



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

NGAPONA ASSN LUNCH

Our first lunch for 2022 will be held at the Titirangi RSA on the 21st January. Plan to be there by 1200 for a few quiet ones before lunch
The RSA requires everyone to be fully vaxed and masks must be worn on entry.
Please note that Water Care are doing major works at the corner of Golf and Titirangi Roads meaning that those travelling from the East should take Godley Road instead of Golf Road, and that those travelling from the North and West should take Atkinson Road instead of Titirangi Road.
Look forward to seeing you on Friday.

STOP PRESS

My spies tell me that the ML ex HMNZS *Paea* may have been sold. Watch this space!!!



ASSISTANCE FROM VETERANS' AFFAIRS

Anyone who served with New Zealand armed forces before 1 April 1974 qualifies for a range of home services available from Veterans' Independence Programme. This includes:

- 26 lawn mows per year & 2 hours gardening per month
- Exterior house washing (once per year), gutter clearing (twice per year), window cleaning (four times per year)
- Domestic home help (2 hours per week)
- A medical alarm from Red Wolf Electronic Monitoring
- Podiatry services (8 sessions per year)

These services are provided based on need and do not require you to have any accepted service-related conditions. If you'd like to apply for this, call them on 0800 483 8372, or email them at Veterans@nzdf.mil.nz and provide:

- your full name
- your date of birth
- your service number, if known
- your address
- your Ministry of Social Development client number (this can be found on the back of your SuperGold card)

CHINA TAKES THE LEAD

China has taken the number-one spot in shipbuilding, overtaking South Korea for annual order volume by compensated gross tons (CGT), according to data released Sunday by Clarksons. Over the span of the year, China's shipbuilders raked in orders totalling about 22.8 million CGT, almost exactly 50 percent of the global total of 45.7 million. South Korean builders took in orders totalling 17.5 million CGT, or

about 38 percent. China dominated in sales of new container ships, a segment which has taken off thanks to a surge in consumer goods cargo.

RNZN MERCY MISSION

New Zealand's navy has conducted an unusual mercy mission to retrieve two people stranded in Singapore for 18 months due to Covid-19. A medical condition meant the two could not fly to New Zealand, and their shrinking bank balance made staying in Singapore difficult. According to documents released under the Official Information Act, the mission occurred after an adviser to New Zealand's high commission to Singapore interceded on the pair's behalf, saying their position was "very unique" and he feared "their situation could turn into one that is even worse". The couple, whose case was first reported by Stuff, received a special exemption to travel on board the HMNZS *Canterbury*, which was being refurbished in Singapore at the time. The ship left Singapore in November 2021. The journey took 19 days, meaning the couple did not need to quarantine upon arrival in New Zealand.

FIRST DISMISSALS FROM USN

Twenty sailors have been booted from the Navy for refusing the mandatory COVID-19 vaccine, the service announced Wednesday. The sailors — who are the first the service has separated due to vaccine refusal — were all completing initial training periods within their first 180 days of active duty at the time of separation, meaning they were considered entry-level separations, according to the Navy. The Navy said a total of 5,268 active duty and 2,980 Navy Reserve sailors remain unvaccinated as of Jan. 5. At least 17 sailors have died due to complications from COVID-19.

Source: New York Post

USS LYNDON B. JOHNSON

The last of a new class of warships departed a Maine shipyard Wednesday. The USS *Lyndon B. Johnson* was constructed at Bath Iron Works and is the last in a class of three ships the U.S. Navy has described as the largest and most technologically sophisticated destroyers in its history. The ship previously left for sea trials in late August. That was the first time it made it to the Atlantic Ocean. The ship left for the trials 113 years to the day after Johnson was born. It was christened in 2019.

Source: TheEagle



PORT CONGESTION IN THE US

The Covid-19 Omicron variant is hampering efforts to clear a backlog of about 100 container ships at the nation's busiest port complex as infections rise among Southern California dockworkers. About 800 dockworkers—roughly 1 in 10 of the daily workforce at the ports of Los Angeles and Long Beach—were unavailable for Covid-related reasons as of Monday, according to the Pacific Maritime Association. Absentees included workers who tested positive for the virus, were quarantining or awaiting test results, or who felt unwell. The association, which secures labour for terminal operators on the West Coast, said the number of daily worker infections has risen rapidly in recent weeks, escalating from several cases a day to dozens and then hitting about 150 a day last week. The shortfall meant that on Monday two container ships at the port complex received fewer dockworkers than requested and 13 ships didn't receive any requested workers to load or unload cargo, effectively halting operations. That same day, 102 container ships waited for a berth at the port complex, according to the Marine Exchange of Southern California, which monitors ship movements in the area.

CAPT BLYTH R.N.

The *Bounty* and her Crew

A small merchant vessel built in 1784, the collier *Bethia*, was taken up from trade and renamed His Majesty's Armed Vessel *Bounty*. 90 feet 10 inches long, three masts, beam 24 feet 4 inches, and 220 tons displacement; armament 4 short carriage 4 pounder guns, 10 half pounder swivel guns. The RN rating for *Bounty* was as a cutter, to be commanded by a lieutenant. There were no other commissioned officers aboard. The hierarchy beneath Bligh were the Warrant Officers appointed by the Navy Board including the Sailing Master, Boatswain, Surgeon, Carpenter and Gunner. Two Master's mates and two midshipmen were rated as Petty Officers but there were also several honorary midshipmen signed on as Able Seaman in a similar manner to Bligh's early years. On leaving England, the crew was 46 men strong including two civilian botanists.

Included is a summary of who of these ultimately mutinied against Bligh.

Bligh was able to select some of his crew including:

Fletcher Christian – Petty Officer - Masters Mate (subsequently promoted to Acting Lieutenant by Bligh in 1788 effectively making him 2 i/c to Bligh). On *Brittania* with Bligh. (Mutineer)

Lawrence Lebouge – sailmaker. (Loyalist)

John Norton – quartermaster. (Loyalist)

Thomas Ellison – AB. (Mutineer)

Robert Lamb – butcher. (Loyalist)

Thomas Heyward – midshipman. (Loyalist)

John Hallet – midshipman (age 15). (Loyalist)

Peter Heywood – midshipman (age 15). (Mutineer).

George Stewart – midshipman. (Mutineer)

William Peckover - Warrant Officer – Gunner. On *Resolution* with Bligh. (Loyalist).

John Fryer – Warrant Officer – Master. (Loyalist)

Joseph Coleman – Armourer. On *Resolution* with Bligh. (Loyalist)

The surgeon Thomas Huggan (Warrant Officer) was appointed and was a drunkard. Unable to find a replacement, Bligh appointed Thomas Ledward originally surgeon's mate as surgeon on Huggan's death. (Ledward was a Loyalist)

William Cole – Warrant Officer – Boatswain. (Loyalist)

William Purcell – Warrant Officer – Carpenter. (Loyalist)

It is of note that Surgeon Huggan was known to be a drunkard long before *Bounty* sailed from Spithead. Bligh had tried to have him replaced before sailing but to no avail.

The *Bounty* was unable to accommodate a detachment of Royal Marines and it should be noted that apart from himself, there were no other commissioned officers on board. Throughout the voyage, Bligh would have to rely on those he made his lieutenants for support.

The crew were mainly under the age of 30, Bligh was 33 and one crew member, John Fryer was one year older at 34.

HMAV *Bounty* departed England on the 23 Dec 1787.

Perhaps at this point it would be pertinent to show the rank structure of the Royal Navy and therefore those on the *Bounty*.

Commissioned Officers - the Captain, Lieutenants, OIC Royal Marines if carried. However, Bligh was the only commissioned officer on the *Bounty*.

Warrant Officers skilled tradesmen. The Sailing Master is usually the senior WO on board a ship. *Bounty* carried at least five Warrant Officers.

Petty Officers – made up of two separate groups.

Group 1 are the young 'gentlemen' U/T to become future commissioned officers who could serve as midshipmen or master's mates.

Group 2 the tradesmen working as skilled assistants to the Warrant Officers.

Fletcher Christian is noted as a Petty Officer on board as Master's Mate.

The Seamen – ABs or ORDs (although *Bounty* carried no ORDs).

Landsmen – seamen U/T (not carried in the *Bounty*).

(to be continued)



Regards

Jerry Payne

Editor

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