

## HMNZS NGAPONA ASSOCIATION INC

### LONGCAST

17 December 21 - Ngapona Assn Lunch at Orakei RSA  
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

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## LAST CHANCE

### 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**

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## HMS NEPTUNE COMMEMORATION

It is with regret that I have to advise that due to Covid-19 restrictions, the events of 19 December at the Devonport Naval Base have been cancelled completely. This commemoration honours those lost 80 years ago with the sinking of HMS Neptune. This cancellation includes the church service and the HMNZS Ngapona End of Year activities.

There will, however, be an opportunity for those who wish to lay a wreath at the Navy Museum at Torpedo Bay. The Museum has a Neptune display area which also includes a Roll of Honour. The café will be open to which visitors are invited. There will be no service at the Museum and Covid-19 protocols will apply. (Vaccination certificate, scanning in and face masks.)

## CONGRATULATION TO HMNZS NGAPONA

The winner of the Reserve Division of the Year for 2021 is HMNZS Ngapona. The Naval Reserve Division Trophy and Plaque is awarded annually to the Naval Reserve Unit that has delivered the best all round performance over the year. All Naval Reserve units are eligible for this award which is assessed against administrative performance, operational readiness, contribution to NZDF outputs and the wellbeing of our people.

Supported by a sound, thoughtful and focussed leadership team, the only Division to operate at two locations has successfully navigated a lockdown exceeding 100 days preventing any kind of in person activity, consistently and determinedly focused on making a valuable and meaning contribution into Navy outputs and delivered 11,216 of the total Reserve Days. (Equates to the work of 43 fulltime personnel.) Notably this has been without the support of a permanent staff administrator by the Division leveraging its well-established links to the Regular Force.

In the face of extreme challenges that the Division has faced, this year's contribution has been outstanding and this award is thoroughly deserved.

(An extract from the Trophy Citation.)

**BZ Ngapona**

## BATTLE OF THE RIVER PLATE

When the cruiser HMS *Achilles* opened fire on the German 'pocket battleship' *Admiral Graf Spee* in the South Atlantic, at 6.21 a.m. on 13 December 1939, it became the first New Zealand unit to strike a blow at the enemy in the Second World War. With the New Zealand ensign flying proudly from its mainmast – as battle loomed, a signalman had run aft with the ensign shouting 'Make way for the Digger flag!' – *Achilles* also became the first New Zealand warship to take part in a naval battle.

The 82-minute engagement between the *Graf Spee* and its three smaller British opponents – *Achilles*, *Ajax* and *Exeter* – was inconclusive. All four were damaged, with the British ships suffering 72 fatalities (among them two New Zealanders) to the *Graf Spee's* 36. But the German warship's subsequent withdrawal to the neutral Uruguayan port of Montevideo, and its dramatic scuttling by its own crew on 17 December, turned the Battle of the River Plate into a major British victory – and a welcome morale boost for the Allied cause.



RNZN River Plate Parade 2014

### **2023 ANZAC TOUR WESTERN AUSTRALIA**

In conjunction with the Navy Club, the Ngapona Assn is calling for expressions of interest to participate in a proposed Old Salts tour to Western Australia for ANZAC 2023.

Proposed itinerary:

Friday 21 April – Monday 1<sup>st</sup> May 2023

10 days tour, flying Air NZ direct and staying in the centrally located Perth Quay hotel.

Fellow shipmates now living in Perth have formed a Sub-Committee to host our proposed visit and the must do's. Including a 'Meet and Greet' ANZAC Day, participation (including Wreath Laying) at the Dawn Service in Kings Park (this is traditionally (pre-Covid) Australia's largest gathering), Gunfire Breakfast, March in the Civic Parade and adjourn to the City of Belmont RSL for fellowship.

The potential activities list is huge with likely options being:

- a visit to the Henderson Dockyard and Fleet Base West
- a wine tour to the Swan Valley
- Fremantle Maritime Museum, and market place
- Direct Factory Outlets
- Rottnest Island
- The Perth Mint, all Gold and Silver mined in Western Australia is refined there and there is a shop where items can be purchased
- Plus the team are talking to the WA Government Tourism Department for more what's to do and passes.
- An official dinner.
- Plus plenty of time to roam free.

The tour will be restricted to 70 including partners with an indicative cost of \$4,500 pp.

Interested? Please contact Jerry Payne on: [editor@ngapona.org.nz](mailto:editor@ngapona.org.nz) Mob: 021 486 013

## **NEW OFFICERS FOR ADF**

A cohort of 125 new graduate officers have completed the New Entry Officers' Course (NEOC) at the Royal Australian Naval College in Jervis Bay.

This is in addition to 173 officers who were welcomed into the RAN over the first half of 2021, representing the largest cohort of new officers to graduate in a single year since the 1950s.

And Duntroon saw the graduation and commissioning of 84 army officers. It was particularly special as it was the culmination of a very tough 12-18 months of training impacted by COVID restrictions on several occasions.

## **THE CHANGING FACE OF SHIPPING**

Amazon has been making its own shipping containers and chartering private ships to avoid major bottlenecks in the supply chain. While the majority of retailers have been forced to wait for months-on-end with goods trapped at sea, Amazon has been able to bring goods into ports in a matter of days. Amazon has been building up its transportation network for years — inadvertently preparing for a supply-chain crisis. In 2018, the company began making its own 53-foot shipping containers in China. The navy-blue containers are embossed with Amazon's signature arrow logo and travel primarily on ships that are chartered solely for the company. In its first year, Amazon Logistics shipped over 5,300 containers from Beijing to ports in California and Washington state. Since, Amazon has progressed to the point that it is shipping over 10,000 of its own containers per month and ranks among the top five transportation companies in the Trans Pacific. When Amazon first began building its transportation ecosystem, the company used it to ship less than 47% of its goods. Since, the network has grown to engulf about 72% of Amazon shipments.

*Source: Business Insider*

## **LACK OF NAVAL SHIPYARDS IN THE US**

Puget Sound Naval Shipyard, at Naval Base Kitsap in Bremerton, located on 179 acres, is the largest naval shipyard in the US (Kitsap is the third-largest naval base after Norfolk, Virginia, and San Diego). Officially called the Puget Sound Naval Shipyard and Intermediate Maintenance Facility, the operation employs more than 13,500. According to the Navy, the shipyard has six dry docks, performing At one time, the United States boasted at least 11 major naval shipyards, including massive ones in Brooklyn, Philadelphia, San Francisco and Long Beach, California. Over time this has fallen to four: Norfolk; Pearl Harbour; Portsmouth, Maine; and Puget Sound. The latter is the only one on the West Coast.

David Axe wrote on The National Interest website, "The U.S. naval industrial base is in bad shape. There are too few shipyards and they work too slowly to quickly expand the fleet. In wartime, they would struggle to repair battle-damaged ships. "This could prove critical, even fatal, in a long war with China."

*Source: Seattletimes*

## LLOYD'S LIST FOR SALE

One of the world's oldest publications is up for sale after FTSE giant Informa said it would offload Lloyd's List. The trade title dates back to 1734, when Edward Lloyd pinned a copy of his shipping list to the wall of his coffee house on London's Lombard Street. "The List", as it was known in eighteenth-century London, provided free shipping information service to Lloyd's clients in the hope they would in turn invest in insurance from him. After Lloyd died in 1743, the site remained a hotspot for merchants, ship owners and underwriters, becoming the centre of insurance in the capital, with The List a key part of the furniture. It then became one of the world's longest-running papers until 2013, when the print version was scrapped to focus on the website and app.

The coffee house is first mentioned in 1689 in the *London Gazette*, when it was based in Tower Street. In 1691, Lloyd moved the premises to Lombard Street, close to the Royal Exchange at the heart of London's trading activity. It became popular with merchants involved with the shipping industry, attracting a crowd that came regularly for news and gossip that Lloyd collected for clients. *Lloyd's News* was published three times a week with no particular emphasis on shipping from 1696 to 1697. However, news continued to be read aloud at the coffee house.

In 1713 Lloyd died, leaving the lease of his coffee house to his son-in-law and head waiter William Newton. Newton died the following year, and Edward Lloyd's daughter Handy, re-married to Samuel Sheppard. She died in 1720, leaving no Lloyd family member connected to the coffee house. Sheppard died in 1727, leaving it to his sister Elizabeth and her husband, Thomas Jemson. Jemson founded the *Lloyd's List* that is known today, when he launched a weekly shipping intelligence publication. Publication was weekly until March 1735, then twice weekly, on Tuesdays and Fridays, according to Palmer.

By the 1760s the coffee house was reported to have acquired a bad reputation.<sup>1</sup> One of the waiters secured new premises in Pope's Head Alley and from there in 1769, the New *Lloyd's List* began, according to *Lloyd's Register*. The paper was published every day except Sundays from 1 July 1837. In July 1884 *Lloyd's List* merged with the *Shipping and Mercantile Gazette*.

## LIGHT HOUSE OF THE WEEK – CAPE EGMONT

Position: 39.16.6S 173.45.2E

Characteristics: Fl W 8s

Range: 19NM

Structure: White metal tower

Though Abel Tasman passed Cape Egmont in poor weather while on his way north from Golden Bay in 1642, he never saw Mount Taranaki. During his first voyage on 13 January 1770. Captain Cook named the mountain and the cape in honour of John Perceval, 2nd Earl of Egmont, who served as First Lord of the Admiralty from 1763 to 1766.

The history of Cape Egmont lighthouse is certainly one of the most interesting of the manned stations. All ships trading between Manukau Harbour and the South Island had to alter course to pass around the western extremity of Cape Egmont. Early mariners of the day did not place a high priority on building a lighthouse here, perhaps because there were no off-lying dangers.

The Mana Island light house was closed in 1877 as it was believed that this light was being confused with the Pencarrow light at Wellington Heads. Subsequently it was decided that a light was needed at Cape Egmont. In 1881 the tower on Mana was dismantled and carried in sections to the cape by the government steamer Hinemoa.

The obvious site for the light was at the most westerly point of the Taranaki Province. Unfortunately for the colonial officials this meant constructing the tower within a few miles of the settlement at Parihaka. At this time Parihaka was the centre of a non-violent Maori resistance movement led by prophets Te Whiti o Rongomai and Tohu Kakahi, in alliance with a third visionary and former military leader, Titokowaru. Construction of the light was delayed by passive but effective resistance to the builders' presence. A detachment of about one hundred-Armed Constabulary finally guaranteed the completion of the tower and the light was first exhibited in August 1881. The troops remained stationed by the lighthouse, occupying the first floor of the tower, through the remainder of 1881. The first keepers of the Cape Egmont light do not appear to have been at all concerned about possible Maori attack. It was rather that they were resentful and begrudging towards their one-hundred-Armed Constabulary guests. It was not until mid-February 1882 that the Armed Constabulary departed. The Principal Keeper felt it necessary to point out that they left the part of the tower where they were accommodated in a very rusty condition. Fastidious attention to cleanliness and tidiness in the lighthouse was the norm rather than the exception amongst keepers. The Instructions to Lightkeepers detailed the high standards expected by the Department, and these were periodically checked by an inspector. The tower was painted regularly, inside and out, brass was kept highly polished, window panes were washed, and the lenses and lantern cleaned daily. Shoes were removed inside the tower and greasy fingers kept well away from the light prisms. It was obviously a great relief for Principal Keeper Simpson finally to be back in control of his domain.





Regards

**Jerry Payne**

Editor

HMNZS Ngapona Assn

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