

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

9 April 21 - Navy Club Lunch – Remuera Club
9 – 11 April 21 – Cooks and Stewards Reunion
14 April 21 - - Navy Club Lunch – Waiheke RSA
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

THANK YOU

I would like to convey my thanks to all who sent messages of condolence and support for the recent passing of my wife, Elaine.

A special thank-you to those who attended the funeral and made it a very special day, you did Elaine proud. Thanks also to those who were unable to attend but were there in spirit.
RIP Elaine



NGAPONA ASSOCIATION – LAPEL PINS

Lapel pins are now available! Contact Dave Thorpe davethorpe@xtra.co.nz

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.

NGAPONA ASSN FORMAL DINNER – 24 JULY 2021

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 RNZN's Chief of Navy, Rear Admiral David Proctor.

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.

GUARDIAN CLASS PATROL BOAT

The Pacific Patrol Boat Replacement (SEA3036) Project is part of the Commonwealth's Pacific Maritime Security Program (PMSP) that aims to enhance practical maritime security cooperation across the South Pacific. The Pacific Patrol Boat Replacement Project broadens and further strengthens the region's capability to respond to issues such fisheries protection, trans-national crime, and search and rescue through the provision of patrol boats to Pacific Island nations.

The Pacific Patrol Boat Replacement Program (PPBR) comprises 21 x 39.5m steel hull vessels designed and constructed by Austal for delivery to 12 Pacific Island nations and Timor Leste from late 2018 to 2023, including;

- Papua New Guinea
- Fiji
- Federated States of Micronesia
- Tonga
- Solomon Islands
- Cook Islands
- Kiribati
- Marshall Islands
- Palau
- Samoa
- Tuvalu
- Vanuatu

- Timor Leste

The all-new *Guardian* Class Patrol Boat is based on Austal's proven patrol boat design platform, originally developed for the Australian Customs Service (now Australian Border Force) and is 39.5 metres long with a beam of 8 metres and a loaded draft of 2.5 metres. It is capable of traveling at 20 knots and at 12 knots possesses a 3,000 nautical mile range. Each vessel can accommodate 23 people.

The 21 *Guardian* Class vessels are under construction at Austal's dedicated Pacific Patrol Boat Replacement Production Facility at Naval Base, in Western Australia and will be supported by Austal's service centre located in Cairns, Queensland.



COUNTING THE COSTS

The owners and charterers of ships unable to sail through the Suez Canal for nearly a week face at least \$24 million in expenses they will be unable to recoup as their insurance policies do not cover them, industry sources say. Up to 400 ships, which include oil tankers and vessels carrying goods to consumers that had been stuck, are counting the cost after traffic through Egypt's Suez Canal was halted for six days. Owners of cargo on the *Ever Given* container ship or other ships delayed in the Canal may also not be covered by insurance. "Generally, if you are shipping anything other than perishable cargo, you don't buy delay insurance," Marcus Baker, global head, marine and cargo, at insurance broker Marsh, said. Fitch Ratings said on Monday that reinsurers could face losses totalling hundreds of millions of euros from the blockage. However, industry sources said insurance and reinsurance claims would likely mainly be for damage to the *Ever Given* itself and to the Canal, as well as dredging costs. UK Club, the P&I insurer for the *Ever Given*, said in a statement on Monday it had insured the ship's owner Shoei Kisen for "certain third-party liabilities that might arise from an incident such as this – including, for example, damage caused to infrastructure or claims for obstruction". The ship's hull is insured by Japan's MS&AD Insurance Group. Industry sources said the hull policy would also cover the salvage costs. Brokers reckon the ship will have been insured for \$100-140 million. Source: *Reuters (Editing by Barbara Lewis)*

As the investigation into the grounding of the *Ever Given* in the Suez Canal begins, the vessel's Japanese owner, Shoe Kisen, declared General Average. General Average is a principle of maritime law that requires that the shipowner and its

customers share a proportionate amount of the costs associated with saving a vessel after a major casualty. When General Average is declared, cargo owners are required to contribute to a GA fund before cargo can be released. While the backlog of vessels waiting to transit Suez is now expected to be cleared over the next couple of days, shippers and freight forwarders with cargo on the Ever Given could be in for a long wait for it to be released. General Average was declared following the 2018 fire on board the Maersk Honam. After declaring GA, the adjustor fixed the salvage security at 42.5% of cargo value and 11.5% as a GA deposit – this meant a shipper with a cargo worth \$100,000 needed to pay a combined deposit of \$54,000 to get its cargo released. This leaves shippers with uninsured cargo highly vulnerable to losing it, as the owner can hold the goods under lien until the deposit is paid. Shippers with insured goods will have those deposits covered by their insurers. According to panellists on a recent webinar on container casualties, held by the London Shipping Law Centre, GA is only declared in incidents which have incurred an extraordinary loss – the general rule of thumb being a loss of over £10m on a ship of 15,000 teu or bigger.

Source: *The Loadstar*

UK CARRIER STRIKE GROUP 21

Later this year, the HMS Queen Elizabeth, the new Royal Navy aircraft carrier, will undertake its maiden deployment to the Asia-Pacific region. It will arrive as the flagship of a Carrier Strike Group, CSG21, that includes an air wing of U.S. Marine F-35s, nuclear submarines, and a number of U.S. and U.K. surface escort ships. The group is a bold statement of intent for a national defence policy that is tilting back toward the Indo-Pacific region after decades of contraction and focus on its NATO responsibilities to the North Atlantic. The deployment marks the Royal Navy's return in force to east of the Suez Canal and reverses a government policy followed since 1967 that sustained operations in the Indo-Pacific were beyond the U.K.'s economic means or, with the loss of the empire, its strategic interests.

This deployment and its choice of operating area is significant for a number of reasons. Reaction to its announcement has focused on the alarm bells it will raise with China. It does show a new determination on the part of the U.K. government to expand the maritime influence of the Royal Navy with new and improved capability and to extend its reach to unfamiliar (at least in recent times) operational areas.

But why?

Following Brexit and COVID-19, the U.K. faces great economic and political uncertainty. Many would challenge not only the premise of increased defence expenditures but why the government would also risk raising tensions further with one of the same countries it is counting on economically — China.

Certainly, the feeling that China needs to stop throwing its weight around will be a sentiment shared by many in the corridors of the Foreign Office and Ministry of Defence. There has been frustration over the inability to respond forcefully against pro-democracy crackdowns in Hong Kong or meet popular concern over human rights abuses against the Uyghur population in Xinjiang Province. Suspicion about the activities of Chinese tech companies has also caused political hand-wringing over how to respond. Chinese hegemony in the South China Sea needs to be checked and given that many of the Pacific Rim nations are heavily invested and dependent on their huge neighbour efforts at containment have had to come from the U.S. alone.

Source: *The Diplomat*



United Kingdom Carrier Strike Group



LIGHT HOUSE OF THE WEEK – CAPE BRETT

The Maori people named this cape Rakaumangamanga ('mountain of renown') and Captain Cook later named it after Rear Admiral Sir Piercy Brett, a Lord of the Admiralty, in 1769, who had signed Cook's secret instructions. With a sense of puckish humour, Cook named the off-lying rock Piercy Rock, 'the small Island or Rock with a hole pierced quite thro' it like the Arch of a Bridge and this was one reason why I gave the Cape the above name.

By the early 1900s the only lights between Cape Maria van Diemen and Auckland were those at Tiritiri Matangi and Mokohinau islands. The worthy lighthouse artificer, Scott, who had already built lights at Portland, Mokohinau and Cuvier islands, considered Cape Brett an important waypoint and built the new light in 1910. It used a mercury bath to float the lenses, allowing an increased rotation rate with virtually no wear on the parts.

The rugged terrain of the headland made it impossible to build a road out to the cape, and the construction materials had to come by sea. When Mr Scott first lit the lamp on 21 February 1910, the light had a range of 30 miles (48 kilometres) from a focal plane of 146 metres above the sea, the tower itself being 14 metres high. Even at this excessive height, the peak of Piercy Rock obscured the light over a small arc of the horizon. Had the light been built any higher, the cloud base would have obscured it and made it occasionally invisible to shipping.

A long and steep tramway provided the only means for bringing up the stores. A constantly circling horse powered an upright windlass for hauling them up until a motorised system replaced it in 1921.

The telegraph system reaching Cape Brett in 1916 allowed it to become a signal station for inbound vessels to send reports to their agents in Auckland. The cape also became an important station for the Royal New Zealand Navy during the Second World War. An unfortunate sailor lost his life one night while negotiating the landing in the dark, becoming one of the few landing-or-leaving casualties at lighthouse station blocks, where the lighthouse service holds a good record of safety.

