lunch at Pt Chevalier RSA

Hi Folks

DEATH NOTICE

Lieutenant Commander John Hugh WILLIAMS MBE VRD, RNZNVR (C106423) crossed the bar at 1400 on Sunday 7 March 2021.

Hugh was the Naval Control of Shipping Officer (NCSO) at OLPHERT for a number of years before designing the architecture then writing the RNZN NCS application (MERKIWI) software code in the early 1990s.

For his diligence and efforts Hugh was conferred an MBE in the 1992 New Year's Honours.

CO OLP and Cdr Bob McKillop, VRD* RNZNVR (Rtd) are coordinating naval support to the funeral arrangements which will be held at the Uniting Church, Dr Taylor Terrace, Johnsonville (timings TBC).

NGAPONA ASSN – FUTURE LUNCHES

Our March lunch (COVID-19 permitting) will be held at the Waiheke RSA. This is an annual event and is one of the highlights of the Ngapona Assn calendar.

Please ensure that you mark your diary for 19 March. Bring some friends and have an enjoyable day at Waiheke Island.

LUNCH AT THE BAYS CLUB

A special lunch is being held on Sunday, 16 May at the Bays Club. This is being held so that those who are unable to attend our Friday lunches can attend. Get a group together and relax at the Bays Club on Sunday afternoon.

WARNING ORDER – NGAPONA ASSN FORMAL DINNER

The Ngapona Association is holding a formal dinner on Saturday 24 July 2021 at the Birkenhead RSA, Recreation Drive, Birkenhead, Auckland. The guest speaker will be the Chief of Navy Rear Admiral David Proctor RNZN.

An invitation to attend the function is extended to all NGA Association members, all past and present members of NGAPONA and their partners/spouses. Tickets will be allocated on a first come first served basis. The cost of this function is \$50.00 per head. A cash bar will operate. There will be a buffet type meal of three courses. It is expected that Able Musician Rebecca Nelson will provide a brief performance during the evening. It is also expected that a rum issue will be held. As this is a formal occasion, appropriate dress with miniatures is expected. For planning purposes, please advise Expressions of Interest to Mr. Jerry Payne by email 'president@ngapona.org.nz' giving the names of attendees and a contact phone number.

HINAU T17

Has anyone spotted the wreck of the original Hinau in the background of the latest 'Spark' advertisement on TV?

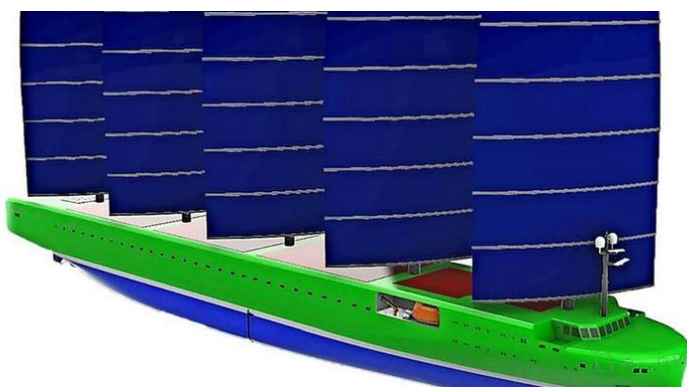
NAVY CLUB LUNCH

The Navy Club lunch scheduled for this Friday has been cancelled.

WIND POWERED CONTAINERSHIP

Winds of change are sweeping the maritime industry as vessel owners and operators seek ways to reduce vessel emissions. A new containership concept from Detlev Löll and TECHNOLOG joins a raft of new wind-powered cargo vessel designs aimed at reducing, or in some cases, entirely eliminating shipping emissions. The partners have designed a sailing ship that can carry 500 containers across the world's oceans with zero emissions, not only in favourable winds, but also in calm or unfavourable areas. The concept includes hydrogen and battery systems to enable the vessel to operate emissions free even during poor wind conditions.

Source : *Marinelink*



COVID-19 ABOARD US NAVY SHIPS

Two U.S. Navy ships deployed to the Middle East are experiencing coronavirus outbreaks and have arrived in Bahrain to isolate infected crew members, the Navy said in a statement Friday morning. The amphibious transport ship USS *San Diego* has gone into port in Bahrain after 12 service members tested positive for the virus, the Navy's Fifth Fleet said. The cruiser USS *Philippine Sea* was at sea when it was

discovered that several sailors aboard had also been exposed to the virus and were considered to be "persons under investigation." The cruiser has since arrived in Bahrain, where those sailors tested positive for COVID-19, a Fifth Fleet spokesperson told ABC News Friday. "Sailors with positive case and close contacts have been isolated on the ship, and the ship remains in a restricted COVID bubble at the pier," said Commander Rebecca Rebarich. "U.S. 5th Fleet took immediate actions to identify, isolate, test and treat affected Sailors and Marines aboard two ships," the Navy said in its initial statement. "Medical health professionals are conducting a thorough contact investigation to determine the source of COVID-19 aboard the ships and whether any other personnel may have been exposed," it added. The sailors aboard the USS *San Diego* have been isolated aboard the ship, and the ship itself is "in a restricted COVID bubble." The recent exposures aboard the two ships at sea come a week after three sailors aboard the aircraft carrier USS *Theodore Roosevelt* tested positive for the virus while it was deployed to the Pacific Ocean. A previous large-scale coronavirus outbreak aboard that ship in 2020 ultimately infected a quarter of the 5,000 sailors on board. As a result, the Navy imposed strict mitigation procedures for ship crews at sea and two-week quarantines for those preparing to deploy.

Source: ABCnews

The USS *San Diego* (LPD-22), is a San Antonio-class amphibious transport dock, is the fourth ship of the United States Navy to be named for San Diego, California
Boats & landing craft carried: Two LCACs (air cushion); or one LCU (conventional)
Homeport: Naval Base San Diego

Capacity: 699 (66 officers, 633 enlisted); surge to 800 total

Complement: 28 officers, 333 enlisted

Commissioned: 19 May 2012

Propulsion: Four Colt-Pielstick diesel engines, two shafts, 40,000 hp (30 MW)

Displacement: 25,000 tons full

Length: 208.5 m (684 ft) overall, 201.4 m (661 ft) ...

Draft: 7 m (23 ft)

The USS *Philippine Sea* (CG-58) is a Flight II Ticonderoga-class guided missile cruiser on active service in the United States Navy. She was built by Bath Iron Works in Bath, Maine. Her keel was laid on 8 April 1986 and she was launched on 12 July 1987. Upon completion of her sea-trials after construction, Philippine Sea transferred to the Atlantic Fleet and was commissioned on 18 March 1989 in Portland, Maine. She is powered by a General Electric LM2500 gas turbine that includes two controllable-reversible pitch propellers and rudders. She can reach a top speed of 32,5 knots (60 km/h). She has a length of 173 m, a beam of 16,8 m and a displacement of 9800 tons. The cruiser has a crew of 330 sailors.



USS *San Diego*



USS Philippine Sea

SHIP OF THE WEEK – LIGHTHOUSE OF THE WEEK

For the last 18 months I have highlighted ships of the Royal New Zealand Navy, past and present in alphabetical order. Last week was the final in that series, so from next week a new series will begin. We will visit the major light houses of New Zealand starting at the top of the North Island and going round the New Zealand coast in a clockwise direction. The study of lighthouses is known as pharology, and while I am not a pharologist, I hope you will find the series interesting. Many of the readers of this newsletter have sailed the New Zealand coast and know that when making landfall on a dark night the glow of a distant lighthouse is always a welcome sight. For those of you who are not sailors I will include a little history.

It is the responsibility of Maritime NZ to provide sufficient aids to navigation for the safe arrival and departure of all overseas vessels, and local harbour authorities are responsible for erecting and maintaining all lights, buoys and beacons necessary for ship navigation within specified harbour limits. New Zealand remains one of very few countries worldwide that fund their aids to navigation from their users, namely commercial shipping and fishing vessels. There is a contribution of government funding made on behalf of recreational vessel users.

Some technical stuff –

- A landfall light: The first light to be seen by an observer approaching the coast from the open sea. It is so situated and has luminous range and geographical range so great that it can be identified at a great distance offshore. (Example Mokohinau is a landfall light.)
- A coastal or passage light: A light placed on the coast to assist coastal (or passage) navigation. It does not necessarily mark a waypoint and is not as powerful as a landfall light. (Cuvier Island and Cape Campbell are all powerful landfall lights doubling as coastal lights.)
- A harbour light: A light of lesser power placed within harbour limits to assist in navigation of a port, harbour or sea area controlled by a harbour authority. The categories of lights sometimes overlap. (Example Bean Rock and Somes Island are harbour lights.)

Characteristics of Lights-

The oldest lighthouses could exhibit only a fixed light, which appeared continuous and steady and thus could be misidentified as a farmhouse or a bonfire. The earliest lights in New Zealand were fixed lights because they were built at a time when the technology to make them flash was just emerging.

Flashing lights are made to exhibit a variety of characteristics such as long flashes, short flashes or groups of flashes. Each light therefore displays its own identity.

In nautical publications lights 'flash' (abbreviated to Fl.) when the total period of light is less than the period of dark. They are said to 'occult' (abbreviated to Oc. or Occ.) when the total period of light is greater than that of dark; and to 'isophase' (abbreviated to Iso.) when the periods of light and dark are equal. Some lights show red sectors over an arc of the horizon wherein a danger lies. When viewed on a given bearing all lights must maintain a consistent character.

Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

021 486 013

(To be removed from this email list please reply to this email with "Unsubscribe" in the subject line.)