

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

20 August 21 - Ngapona Assn Lunch at Birkenhead RSA
29 August 21 – Combined Services Day, Whangamata RSA
3 September 21 – Merchant Navy Day - Auckland
9 September 21 – Merchant Navy Day - Tauranga
10 September 21 – Navy Club Lunch
17 September 21 – Ngapona Assn Lunch at Te Atatu RSA

Hi Folks

NGAPONA ASSN - MONTHLY LUNCH

Our next lunch is this Friday, 20th August at the Birkenhead RSA at 1200hrs.
We have arranged a guest speaker this month, Teresa Cousins, who will speak about Veterans Affairs, and the support that is available to you. This is an important topic and there will be plenty of opportunities for questions.
We have also organised a special menu for \$21.00 per head.

MENU FOR BIRKENHEAD LUNCH

Ham on the bone with mustard and fruit chutney
Roasted Bolar of beef with our home made gravy
Golden fish fillets & Tartare sauce
Tossed green salad, Tangy potato salad, Bean salad, Diced Beetroot, Coleslaw.
Roasted Potatoes
Three seasonal vegetables

Pavlova with cream
Homemade apple pie
Fresh fruit salad
Whipped cream

MERCHANT NAVY DAY - AUCKLAND

On September 3, you are invited to help commemorate those who served and lost their lives in the Merchant Navy. The New Zealand Maritime Museum will be hosting a 1-hour service, on-site, from 11am-1pm, followed by refreshments in the Maritime Museum and a wreath-laying ceremony upon the museum's vessel Nautilus. Those who are unable to make it in person are invited to register for a live-streaming of the event. For more information or to register for the live stream, visit the Merchant Navy Day page on the museum's website:

<https://www.maritimemuseum.co.nz/events/merchant-navy-day-2021>

TAMAKI-FORT CAUTLEY REUNION

It has now been confirmed that the dates for this event will be, **Friday 13th May - 16th May 2022.**

Make a note in next year's diary now – this is going to be big!

VETERANS AFFAIRS

A support program is available to all of us from Veterans Affairs due to our having Qualifying Routine Service because we served in the NZ Armed Forces before 1 April 1974 — either in New Zealand or overseas.

Qualifying Routine Service recognises that before 1 April 1974 service members were not covered for work-related injuries or illnesses. Because of this, Veterans Affairs provide support to all those that served in the NZ Armed Forces during this time.

Qualifying Routine Service stopped on 1 April 1974 with the introduction of ACC. Since that date, ACC provides support for all New Zealanders who suffer work-related injuries or illnesses. This coverage extends to members of the NZ Defence Force or NZ Armed Forces.

HARD TO KNOW WHAT TO BELIEVE THESE DAYS

A carrier strike group led by HMS *Queen Elizabeth* had its automatic identification system (AIS) position faked, researchers discovered. AIS is a key maritime safety system used to track vessel movements. Nearly 100 naval ships may have had their AIS position altered, environmental groups SkyTruth and Global Fishing Watch found. The ships included vessels from European and US navies, including 11 from the Royal Navy.

Onboard AIS systems broadcast a ship's location, course and speed, and show the same data from other vessels. Commercial vessels above a minimum size must all have AIS transponders, and while naval vessels are not obliged to use the system, they often do so for safety reasons. US Navy policy, for example, has shifted towards using AIS in busy areas after two collisions in 2017.

Source: *BBC*

CARGO VESSEL SPLITS IN TWO

An oil spill from a wood chip carrier, Crimson Polaris, that split in two after it ran aground at the Hachinohe Port on Wednesday, has reached Japanese shores. According to the Japanese Coast Guard, heavy oil that spilled from the Panama-flagged vessel reached the coast of Misawa City on Friday morning local time. The stranded oil has spread around 24 km north of the coastline, but the extent of any environmental impact remains unclear as the authorities continue to tackle the oil spill.

The 49,500 dwt ship operated by Japan's NYK Line had about 1,550 metric tonnes of heavy oil and about 130 metric tonnes of diesel oil on board, but the amount of oil that spilled into the ocean has not been identified. "The Maritime Disaster Prevention Centre is trying to control it using oil-treatment agents and adsorption mats," NYK Line said.

The Crimson Polaris, owned by MI-DAS Line, an affiliate of Doun Kisen, broke apart at 0415 hrs local time on Thursday. The vessel's split hull is about 4 km offshore Japan. A crack that initially occurred between the No. 5 cargo hold and the No. 6 cargo hold at the rear of the vessel worsened, and the hull eventually split into two, NYK Line explained.

The bow is floating and held by an anchor chain, and the stern appears to have become stranded on the seabed.



MINEHUNTERS REPLACE WITH UNCREWED SHIPS

Royal Navy minehunters HMS RAMSEY and HMS BLYTH were formally decommissioned on August 4, during a poignant ceremony at Rosyth Dockyard. Both Sandown-class mine countermeasures vessels have served extensively during careers spanning 21 years and 175,000 miles for RAMSEY, 185,000 miles over 20 years for BLYTH, supporting operations in the Middle East, around the UK or on NATO duties in northern European and Mediterranean waters. The ships are being replaced by the expanding Project Wilton drive to introduce autonomous/uncrewed boats and systems into mine hunting – an initiative being pioneered at Faslane where three boats are already in service. BLYTH and RAMSEY meanwhile will enjoy a fresh lease of life in the Black Sea. Once further work is completed on the two vessels, they'll be transferred to the Ukrainian Navy. Meanwhile following summer leave, Blyth's crew will take charge of HMS GRIMSBY for another period of operations later in the year.

Source: Naval News

SHOCK TRIALS

US Navy USS *GERALD R. FORD* (CVN 78) successfully conducted a third explosive event off the coast of Jacksonville, FL, on 8 Aug., marking the completion of the ship's Full Ship Shock Trials (FSST).



LIGHT HOUSE OF THE WEEK - AKAROA

Position: 43.53.5S 172.58.7E

Characteristics: FIW 10s

Range: 19NM

Structure: White fibreglass tower

The Akaroa Peninsula has always been an important station for northbound vessel from the southern ports, especially those making for Lyttelton. Lights shone at most of the important danger areas of the South Island by 1874 and the offshore route needed some passage lights to mark the coast in between. The marine engineer and nautical advisor submitted a report recommending one at Akaroa to be the most useful.

The makers shipped the lantern and apparatus to New Zealand on board the ss Duke of Argyle in early 1878. Weather conditions and awkward access made it difficult to build the lighthouse and on one occasion a southerly storm completely demolished the unfinished framework of the tower. Another time a bitterly cold southerly storm overtook William Black, the construction overseer, who was riding his horse to Akaroa township on 30 March 1879. He died from hypothermia on the way.

The wooden tower stood 8.5 metres in height and 82 metres above the sea, showing a flash every ten seconds from a second order dioptric lens with a range of 37 kilometres, becoming operational on 1 January 1880. Cold southerly winds and lack of shelter made the station one of the most unpopular with keepers. Although the site stood some 50 metres above the sea, salt spray made it almost impossible for keepers to grow vegetables. Station supplies originally came by sea using a landing stage built on a rocky shelf in the little fiord close eastwards. Though the elegant wooden gantry built there worked well in helping to land supplies, a southerly storm destroyed it. The Marine Department had to improve the long winding track leading south from Akaroa township to give road access to farms along the way and to the station at the end.

In 1980, one hundred and one years after it was built, the old wooden tower was cut in two, the lantern and dome removed, and the pieces transported over the perilously steep road from the harbour heads to the town. It was no easy task, for the hardwood tower was still remarkably tough, with a double skin which had been partially filled with ballast to help it withstand the notorious southerlies. Once in Akaroa the tower was reassembled, and in its retirement now stands as an elegant feature on the village waterfront.



Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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