

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

8 October 21 - Navy Club Lunch

15 October 21 - Ngapona Assn Lunch at Glen Eden RSA

25 October 21 – Labour Day

12 November 21 – Navy Club Lunch

19 November 21 - Ngapona Assn Lunch at Grey Lynn RSA

Hi Folks

ANNIVERSARY OF HMS NEPTUNE

A morning Commemoration Service will be held at the Devonport Naval Base on 19 December 21 to commemorate the 80th Anniversary of the sinking of HMS *Neptune*. This will be followed by HMNZS Ngapona's End Of Year Function – Association Members welcome. Save the date.

NEW RAIL SERVICE

KiwiRail announces NZ Connect service, a new weekday rail service between Auckland and Christchurch is being launched to help New Zealand businesses grappling with disrupted ports and shipping lines.

KiwiRail's NZ Connect service will boost capacity and connections for moving domestic freight between the North and South Islands in time for peak season, says KiwiRail Group Chief Executive Greg Miller.

"We are heading into the country's busiest period for freight, from October through to March, a time when businesses look to restock ahead of Christmas and New Year when demand for products increases, and exports rise.

Source: Portnews

DID YOU KNOW?

A simple idea revolutionised the shipping industry in the mid-1950s. Truck driver Malcolm McLean stacked 58 metal boxes on an ageing tanker ship going from Newark on the US east coast to Houston, Texas. This concept sparked a flurry of innovation, including a standardised, truck-sized container called "twenty-foot equivalent units" or TEUs. Shiploads are measured in TEUs, but containers now come in several sizes: three metres and six, twelve and 13.7 (in feet, that's 10, 20, 40 and 45). Given their size – designed to fit on trucks – many unused shipping containers have been recycled into small houses, granny flats and sheds. Before McLean's invention, most shipped items were packed in barrels, sacks, baskets, crates or pallets then loaded and unloaded separately, partly on the backs of wharfies. It was a slow, labour-intensive and backbreaking business. But the introduction of the shipping container brought sweeping changes to international trade by slashing transportation costs. Around 90 per cent of the world's traded

goods are transported by sea on a variety of ships. Tankers carry liquid cargo, mostly oil, while dry bulk carriers move huge quantities of commodities such as grains, coal and ore. Much of those raw materials are taken to manufacturing regions where they are made into finished goods, which are themselves then moved back across the oceans in container ships or more specialised cargo vessels such as the “roll on roll off” transporters that carry vehicles. The UN’s Conference on Trade and Development (UNCTAD) says the total value of the world’s merchandise exports reached \$US19 trillion in 2019. A huge workforce keeps that trade moving. About 1.5 million seafarers are employed by the global shipping industry and each month about 150,000 crew members need to be changed over to, and from, the vessels they operate. China is now at the centre of shipping commerce, especially container cargo. It hosts the world’s biggest container port, in Shanghai, which moved 42 million containers in 2018. By comparison, all of Australia’s container ports combined move around 8 million per year, mostly in Melbourne and Sydney.

NEW CO FOR USS ABRAHAM LINCOLN

Capt. Amy Bauernschmidt is now the commanding officer of the aircraft carrier Abraham Lincoln — becoming the first woman to lead a nuclear carrier in U.S. Navy history.

‘This is not what you want 10 days after taking command.’

Five sailors missing after a helicopter went into the sea after crashing on the deck of an aircraft carrier on Monday are now presumed dead. U.S. 3rd Fleet identified the sailors on Sunday.

The MH-60S was on the deck of USS *Abraham Lincoln* (CVN-72) when an unspecified mishap caused the helicopter to fall into the Pacific about 60 miles off the coast of San Diego, Calif., on Aug. 31



LIGHT HOUSE OF THE WEEK – CAPE SAUNDERS

Position: 45.53.0S 170.43.7E

Characteristics: LFIW 10s

Range: 10NM

Structure: White metal tower

Cape Saunders light stands 55 metres above the sea on Matakita Point (meaning 'to watch'), which lies to the south of Kaimata ('unripe' or 'uncooked food'), the original cape called Cape Saunders by mariners. Captain James Cook sighted the landmark on 25 February 1770, and named it in honour of Admiral Sir Charles Saunders, under whom Cook had served in Canada in 1759.

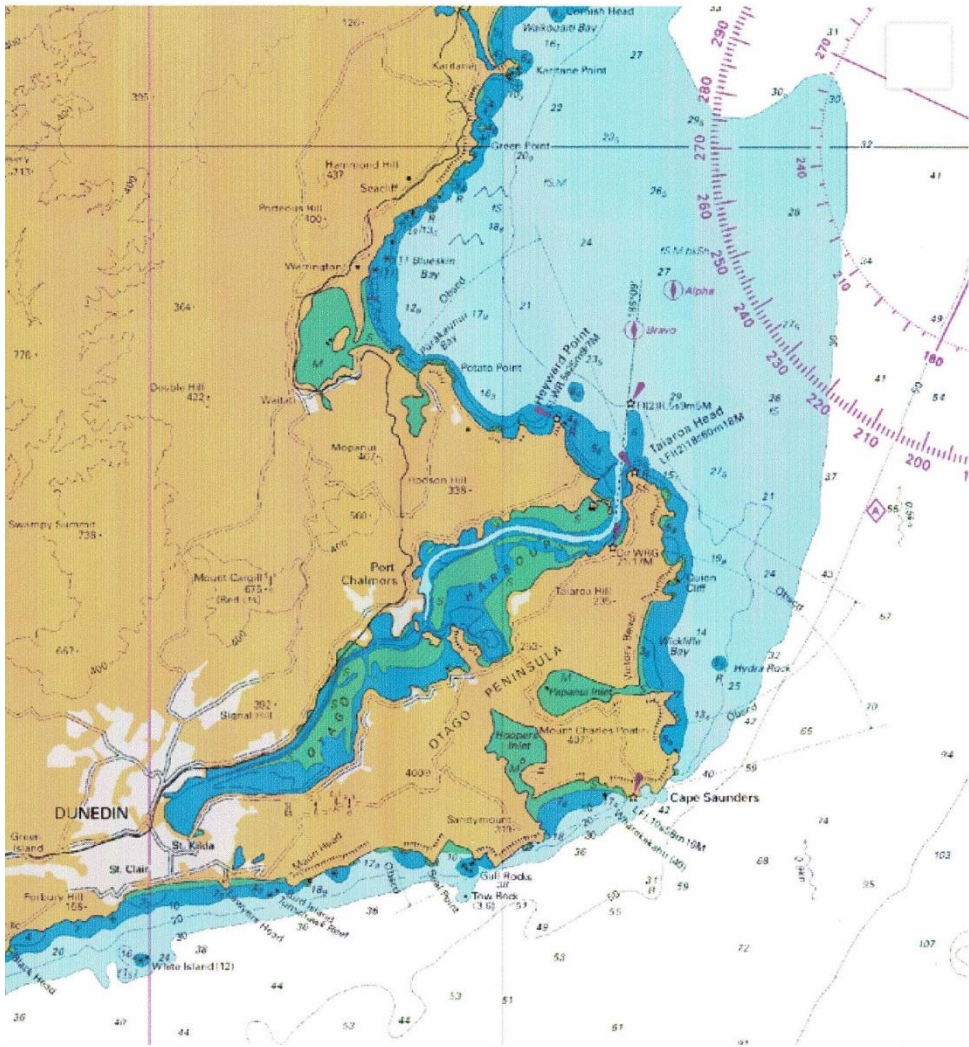
As early as 1862 the citizens of Otago persuaded the provisional government to provide a light hereabouts. Sailing ships coming up the coast on their way from

Britain or Australia via Foveaux Strait needed a harbour light for Taiaroa Head, as they often passed the port entrance without sighting it. They then had to tack back to the harbour, a time-wasting procedure that could take days when heading into southerly winds. For a sum of £20 a year the provisional government arranged with Wiremu Potiki a 99-year lease on about 30 acres of land for lighthouse purposes. They ordered the optical and light equipment from Britain and, when these parts arrived in Dunedin in 1863, they were stored in a hulk in Otago Harbour due to lack of funds to build the tower. The general government in 1865 took over responsibility to provide coastal aids to navigation, purchasing the lighthouse equipment from the Otago provisional government. Despite considerable demands by shipmasters in the mid-1860s for lights all-round the coast, funds were inadequate to order sufficient equipment to satisfy the needs of all mariners. With so few lights on the coast at this time, maritime circles vigorously debated setting priorities for building new stations. Complaints from shipmasters unable to identify the cape reached a serious level in 1868, and the authorities erected instead a white stone beacon about 3 metres in diameter and about 4 meters in height, making no provision to provide a light at night.

Marine Board warden Captain Johnson visited Kaimata in fog in 1874 during a tour of inspection ordered by Secretary of Customs William Seed, with a view to selecting suitable sites for new lighthouses. He thought the site a tolerably good one, although its great altitude of 165 metres would make a light invisible in fog.

Following the dissolution of the Marine Board, James Balfour insisted that a light here was vital and he placed another order in Britain for a revolving second order dioptric light. Work on the site started in November 1878 and finished on 1 January 1880 when the light first shone. The original wooden tower was identical to the old Akaroa lighthouse and only a little smaller than those at Waipapa Point and Kaipara North Head. The builders followed the practice of ballasting it with 9.5 tonnes of scoria between the inner and outer walls.

Electrification came to Cape Saunders in 1955 with the building of a new pylon-type tower made of galvanised steel struts standing 6 metres high to the deck. The lighthouse service installed one of the ultra-modern airport-type lights at Portland Island and the other one here. The entire standalone unit would be mounted atop a short pylon, with white horizontal boards cladding the seaward side to assist daytime visibility.





Regards

Jerry Payne

Editor

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