

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

11 December 21 - Navy Club Lunch (Saturday) Masks and Vax Certs required

17 December 21 - Ngapona Assn Lunch at Birkenhead RSA Masks and Vax Certs required

15 January 22 – Ngapona Assn Lunch at Titirangi RSA

31 January 22 – Auckland Anniversary Day

7 February 22 – Waitangi Day

18 February 22 - Ngapona Assn Lunch at Swanson RSA

Hi Folks

STOP PRESS

HMNZS NGAPONA ASSN – XMAS LUNCH

Due to Covid implications, the venue for our Christmas lunch has been changed. It will now be held at the **Birkenhead RSA** on Friday, 17 December at 1200hrs. Our Xmas lunch is one of the highlights of the year. So mark the change in your diary now.

The menu will be traditional Christmas, including ham.

There will be a substantial door prize and of course 'Up Spirits'.

The cost will be \$29.00 per head, to be paid to the RSA on the day.

There are limited places but filling fast. We need to know numbers for catering.

Please advise, just reply to this email and put 'Yes' and the number attending in the subject line.

You will need proof of vaccination and your mask.

We require an indication of numbers for the caterer and also any special dietary requirements.

Please reply to this email if you intend joining us. Please do it now!

Date: Friday 17 Dec

Time: 1200

Venue: Birkenhead RSA

RSVP: Do it now

HMS NEPTUNE 80th ANNIVERSARY - 19 DECEMBER 21

CHANGE TO ORIGINAL FORMAT

This is the 80th anniversary of one of the biggest events in RNZN history. It is receiving a high-level involvement including CN attendance. Now due to pandemic related restrictions there will sadly be no parade or after service function at the Senior Rates Mess. Additionally, please bring evidence of vaccination and a mask to wear when in the Chapple. The service starts at 1030 but please leave time for security and vaccination checks at the front gate. Regrettably no children: those under the age for vaccination are not able to attend.

RSVP PLEASE

A list of planned attendees is required to assist with compliance with CV19 requirements so please email RSVP to hmnzsngapona@nzdf.mil.nz with names of attendees and if they are serving members or other guests (family, former service members, relatives and descendants of the Neptune crew and members of the public are all welcome).

We are still hoping for a good NGA Assn turn out.

NZ ASSISTANCE TO SOLOMON ISLANDS GOVERNMENT

In addition to the 55 NZ Police and Defence Force personnel already in the Solomons, HMNZS Wellington departed Devonport at 1925 today on her way to the Solomons. They are part of a regional peacekeeping force that also includes teams from Australia, Papua New Guinea and Fiji.

An advance party of New Zealand Defence Force and police personnel arrived in Honiara on Thursday - a week after violent rioting rocked the city for days leaving Chinatown and parts of eastern Honiara severely damaged.

Earlier this week Foreign Affairs Minister Nanaia Mahuta said the personnel would maintain peace rather than get involved in domestic politics.

The New Zealand deployment is expected to be in the Solomon Islands for up to a month.

This shows the capability of our navy to get a vessel away at short notice, in spite of Covid-19.



HMAS STALWART OFFICIALLY ENTERS SERVICE

The second of two Supply Class vessels has been commissioned into service during a ceremony in Western Australia.

HMAS *Stalwart*, Australia's newest Supply Class Auxiliary Oiler Replenishment (AOR) ship, has officially entered service with the Royal Australian Navy after being commissioned during a ceremony at Fleet Base West, Rockingham, Western Australia. The ceremony, held on Saturday (13 November), was attended by the Minister for Defence Industry Melissa Price, Chief of Navy Vice Admiral Michael Noonan and HMAS *Stalwart's* Commanding Officer, Commander Steven McCracken. The newly commissioned vessel, built by Spain-based Navantia Ría de Ferrol, joins sister ship HMAS *Supply*, based at Fleet Base East in NSW. HMAS *Stalwart* will now be homeported at the City of Greater Geraldton.



CHINA – PHILIPPINE STANDOFF

The Philippines has rejected a demand from China that it remove a naval vessel grounded on a shoal in the South China Sea that has been the centre of heated exchanges between the two countries in recent days. Philippine defence chief Delfin Lorenzana on Thursday said Beijing's demand that it remove the BRP Sierra Madre from the Second Thomas Shoal – part of the disputed Spratly chain of islands – was “baseless” and it was China that was the “trespasser” in the area. The Philippines deliberately ran aground the vessel at the shoal – which is claimed by various other nations – in 1999, in response to the Chinese reclamation of Mischief Reef. It has kept a small group of navy personnel based on the 100 metre, US-built landing craft ever since to underline its claim that the shoal is within its exclusive economic zone (EEZ). Manila says that in recent days Chinese coastguard ships blocked two Philippine boats from resupplying the troops on the Sierra Madre, firing water cannons at them. Manila responded to the incident by warning Beijing that its supply vessels were covered by its defence treaty with the United States.

BOOK OF THE MONTH

SEA EDGE. Where The Waitemata Meets Auckland

By Bob Harvey. Hardcover, 310 mm X 310 mm, 258 pages, 2.30 kg Published 2019
A deluxe hardback with stunning art and photos, and dazzling text, **Sea Edge** is the culmination of years of intensive research by Sir Bob Harvey into the history and photo archives of Auckland's magnificent Waitemata Harbour.

This stunning book is organised into four parts:

The Beginning: from Maori on the Waitemata and Governor Hobson through to Shed 10, the Auckland Ferry Building and Henry Winkelmann

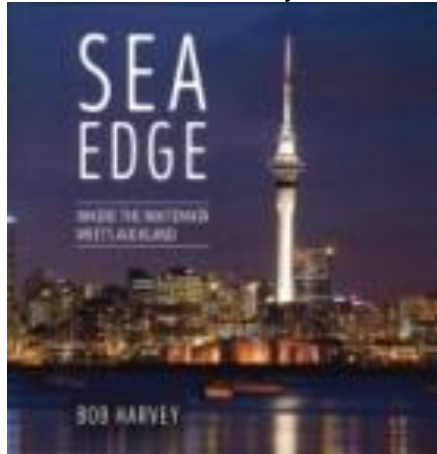
The Inner Harbour: America's Cup and yachting heroes, Sanfords and fishing, on to today's developments including the new Park Hyatt and GridAKL

The Working Waterfront: work including scows, the Devonport Naval Base, the Great White Fleet, waterfront strikes, SkyPath and Wynyard Point

The Future of the Waitemata: plans and dreams for a sustainable waterfront.

Sir Bob Harvey was born and brought up close to Auckland's waterfront, and has made the city and the sea a big part of his life.

Available from Boat Books, Westhaven, Auckland – email: crew@boatbooks.co.nz
NZ\$30.00 + Delivery.



BAD DAY AT THE OFFICE!

A bulk carrier and a chemical tanker both departing a port in northwest India on November 26 were involved in an accident which Indian officials are saying was likely due to a “navigational error.” None of the crew aboard either vessel was injured and there were no reports of an oil leak, but the damage was extensive with the vessels remaining interlocked while salvage teams assessed the damage and develop a plan.

Source: The New Indian Express



LIGHT HOUSE OF THE WEEK – THE BROTHERS

Position: 41.06.2S 174.26.5E

Characteristics: Fl W 10s

Range: 19NM

Structure: White wooden tower

The Brothers, one big and one little, is the name given to a set of rocky islets in Cook Strait.

In Maori legend, Kupe chased the wekenui to Tory Channel, where a great battle ensued as it tried to escape by digging a new channel. He killed it and placed its eyeballs on the two rocky islands (Nga-whatua-kaipono), thus putting a tapu there that prevented all women and first-time male travellers of the local Ngati Toa tribe from looking directly at the islands. New voyagers had to wear eyeshades of karaka leaves to shield their view and the sailors covered the figureheads of their canoes with leaves. Only those navigators who had crossed the strait before could keep a lookout or guide the canoes.

Four keepers were initially attached to the station. They worked a roster where three were on the island at one time, the fourth working in the Wellington Marine Store. Some men took to the rock life, many did not. The opinion of one keeper left written on the wall of the workshop read: "If Providence brought me here, it must have been in anger". The sentiment had been endorsed by the names or initials of subsequent keepers.

On other stations keepers were responsible for ordering their own supplies, the government providing only some basics and those required for the operation of the station. In the absence of wives and families, keepers on The Brothers were provided with full provisions.

There was not sufficient space or soil on the station for a garden. With the government steamer calling only every three months meals quickly become stodgy and monotonous. Complaints and problems with the quality of the supplies were also common. All too often the rations were reported to be "off", the potatoes rotten, the butter rancid and the meat tainted. On 27 December 1881 the Department was told "the meat was bad before it came here, the smell of it, is enough to drive a person from the table."

The northernmost Brother is host to New Zealand's only "rock" lighthouse, with no flat land and the buildings wedged into the available space.' Because of this it was also a station which excluded the wives and families of the keepers. George Gwynne was promoted to the rank of Principal Keeper and posted to The Brothers in the early 1900s. He described it as "a miserable place to live, there not being more than an acre that it was possible to scramble about on, not sufficient level to walk for exercise."

Bean Rock and Ponui Passage lighthouses, both of which were built on piles driven into partially or fully submerged rocks, were wave-washed towers with no land around them. However, they did not share the same isolation as The Brothers and were sole-keeper lights.

The light was first switched on in the lighthouse on 24 September, 1877. In August 1954 it was changed over from kerosene to electric power. Power was supplied by three 10 H.P. diesel engines coupled to three 6.8 k.w. generators, with only one of these running at any one time, while the other two were kept in reserve. The changeover to electricity did not affect the character of the light or its flashing in any way.

The original light beacon has now been replaced with a 50 watt tungsten halogen beacon which is powered from batteries that are charged by solar panels.

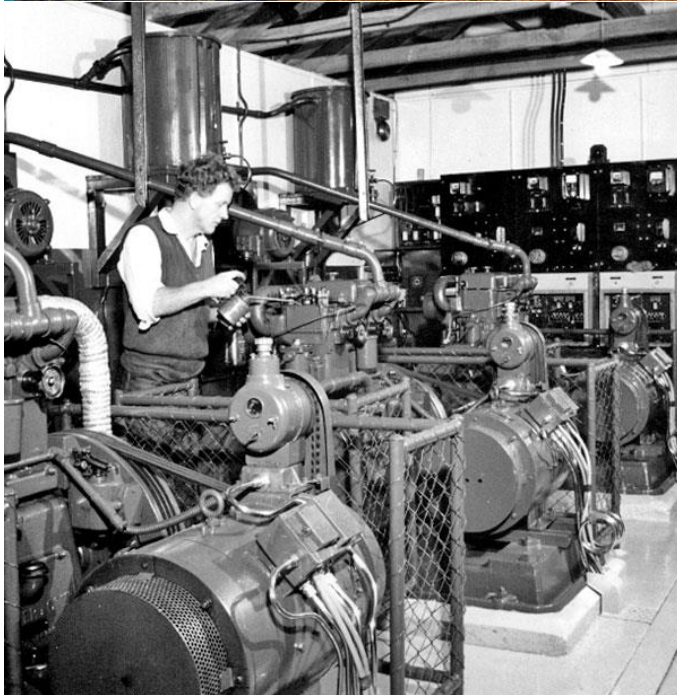
The light is monitored remotely from Maritime New Zealand's Wellington office.

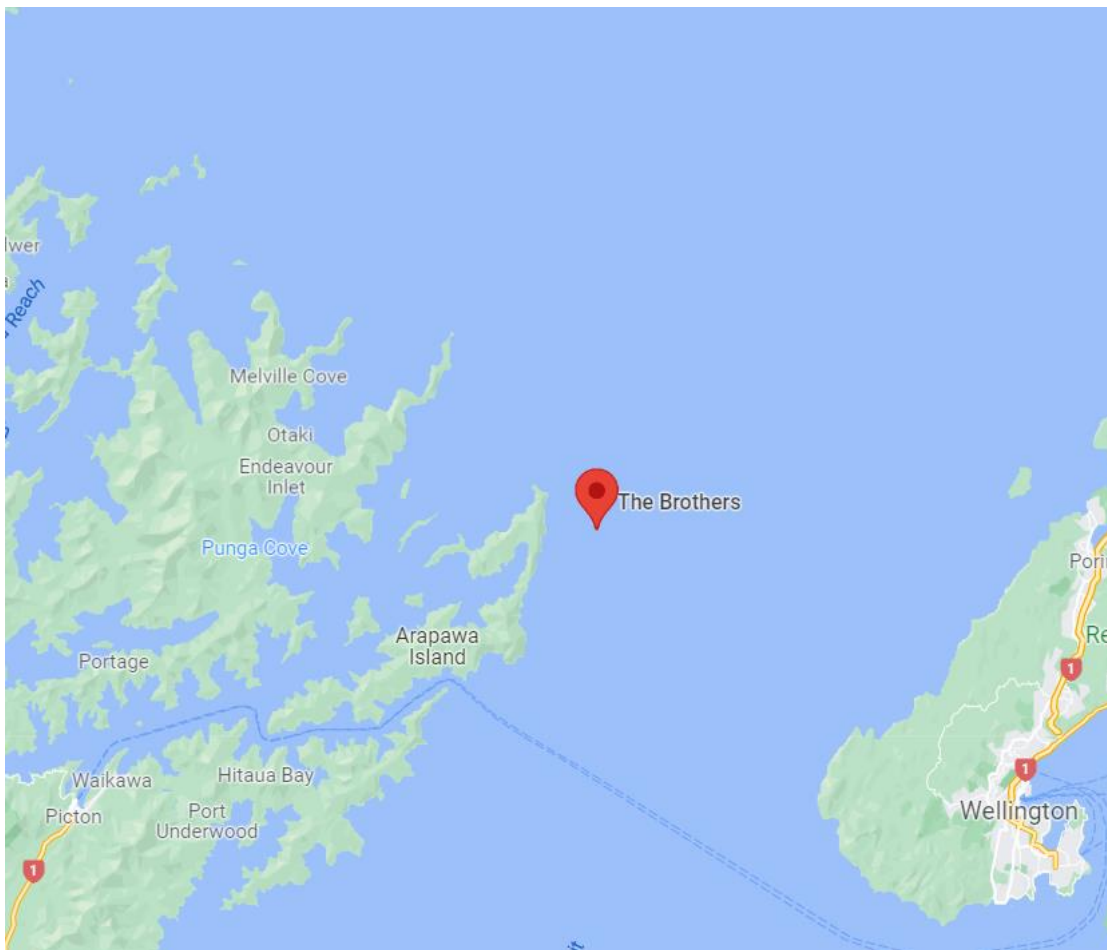
Four keepers were initially attached to the station. They worked a roster where three were on the island at one time, the fourth working in the Wellington Marine Store.

Some men took to the rock life, many did not. The opinion of one keeper left written on the wall of the workshop read: "If Providence brought me here, it must have been in anger". The sentiment had been endorsed by the names or initials of subsequent keepers.

On other stations keepers were responsible for ordering their own supplies, the government providing only some basics and those required for the operation of the station. In the absence of wives and families, keepers on The Brothers were provided with full provisions.

There was not sufficient space or soil on the station for a garden. With the government steamer calling only every three months meals quickly become stodgy and monotonous. Complaints and problems with the quality of the supplies were also common. All too often the rations were reported to be "off", the potatoes rotten, the butter rancid and the meat tainted. On 27 December 1881 the Department was told "the meat was bad before it came here, the smell of it, is enough to drive a person from the table."





Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

021 486 013

(To be removed from this email list please reply to this email with "Unsubscribe" in the subject line.)