

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

FINAL FLIGHT FOR NZ4203

After 55-years with the Royal New Zealand Air Force, NZ4203 flew its final flight from Base Auckland to Base Woodbourne on 24 September 2021.

The P-3K2 Orion arrived in New Zealand in January 1967 and has undertaken more than 27,000 flying hours, circumnavigating the globe in support of RNZAF deployments and exercises.

This aircraft is the first of the fleet of six to retire before we welcome the new P-8A Poseidon fleet.



ORIGINS OF THE WHITE ENSIGN

A Brief History of The Iconic Royal Navy Flag; Flag expert Graham Bartram explains all the gen about the White Ensign.

The Royal Navy is one of the oldest and most established navies in the world. It is united by 475 years of history, a motto that states: "If you wish for peace, prepare for war," and its flag - the White Ensign - which is flown on British Royal Navy ships and shore establishments around the world. It might just be a simple piece of cloth but a flag can be a powerful symbol that conveys nationhood and belonging.

Flags embody the values of an organisation. They are enshrined with meaning and inspire strong emotions from those who see them. Each flag has its own unique history.

What are the origins of the white ensign?

The origins of the answer go back to Tudor times. The Tudor flags were striped with an English flag in the corner because England was still separate from Scotland at that point.

After the two countries united in 1707, what might be recognised as a White Ensign was developed, in other words, a white flag with a red cross over it with a Union Flag in the corner.

At the time, the Union Flag did not have red diagonals because Ireland had not joined the Kingdom of Great Britain at that point.

"Originally, the Royal Navy didn't just use the White Ensign. It used the White Ensign, the Red Ensign and the Blue Ensign because the Navy was divided into three different squadrons. And the squadrons each had their own Admiral, Vice Admiral and Rear Admiral.

"And the interesting thing is the white wasn't the most senior one ... The most senior Ensign was the red one."

The year 1864 was a monumental year for the Royal Navy because it was decided then to drop the squadron system and just use one flag for the entire Royal Navy.

The decision was made that the White Ensign would represent the Royal Navy henceforth. The Red Ensign was assigned to the Merchant Navy. Merchants had already been using red flags even before the squadron system was abolished.

Arguably, the merchant fleet was more important at the time, as Mr Bartram explains:

"That was where our wealth was coming from ... we literally used to own virtually the entire world shipping fleet."

All the goods that were coming from the newly created British Empire were travelling on the Merchant Navy ships.

"The merchant side was considered very important so they got the red. The Navy got the white and the government got the blue."

This categorisation has survived until this day.

Government vessels fly Blue Ensigns on the back. Royal Navy vessels will almost always sport White unless they are doing trials or are not in commission. While everyone else has Red Ensigns.



EVER ACE – CONTANER SHIP

A container ship said to be the largest in the world has left a UK port after dropping off thousands of containers.

The Ever Ace docked in Felixstowe, Suffolk, early on Sunday morning on her maiden voyage.

The 400m-long (1,300ft) ship has a capacity for 23,992 standard containers, which is slightly more than similar-sized vessels.

A spokesman for the Port of Felixstowe said 7,000 TEUs (20ft equivalent units) were offloaded from the vessel.

He said a similar number of containers, which were mostly empty, were then loaded on to the ship before it set sail for Rotterdam in the Netherlands.

The megaship, operated by the Taiwan-based container shipping company Evergreen Marine, is due to pass through the Suez Canal later this month. Its sister ship, Ever Given, blocked the channel earlier this year and was stuck in Egypt for almost a week, causing disruption to global shipping, before itself arriving at the Suffolk port last month.

The Ever Ace is the first in a planned series of 12 supersized container ships to be built for Evergreen Marine.



THE SEAL OF USS RONALD REAGAN

The design of *Ronald Reagan's* seal was created entirely by her plank-owner crew with historical assistance provided by staff members at the Ronald Reagan Presidential Library foundation. The red border that rings the ship's seal is similar to the distinctive red rim that defines the White House china designed for the Reagans during their White House years. Four gold stars represent President Reagan's 40th presidency and his four pillars of freedom: individual liberty, economic opportunity, global democracy, and national pride. "Peace through Strength" was a recurring theme of the President's life in public service. The aircraft carrier is positioned by the West Coast, representing President Reagan's two terms as Governor of California and the ship's homeport in the Pacific Fleet. The three aircraft with their patriotic contrails symbolize the three major military operations the President directed during his tenure: Operation Urgent Fury (Grenada/1983), Operation El Dorado Canyon (Libya/1986), and Operation Praying Mantis (Iran/1988). The view of the globe signifies the President's vision of global democracy, and the centre is the United States representing the country's national pride. Colours of red, white, and blue dominate the seal reflecting the American flag.



LIGHT HOUSE OF THE WEEK – DOG ISLAND

Position: 46.39.2S 168.24.6E

Characteristics: LFIW 10s

Range: 19NM

Structure: White stone tower

Early in the history of Southland, Ruapuke Paramount Chief Tuhawaiki ('Bloody Jack') drew a map of the south coast, naming Bluff Hill as Motupohue (Convolvulus Island), where this plant still grows. He drove Te Rauparaha out of the South Island, took his cloak and destroyed his mana (prestige) at Cape Campbell.

Dog Island lighthouse with its distinctive black-and-white bands stands erect on a low island just off the harbour. It's extremely low elevation above sea level so concerned principal keeper W. Russell that he wrote a strongly worded letter of complaint to his employers in May 1986. The nation's public radio stations had broadcast a countrywide tsunami warning to the people, but not one ministry official confirmed that word had reached the lighthouse keepers.

Dog Island is called Motupiu ('swinging island'). A legend describes a large rock of pounamu (greenstone) found floating in the sea. Though three canoes pursued it towards Bluff it eluded them, finally coming to rest as Dog Island. Dog Island compensates for its low-lying and flat terrain by boasting the tallest and most startling lighthouse tower in the country. This is no coincidence: the height of the tower and the conspicuous stripes on it were deliberate devices to make the lighthouse more noticeable. The plan succeeded: from The Bluff on a wet and murky day the thirty-six-metre tower, five kilometres away, still stands out through the mist. The tower was built from stone quarried on the island. After its completion in 1865 it was found to shake in the wind, and by 1871 it had developed severe cracks and taken a slight lean due to the peaty subsoil. This lean was of some concern and for a time the tower was buttressed with heavy timber encircled with iron bands. In 1916 the whole structure was strengthened with an outer skin of ferro concrete and so it remains.

Dog Island had initially been fitted with a most unusual light. It consisted of sixteen small lamps, each with its own set of lenses, placed together in the one lantern. This system lasted until 1925 when it was declared antiquated and unsafe. Dog Island was then the last of the lights to be equipped with a single incandescent burner. Later modifications were the installation of diesel electric generators in 1954 and the development of an airstrip in the mid-1960s. It was one of nine lighthouses which the 1981 Committee of Inquiry recommended remain staffed, largely because of its role in coastal surveillance and search and rescue operations. Yet it was not to be. Nine years later the last permanent keeper, his wife and their possessions, were flown off the island for the final time.



Regards

Jerry Payne

Editor

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