

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

25 October 21 – Labour Day

12 November 21 – Navy Club Lunch

19 November 21 - Ngapona Assn Lunch at Grey Lynn RSA

17 December 21 - Ngapona Assn Lunch at Orakei RSA

Hi Folks

NGAPONA ASSN – MONTHLY LUNCH

Once again I have to advise that our monthly lunch has to be cancelled due to Covid 19. Let's hope we are able to hold our November lunch at the Grey Lynn RSA.

1 OCTOBER 1941

An Order in Council was signed at Government House by the Governor-General, Marshal of the Royal Air Force Sir Cyril Newall GCB OM GCMG CBE AM, establishing the titles "Royal New Zealand Navy" and the designation "His Majesty's New Zealand Ship", granted to the New Zealand Naval forces by King George VI. Details were promulgated in NZ Navy Order 500/41.



THE RENNA, TEN YEARS AGO

The *Rena* captain responsible for New Zealand's worst maritime environmental disaster is no longer commanding ships but is training future captains how to as an assistant professor at the College of Maritime Transportation at the Philippines' Maritime Academy of Asia and Pacific. He has been there since 2014 and loves it.

Captain Mauro Balomaga and navigation officer Leonil Relon were sentenced to seven months' jail for their roles in the grounding of the cargo ship at Otaiti, Astrolabe Reef on October 5, 2011. The incident resulted in a \$700 million salvage operation. Bay of Plenty's pristine golden beaches were blanketed in heavy black oil. Hundreds of birds and other wildlife died. Balomaga and Relon each pleaded guilty to a raft of charges including wilfully attempting to pervert the course of justice after they tried to amend their GPS logbook to suggest their innocence. But under the Parole Act, Balomaga and Relon walked free from prison having served half their sentence and were deported to their homeland of the Philippines. The criminal case confirmed Balomaga and Relon took shortcuts while rushing to get to the Port of Tauranga when the collision happened. It was Balomaga's 44th birthday.

Source: *BoP Times*



HMS PRINCE OF WALES

The UK now has two aircraft carriers ready for duties as HMS *Prince of Wales* has been declared fully operational. The fortnight-long Exercise Joint Warrior wrapped up two years of intensive training for the Portsmouth-based warship and her 700-plus crew, as well as the Royal Navy and RAF squadrons who will operate aircraft from her flight deck – including the fifth-generation F-35 Lightning stealth fighter. HMS *Prince of Wales* will now be able to join her sister ship HMS *Queen Elizabeth* on operations. The Royal Navy flagship is currently on the second half of her maiden deployment leading the Carrier Strike Group 21 (CSG21) in the Pacific.



RN FIVE YEAR DEPLOYMENT

Patrol ships HMS *Tamar* and *Spey* have recently left Portsmouth as they embarked on their five-year deployment to the Indo-Pacific region. Over the next five years, the deployment of HMS *Tamar* and *Spey* to the Indo-Pacific will see a bolstered British presence in the region. This comes on the back of the maiden deployment by HMS *Queen Elizabeth* and her Carrier Strike Group which have spent several months working alongside the UK's allies and partners in the region.

The two warships have sailed on a mission which will see them deployed across a vast area, from the eastern shores of Africa to the west coast of the USA for the next five years. HMS *Tamar* and *Spey* are two of the Royal Navy's five new Offshore Patrol Vessels built to replace the current River Class vessels. They will act as the eyes and ears of the Navy, working alongside Britain's allies, carrying out security patrols to deal with drug-running, smuggling, terrorism and other illegal activities, joining in exercises with other navies and armed forces, and flying the flag for Global Britain. No permanent home has been assigned to the Patrol Vessels. Instead, they will make use of bases and ports in the Pacific region which best meets their needs and mission. Their patrol area embraces both the Indian and Pacific oceans, extending as far north as the Bering Sea and south to the foot of Tasmania and New Zealand. "Two-thirds of the world is our playground. We are going to places that the Royal Navy has not visited in a long time, that's really exciting."— HMS *Spey*'s Commanding Officer, Lieutenant Commander Ben Evans. HMS *Tamar* is the fourth of the five new Offshore Patrol Vessels built to replace the current River Class vessels. Each ship is crewed by 46 sailors, with half the crew trading places with shipmates from the UK every few weeks. The constant rotation allows the Navy to get the most out of the ships, with the crews at sea for up to nine months of the year. "The opportunity to go to the Indo-Asia Pacific offers an exciting opportunity that very few

in the newest generation of Royal Navy sailors have had the chance to partake in. It will be an amazing experience.”

Source: *Medium*



LIGHT HOUSE OF THE WEEK – CENTRE ISLAND

Position: 46.27.7S 167.50.7E

Characteristics: Fl W 15s

Range: 19NM

Structure: Wooden tower

Centre Island lies to the south of Riverton in Foveaux Strait, a dangerous and unpredictable stretch of water, subject to a constant Antarctic swell. The island was named “Raratoka” by Māori after the Island of Rarotonga, and is the Southern Māori form of the same word, meaning "beneath the south" or "south wind".

Raratoka Island is used as an island sanctuary, with the Department of Conservation releasing 15 captive bred birds in 2006 after eradicating the population of Polynesian rats. The island contains a lighthouse and a small airstrip.

Unconvinced that a strait existed north of Stewart Island, Captain Cook sailed around its southern coast and drew a dotted line joining the island to the South Island. Although Molyneux's chart marked the strait, Cook suppressed the notion. Captain O.F. Smith of the American sealer *Favourite* presented a chart to the New South Wales governor in 1806 showing the strait he had discovered in 1804, which he marked ‘Smith's Strait’. For many years it was known as ‘Favourite's Strait’ to sealers, who marked it accordingly on their charts.

The light on Centre Island was first lit in 1878 but the need for a lighthouse to mark the western approaches to the strait had been acknowledged for many years prior to this. Vessels bound for Otago tended to avoid the difficult and unlit waterway by travelling further south around Stewart Island.

The Government contended that Centre Island had been legitimately purchased from its Maori owners in 1853, but when the lighthouse station was finally built in the mid-1870s it found that ownership was still under dispute. Some of those contesting the sale took up residence in one of the new dwellings and were persuaded to leave with

some difficulty. Centre Island was not alone in being built on disputed land, but it was here and at Cape Egmont that there were the most visible signs of resistance.

