

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

21 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
18 March 22 - Ngapona Assn Lunch at Waiheke RSA

Hi Folks

HAPPY NEW YEAR FROM THE PRESIDENT AND COMMITTEE OF THE HMNZS NGAPONA ASSN

Hope you had a good one and 2022 will be kind to you.

ANZAC 2023

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

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
- Direct Factory Outlets
- a wine tour to the Swan Valley
- Rottnest Island
- Fremantle Maritime Museum, and market place
- The Perth Mint
- An official dinner, plus plenty of time to roam free. Plus, the team are talking to the WA Government Tourism Department for more what's to do and passes.

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

If you would like further details or to register your interest, reply to this email.



HMNZS *Te Mana* passing under Lion's Gate Bridge, Vancouver, on 17 Dec 2021

NZ TANKERS TO BE TAKEN OUT OF SERVICE

New Zealand product tankers Unions representing New Zealand seafarers say an announcement that two New Zealand flagged oil tankers will be taken out of service is a high risk move that leaves New Zealand vulnerable to supply chain disruption. The Maritime Union of New Zealand represents seafarers and the Merchant Service Guild represents ships captains and officers. The two unions are calling for a two-year moratorium on the decision by petrol companies, and say the Government needs to step in to keep the tankers on to see if the new fuel supply chain works as has been promised. Coastal Oil Logistics Limited (COLL) currently transports petroleum products from Marsden Point to New Zealand ports on behalf of its shareholders BP, Mobil and Z. Two New Zealand flagged and New Zealand crewed coastal tankers operate on the New Zealand coast, the MT *Kokako* and the MT *Matuku*. The vessels are managed by New Zealand operator Silver Fern Shipping Limited and owned by international operator ASP Ship Management Group, which charters them to COLL. The closure of the Marsden Point refinery will see a move to direct international refined fuel imports to New Zealand ports, according to petrol companies. Apart

from the Marsden Point–Auckland pipeline, the majority of domestic fuel is currently shipped from Marsden Point by the two New Zealand1flagged tankers to regional ports for distribution. Maritime Union National Secretary Craig Harrison says New Zealand coastal tankers ensure a reliable regular service with a very strong safety record. Mr Harrison says the tankers provide a backup option for emergency fuel deliveries, such as occurred during the 2017 Auckland pipeline failure. Merchant Service Guild Vice President Iain MacLeod says a disruption of fuel supplies to regional New Zealand through global crisis or natural disaster would have dangerous consequences. He says the main lesson of the current disruption of global supply chains in the post-COVID era is New Zealand cannot rely on overseas shipping operators. Mr Harrison says a small diversion of funds from fuel levies on highly profitable petrol companies could provide a guarantee of two New Zealand-flagged coastal tankers remaining on the coast for a trial period of two years in the current unpredictable global environment. “We are asking the Government to take a serious second look at this situation, rather than regretting things when it is too late.” Both unions view the current strategy as high risk and driven by corporate self-interest, while the implications of major shifts to New Zealand’s fuel supply chain have not been fully explored.
Source: Maasmond Maritime - Shipping News Clippings



MT Matuku

MT Kokako

EX-NAVY 3-IN-1 WHALER

The ex-navy 3-in-1 whaler, Hauti, also known as a motor sea-boat, was built at the Naval Dockyard in 1962 out of double diagonal kauri. She has been converted by Peter Thompson (who was the project manager on the Jane Gifford restoration) to a river boat to operate in survey on the Mahurangi River. Hauti is powered by an Elco electric motor which will run for about 7 hours and is charged by a bank of solar panels on the cabin top with no shore charging.



EVER WONDERED WHY SHIPPING COSTS ARE SO HIGH

Evergreen Marine Corp. reportedly doled out year-end bonuses of as much as 40 months' wages to some of its employees on Thursday. The shipping giant, however, declined to confirm the number of months except to say that employees each got different amounts and were compensated accordingly as the bonus was based on performance. Despite the high-profile grounding of one of its ships in the Suez Canal in March, Evergreen Marine reported a net profit of NZ\$7.9 billion for the first three quarters of 2021, an annual increase of 1347.32 percent. Eric Hsieh, the company's president, said during an investors' conference on Nov. 5 that the revenue growth was the result of increasing freight rates backed by tight supply due to long-standing and unsolved congestion at seaports amid the COVID-19 pandemic.

Source: Focus Taiwan

Now that the weekly series of Light Houses of New Zealand has been completed, a new series on the life of Captain Bligh RN begins this week. I hope you enjoy the series.

The Newsletters regarding Captain Bligh are offered to members of the HMNZS Ngapona Association for private consumption as a review of his career and for interest only. The information provided has been taken from a number of sources.

Perhaps the newsletters will stimulate conversation about the Navy as it was in those times, and of Bligh in particular. They may even prove to change a reader's perspectives regarding an accomplished professional who perhaps history has not treated well.

CAPT BLIGH R.N.

The Earlier Days

Born 9 Sept 1754 probably in Plymouth England. At this time England's navy had nearly 500 ships, 75,000 men and six dockyards.

Age 7, enlisted as ship's boy on HMS *Monmouth* of 70 guns. In those times, it was common practice for young boys to serve in order for them to gain experience at sea and in readiness at some point to gain a commission. 8 months later as the RN was decommissioning much of its fleet, he was discharged.

Age 16, enlisted to serve in HMS *Hunter*, a sloop of 10 guns as an AB as there was no vacancy at the time as a midshipman. 7 months later he was promoted to Midshipman.

Age 17, transferred to HMS *Crescent* of 32 guns where he remained for the following three years.

Age 20, joined HMS *Ranger*, a sloop of 8 guns having reverted back to AB at own request (probably a tactic to try and more quickly further his career). It took about a year for him to once again achieve the rank of Midshipman and given responsibility of Master's Mate (Sub Lieutenant in the modern navy), the assistant to the Sailing Master. The Sailing Master (renamed a Navigating Lieutenant in 1867) was responsible for the navigation of the ship. In action the Sailing Master was stationed on the quarterdeck next to the Captain. Other duties included arranging the ship's loading and draft, and also the responsibility for all items necessary for sailing and anchoring the ship. As an aside, readers may recall the 2003 movie 'Master and Commander, the Far Side of the World' starring our own Russell Crowe. I take this to mean that the captain of the ship in the film, was both responsible for its navigation and for all other duties normally associated with being its captain rather than having a sailing master on board.

Age 21, Bligh joined HMS *Resolution* as Sailing Master and was promoted to Lieutenant. HMS *Resolution* was a 462-ton sloop commanded by one Capt James Cook. HMS *Resolution* sailed from England 12 July 1776 for the South Pacific. It would be 4 years until her return.

27 January 1777, Cook reached NZ eventually sailing to Tonga arriving around July.

12 August, *Resolution* arrived in Tahiti departing six weeks later for the northern Pacific where Hawaii was 'discovered' in Jan 1778. Five weeks later they departed for the northern parts of North America in an attempt to discover the North West Passage linking the Atlantic and the Pacific Oceans. This was eventually aborted due to poor weather, Cook electing to return to Hawaii.

After sailing north from Hawaii, *Resolution* again struck bad weather and Cook was forced to return to Kealakekua Bay to conduct repairs. It is there that an unfortunate chain of events occurred leading to the death of Cook at the hands of the island's inhabitants. It is of note that one Lieutenant John Williamson was in charge of a launch in Kealakekua Bay when the incident occurred. Although the boat was near-to the area where Cook was being attacked, it is reported that he did nothing to aid his Captain and the marines accompanying him. It is suggested that he moved the boat further from the shore and following the incident, did nothing to retrieve Cook's body. Despite this, Williamson is promoted to Commander in Oct 1780 after the voyage.

Resolution sailed from Hawaii under the command of Charles Clerke exploring the other islands of the Sandwich Group, however Captain Clerke was to succumb to tuberculosis. Lieutenant John Gore then took command with Bligh acting as expedition navigator. Again, they tried to find the Northwest Passage but again were unsuccessful. Eventually they began the voyage home arriving in England 4 Oct 1780 just before war was declared against the Dutch that December.

(to be continued)

Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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