

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

21 May 21 - Ngapona Assn Lunch at Pt Chevalier RSA
28 – 30 May 21 – Otago and All Ships Reunion (Contact Noel Davies
noel@daviesgroup.nz)
11 June 21 - Navy Club Lunch – Remuera Club
18 June 21 - Ngapona Assn Lunch at Howick RSA
9 July 21 - Navy Club Lunch – Remuera Club
16 July 21 - Ngapona Assn Lunch at New Lynn RSA
24 July 21 – Ngapona Assn formal Dinner at Birkenhead RSA

Hi Folks

MEMBERSHIP OF THE NGAPONA ASSN

The Ngapona Assn is now looking for new members. Full membership is open to serving and ex members of HMNZS Ngapona. Associate membership is open to all others who have an interest in nautical affairs (subject to approval by the Executive Committee.) Join us for the comradery enjoyed by our members. Membership form attached. Joining fee is only \$40.00 and no annual subscription. Membership for serving members of Ngapona is free.

BAYS CLUB LUNCH LAST SUNDAY

A great time was had by all who attended. Go to <https://youtu.be/Xffb4lxzxD0> to see the photos.

NGAPONA ASSN FORMAL DINNER – 24 JULY 2021

An invitation to attend the function is extended to all NGA Association members, this includes Associate Members, and all past and present members of HMNZS Ngapona and their partners/spouses.

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.

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. A highlight of the evening will be a performance by Able Musician Rebecca Nelson. 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 by **replying to this email** giving the names of attendees and a contact phone number.

HMNZS OTAGO ASSOCIATION/ALL SHIPS REUNION

Friday 28, Saturday 29 and Sunday 30 May 2021

(Disregard dates as printed on online rego form - Covid got at it!)

Hotel Armitage, 9 Willow St, Tauranga

07 578 9119 or

0800 276 482

When booking ask for "Otago Reunion" deal

Reunion is open to all Otago Assn Financial Members and their Wives/Partners.

Additionally, an open invitation to all Ex RNZN personnel and their Wives/Partners is extended. Note an additional Registration charge applies as per Rego Form.

Go to www.hmnzsotago.org

Registrations close Monday 24 May 2021 - to allow for Hotel Catering requirements.

Dress is tidy casual but Dinner Saturday and Church Sunday it is requested that

Gentlemen wear a jacket/tie. Miniature medals for dinner and full medals for Church.

Ladies semi formal wear.

SECOND PATROL CRAFT FOR SOLOMONS

The vessel, the RSIPV Taro, was then gifted by the Australian Government to the Solomon Islands Government at a certificate signing ceremony held at Austal Australia's Henderson shipyard, attended by His Excellency Mr Robert Sisilo, Solomon Islands High Commissioner to Australia; Mr Vince Connelly MP, Federal Member for Stirling and RADM Katherine Richards, Head of Navy Engineering at the Royal Australian Navy.

The vessel is the second of two Guardian-class Patrol Boats to be delivered to the Solomon Islands under the Pacific Patrol Boat Replacement Project, part of the Australian Government's Pacific Maritime Security Program, and follows the delivery of the RSIPV Gizo in November 2019.

Faster, with improved seakeeping, better amenities and an enhanced mission capability – including an integrated RHIB stern launch and recovery system – the Guardian-class Patrol Boats provide the Royal Solomon Islands Police Force with a much-improved naval asset to carry out border patrols, regional policing, search and rescue, and many other operations domestically and internationally.

The Pacific Patrol Boat Replacement (PPB-R) Project was awarded to Austal in May 2016, with an additional contract option awarded in April 2018, taking the program to 21 vessels, valued at more than A\$335 million.

Twelve Pacific Island nations including Papua New Guinea, Fiji, the Federated States of Micronesia, Tonga, Solomon Islands, Cook Islands, Kiribati, Marshall Islands, Palau, Samoa, Tuvalu, Vanuatu and Timor Leste will receive the vessels through to 2023.

The 39.5 metre steel monohull patrol boat – designed, constructed and sustained by Austal Australia – is based on a proven design platform that has included the 38 metre Bay-class, 56 metre Armidale-class and 58 metre Cape-class patrol boats that are in service with the Australian Border Force and Royal Australian Navy.

The vessel is named after Taro Island, capital of the Choiseul Province, located in the far northwest of the Solomon Islands archipelago.

The Guardian-class patrol boats are a class of small patrol vessels designed and built in Australia for small Pacific Ocean countries.

Austal delivers the vessels without armament, but they were designed to be capable of mounting an autocannon of up to 30 millimeters (1.2 in) on their foredeck, and a heavy machine gun on either side of their bridge.

Source: Naval News



HMS QUEEN ELIZABETH ON OPERATIONAL DEPLOYMENT

Aircraft carrier HMS Queen Elizabeth has left its home in Portsmouth ahead of its first operational deployment.

The £3bn warship was waved off by crowds who lined the city's harbour walls on Saturday afternoon.

It will lead the UK's Carrier Strike Group, which is taking part in an exercise off Scotland before departing for a tour of the Indo-Pacific region.

The ship began sea trials in 2017, having replaced HMS Illustrious which was scrapped in 2014. It has eight RAF and 10 US Marine Corps F35B stealth fighter jets onboard and will be accompanied to Asia by six Royal Navy ships, a submarine, 14 naval helicopters and a company of Royal Marines.

Earlier, other members of the strike group, destroyers HMS Defender and HMS Diamond, also left the naval base in Hampshire. They will be joined by US destroyer USS The Sullivans and the Dutch frigate HNLMS Evertsen while carrying out visits to India, Japan, South Korea and Singapore.

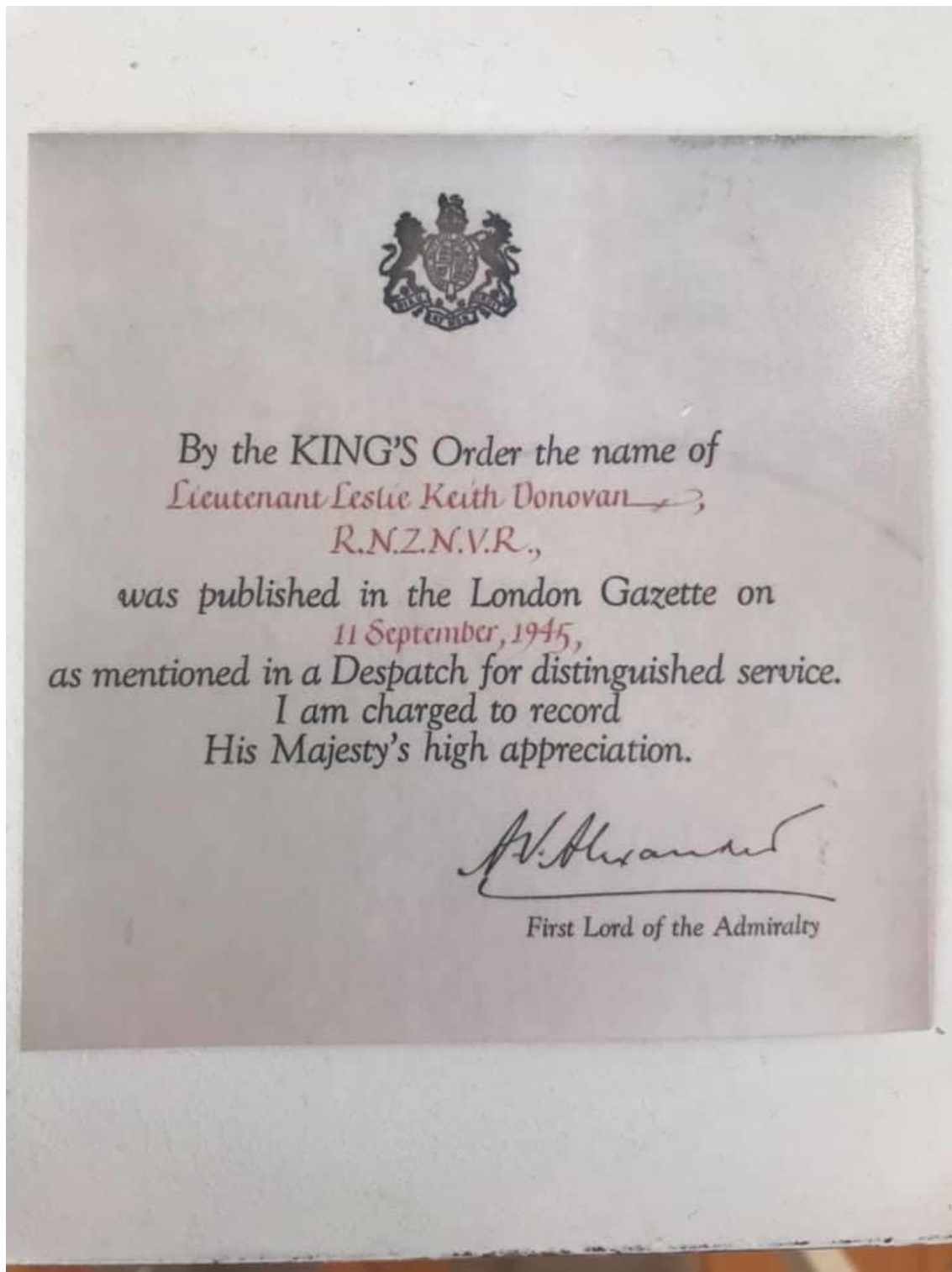
Commodore Stephen Moorhouse said: "This is an amazing capability and pulling that all together with our international partners is a real statement that the Royal Navy is very much in the premier league.

"The deployment takes us through the Mediterranean, the Middle East then operating with key partners in the Indo-Pacific just shows the Royal Navy has an ambition to be active on the global stage and operate wherever our politicians may feel fit."



Lt DONOVAN RNZNVR

This was posted on Facebook by Bruce Barton. Does anyone have any further information?



LIGHT HOUSE OF THE WEEK – CHANNEL ISLAND

Position: 36.42.3S 175.33.3E

Characteristics: Fl(2)W 12s

Range: 9NM

Structure: White metal tower

The Auckland Coastal Masters' Association petitioned the minister for marine in August 1911 for a light on Channel Island. The association advised Secretary of Marine George Ailport that all classes of vessels arriving and leaving Auckland to and from the southern ports used this channel. North-easterly weather often obscured the passage and they needed a light with a range of about 10 miles (16 kilometres).

Captain Bollons of the light station tender *Tutonekai* recommended a site 78 metres high on the Watchman as a better situation than one at Cape Colville.

Channel Island, colloquially known as the Watchman. On closer inspection, he found a fair landing and a stiff climb to the summit. He called for an unwatched acetylene light to be erected, with a small hand winch to hoist the gas bottles. He had found a natural grooved chute leading from the landing to the top where building materials and gas bottles could be taken up 'expeditiously'.

A riveted tank surmounted by a gas lantern formed the original tower. A notice to mariners advised that the lamp would first be lit on 11 February 1915 and remain lit thereafter. Having recommended the landing on the south-east, Captain Bollons wrote that the landing being used on the weather side was in the worst possible place. The tender crew had suffered two narrow escapes from capsizing when working the light in the prevailing westerly weather. Refuelling the *Watchman* would never be easy until the advent of helicopters. It is ironic that by the time helicopters became available the light was solar-powered and refuelling unnecessary.

Today the isolated light maintains its solitude, a home to seabirds and geckos, visited only annually by maintenance men and a lighthouse inspector.





Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

021 486 013

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