

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

18 February 22 - Ngapona Assn Lunch at Swanson RSA
18 March 22 - Ngapona Assn Lunch at Waiheke RSA
15 – 18 April 22 – Easter
22 April 22 - Ngapona Assn Lunch at Henderson RSA
25 April 22 – ANZAC Day

Hi Folks

WELFARE

I have to advise that Cliff Hodgman (ex CPORS, NZK13625) is in very poor health. I know he would appreciate a phone call, his number is **0274 694 131**
Cliff is a founding member of the HMNZS Ngapona Assn.

NGAPONA ASSN MONTHLY LUNCH

At this stage our next lunch at the Swanson RSA on Friday 18 Feb is still on.
Vaccination certificates and face masks are required.

NAVY CLUB

The luncheon on 11 Feb and the Race Day on 23 Feb have been cancelled.

HMAS ADELAIDE IN TONGA

Non-military experts are on their way to inspect the damage after an Australian Navy vessel providing aid to Tonga suffered a major power outage. HMAS *Adelaide* has been providing recovery equipment and personnel as well as essential supplies to Tonga after an undersea earthquake and tsunami struck the archipelago in the middle of January, causing a three-day power outage, spoiling frozen and refrigerated food.

With no information available to the contrary, it appears that HMAS *Adelaide* and 600 crew will be spending an 8th day alongside in Tonga



HMAS Adelaide

THE SUPPLY CHAIN DISRUPTION

On January 14, 2022, the Port of Ningbo – the third busiest in China after Shenzhen and Shanghai – resumed full operations after being partially closed for 14 days. Operations in several warehouses and depots had been suspended and trucking services ordered to operate at a reduced capacity after several people were confirmed to have COVID-19 in an area nearby.

What caused the supply chain crisis?

The current supply chain bottlenecks are undeniably a result of the COVID-19 pandemic. The initial lockdowns in China in early 2020 saw factories across the country suddenly halt production or operate at significantly reduced capacity. The subsequent lockdowns around the world initially decimated consumer spending in much of the developed world, putting a sudden break on demand. With factories closed in China and consumers tightening their belts overseas, global trade stalled, and Chinese imports and exports in Q1 2020 contracted by 6.7 percent, with exports falling 11.4 percent.

Rising costs of raw materials

The high cost of freight containers is partly to blame for the skyrocketing prices of raw materials, impacting Chinese manufacturers of everything from toys to car batteries. This in turn is further driving inflation in economies around the world, as the high costs get offloaded to end consumers.

What is the 2022 outlook for supply chains?

Most analysts agree that the supply chain disruption will continue well into 2022 and possibly 2023. A high incidence of COVID-19 in countries around the world means that there are still serious staffing shortages at ports and logistics centres in countries such as the US. This means congestion will continue to be a problem for the coming months. At the same time, an outbreak of a new variant of COVID-19 cannot be ruled out, which would cause further disruption as new lockdown measures are imposed and workers are off on sick leave.

How will this impact Chinese exports?

Despite the supply chain disruptions experienced in 2021, China saw extremely strong exports, growing 29.9 percent year-over-year to reach a record high trade

surplus. This was in large part thanks to high demand in developed countries. However, there are signs that the export boom may not continue in 2022.

Can we expect more China port closures?

As it currently stands, China has shown no indication of easing its zero-tolerance stance toward COVID-19. This is especially true in the lead up to high-profile events, such as the Beijing Winter Olympics and Paralympics, which will take place this year from February 4 to 20 and March 4 to 13, respectively.

The obstacles to supply chain recovery

China port closures are contributing to the continued disruption in the global supply chains, but it is by no means the only factor impeding recovery. Fixing global supply chains will require stable operations and high productivity at ports for an extended period of time. The fragility of the current system means that small bumps in the road can significantly set back any progress that has been made to ease congestion.



Port of Ningbo

CAPT BLYTH R.N.

The Voyage from Tahiti

Bounty sailed Tahiti for the Friendly Islands currently known as Tonga. On route a new discovery was made, the island of Aitutaki part of the Cook Islands.

11 April 1789 AB John Sumner (later to be a mutineer) received 12 lashes for neglect of duty.

23 April, *Bounty* anchors in Tonga. Trouble was to follow. The islanders on two occasions 'interfered' with watering and wooding parties sent from the ship with tools being stolen. *Bounty* duly sailed; however, things were not at ease on the ship with Bligh not encouraged by the actions of his officers and crew which led to the forming of hostilities between them culminating in Bligh accusing them of stealing his coconuts, his first Lieutenant Fletcher Christian included.

It is recorded that Bligh in comparison to his peers, was very considerate of his crew and was not the flogging tyrant as he has been portrayed. In a period of eighteen months, he had ten floggings for a total of 198 lashes. As a comparison, Cook on the *Endeavour* in a voyage of 37 months flogged 17 times for a total of 330 lashes. On a voyage of 36 months in *Resolution*, he flogged 32 times for a total of 546 lashes. Again, in *Resolution* and again a voyage of 36 months, he flogged 49 times for a

total of 618 lashes. Perhaps Bligh was hot-tempered, intolerant and sarcastic, still his temper quickly cooled once he had 'let off steam'.

However, this be what it may, at 0600 28 April 1789, Bligh was to lose his ship to mutineers.

(to be continued)



Aitutaki

CONGRATULATIONS

Congratulations to Zoi Sadowski-Synnott, our first ever Winter Olympic gold medalist.

BZ Zoi

Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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