

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

17 June 22 - Ngapona Assn Lunch at Avondale RSA
24 June 22 – Matariki
8 July 22 – Navy Club
15 July 22 - Ngapona Assn Lunch at the Bays Club
7 August 22 – Ngapona Assn AGM at Birkenhead RSA at 1500
12 August 22 – Navy Club
19 August 22 - Ngapona Assn Lunch at Avondale RSA

Hi Folks

NGAPONA ASSN LUNCH

The next lunch for the Ngapona Assn will be held this Friday, 17 June, at the Avondale RSA. We have not been to this RSA since they moved some time ago, so it will be interesting to see how they are in the new premises. We have been advised that the **Club does not open until 1200**, so there is no need to get there too early. We are also informed that the food is great.

CHIEF OF NAVY ANNOUNCEMENT

On the occasion of Her Majesty The Queen's Platinum Jubilee, it is with pleasure the Chief of Navy has released the below signal.

FM: CN NZ

SUBJ: SPLICE THE MAINBRACE

1. AS WE CONCLUDE THE WEEK MARKING HER MAJESTY THE QUEEN'S PLATINUM JUBILEE, I AM DELIGHTED TO ORDER 'SPLICE THE MAINBRACE' IN HER HONOUR.
2. KO TE ATUA HEI WHAKAORA AI TE KUINI! GOD SAVE THE QUEEN!

'OPERATION GRAPPLE'

Gerry Wright is compiling an email list of all personnel who served in Operational Grapple. If you meet the criteria, can you please email Gerry Wright direct at gerrywright@xtra.co.nz

TE MANA IS ON HER WAY HOME

HMNZS *Te Mana* received a full ceremonial farewell at Canadian Armed Forces Base Esquimalt where she had been for over three years undergoing an extensive Frigate Systems Upgrade.

Te Mana's next stop is San Diego, where she will put her upgraded systems to the test.

The Royal New Zealand Navy's second Anzac-class frigate HMNZS *Te Mana* departed Canada on May 31st for home, three years after she commenced her Frigate Systems Upgrade, at Lockheed Martin Canada.

The Frigate Systems Upgrade (FSU) integrates a range of new systems aboard New Zealand's two Anzac class frigates to "maintain" the frigates at an acceptable standard. Initially, \$446 million NZD was budgeted to upgrade both ships, though the actual cost has blown out to \$700 million. *Te Mana*'s sistership, HMNZS *Te Kaha*, completed an identical overhaul in late 2020 and returned to New Zealand in time for the new year.

The upgrade consists of a new primary surface surveillance radar, the Thales SMART-S MK2, CAMM missiles and a variety of new electronics. The frigates' have also been outfitted with Rheinmentalls Multi Ammunition Softkill System (MASS), Link 16 compatibility and an improved hull-mounted sonar. The entire package is integrated with the ship's new combat management system, the CMS 330, developed by Lockheed Martin Canada.

The completion of upgrades aboard *Te Mana* means that, after years of delays and cost overruns, New Zealand finally has its two main surface combatants back in service. New Zealand's Anzac's are expected to serve into the 2030s, before they're replaced by new frigates. In the shorter term, the vessel's embarked SH-2GSH-2G Super Seasprites are on their last legs, and the process to replace them has already begun.



AUCKLAND WELCOMES 'SPARKY'

Ports of Auckland has welcomed Sparky, the world's first full-sized electric tug boat. Earlier this week the environmentally friendly tug crossed the Waitematā Harbour for the first time, escorted by the company's current tugs and pilot boats.

By delivering the same bollard pull as the Ports of Auckland's strongest diesel tug, Sparky represents a future in which zero emissions ship handling is possible around the globe. In 2019, Ports of Auckland signed a contract with Dutch maritime manufacturer Damen Shipyards to purchase a fully electric tugboat. This move was part of the ports' larger plans to become emissions-free by 2040. Ports of Auckland chief executive Roger Gray spoke to the decision: When the project started there

were no emissions-free ship-handling options around; however, Damen were up for the challenge and now they've changed the game with our e-tug Sparky. After the purchase was made, the Ports of Auckland was brave enough to open the naming of the electric tugboat up to the public. It received over 3,000 suggestions, including "Tuggy McTugface," "Electric Disco Biscuit," "The Fighting Queen of Covid," and the understated "Doug."

Her arrival marks a big step towards the ports' decarbonization of operations and towards our long-term emissions reduction goals. While this is not the first electric tugboat in the world, it is the first in Auckland, and the first of its size and bollard pull. Sparky's birth name is actually the Damen RSD Tug 2513 Electric and is powered by 80 battery racks housing 2,240 batteries – totalling 2784 kWh of power onboard. That translates to 70 tons of bollard pull, more than enough to tug other ships through the ports without any emissions. According to the Ports of Auckland, the new electric tugboat is expected to complete as many as four shipping moves on a single charge and can replenish its batteries in about two hours. By going electric, the Ports of Auckland expects of SPARKY to save around 465 tons of CO2 emissions each year and the expected cost of operating the tug is less than a third of the cost of a diesel equivalent. If you're near Auckland, go give SPARKY a visit, although you may have trouble hearing her coming. Just look for the bright green electric tugboat.



RIMPAPAC 22

Navies from 26 nations will participate in the massive Rim of the Pacific maritime exercise that kicks off later this month in Hawaii, the Navy said. The more than two dozen nations, 38 surface ships and four submarines mark a return in full to the biyearly drills that were significantly downsized in 2020 due to the coronavirus pandemic. The exercise, held primarily on and around the Hawaiian Islands with a few events off Southern California, begins June 29 and runs to Aug. 4, the Navy said in a May 31 news release. Slated to participate are forces from Australia, Brunei, Canada, Chile, Colombia, Denmark, Ecuador, France, Germany, India, Indonesia, Israel, Japan, Malaysia, Mexico, Netherlands, New Zealand, Peru, South Korea, the Philippines, Singapore, Sri Lanka, Thailand, Tonga, the United Kingdom and the

United States. In addition to the watercraft, participants will also send about 170 aircraft, the Navy said. The roughly 25,000 personnel involved will also include members of land forces from nine nations.

Source: Stars & Stripes

MEGA YACHT TO LEAVE FIJI

After weeks of legal wrangling, the Russian-owned mega yacht AMADEA has been seized by American authorities, reflagged in the United States, re-crewed with new mariners and sailed out of the harbour at Lautoka, Fiji. The AMADEA is a 350-foot motor yacht built in Germany in 2016. U.S. authorities believe that her beneficial owner is the sanctioned Russian oligarch Suleiman Kerimov, a billionaire with ties to Russian President Vladimir Putin. When AMADEA entered Fijian waters in mid-April, the U.S. filed a request for her seizure with local courts and sent FBI agents to carry out enforcement. The yacht's holding company, Millemarin Investments, appealed the seizure order and claimed that the yacht was owned by a different, non-sanctioned Russian businessman. The case worked its way up through the country's court system over the course of the following month, and Fiji's Supreme Court issued a final ruling Tuesday giving custody of the vessel to the U.S. government.

As a practical matter, the court ruling relieves Fiji of the financial burden of maintaining an ultra-expensive detained mega yacht. The \$300 million vessel is reportedly filled with "precious woods and delicate silk fabrics," among other items - not the hard-wearing, easy-care trappings of a merchant vessel. The AMADEA is now in U.S. custody, and the U.S. will be obligated to maintain her, but the vessel's ultimate fate is unclear.



DESTRUCTIVE SEABED MINING

More than 35,000 New Zealanders have signed a petition calling on Prime Minister Jacinda Ardern to ban seabed mining in waters off the coast of New Zealand. The signatures were gathered by Greenpeace, Kiwis Against Seabed Mining (KASM), Deep Sea Conservation Coalition (DSCC), Environment & Conservation Organisations of Aotearoa New Zealand (ECO), LegaSea, Forest & Bird, WWF and Te Pāti Māori. "Seabed mining is a highly destructive industry that bulldozes the seafloor, releasing carbon and harming the ocean and the creatures who call it home," said Greenpeace campaigner James Hita. "We're calling on the government to ban seabed mining in the waters of Aotearoa immediately." The protestors stated that they had successfully stalled seabed mining operations so far, but the door

remains open to mining companies, thus the government must ban seabed mining to protect the health of the ocean.

RUSSIAN DEATHS DENIED

In Russia, the families of sailors from the sunken Moskva cruiser are compelled to withhold information about their dead relatives. The Ukrainian intelligence agency informs that public tension is rising among the families of the Russian navy servicemen killed aboard the Moskva cruiser, the former flagship of the Russian Black Sea Fleet, which sank on April 14, 2022. As reported, on April 13, the flagship of the Russian Black Sea Fleet, the Moskva cruiser, which took part in the capture of Snake Island off the Odesa region's coast on February 24, was hit by two Ukrainian Neptune missiles. On the evening of April 14, reports emerged that the cruiser had sunk. Russia's defence ministry has acknowledged only one death on the Moskva cruiser, claiming that 27 crew members went missing and 396 safely evacuated. According to Secretary of the National Security and Defence Council of Ukraine, Oleksiy Danilov, a 510-strong crew was aboard the ship at the time of the missile strikes. Only 58 managed to escape the sinking ship.

Source: Ukrinform

CAPT BЛИGH R.N.

Mutiny Once More

John MacArthur. A former lieutenant of the NSW Corps, he has been described as 'restless, ambitious and litigious' by a former Governor. He soon became almost a law unto himself in the colony. Meanwhile, the NSW corps had increased their own influence in the colony, and along with MacArthur were in a position to control many imports coming in including rum. They earned the nickname 'The Rum Corps'. A dispute erupted between Governor King and MacArthur resulting in King arresting him and sending him to England for trial. Not only were the charges dismissed, but the Government instructed the NSW authorities to issue him 5000 acres of land and the pick of the merino sheep from the Royal flock. This offended Bligh who had arrived to take over from King, the pair were to be at odds from then on.

Bligh received three gifts from King, 240 acres to the south of the settlement, 105 acres near Paramatta and 1000 acres near Rouse Hill. MacArthur had returned from England and was one of three men who welcomed Bligh to the colony ostensibly as a representative of the free settlers. It is of note that following this, a representation of 135 other settlers visited Bligh advising him that MacArthur did not represent them and accused him of profiteering.

At the time the colony was undergoing a food shortage due to floods which had devastated the crops. Bligh immediately and swiftly acted to address the issue. In the ensuing years he acted to control the importation of goods which impacted the monopoly previously held by the NSW Corps.

1808. Bligh had MacArthur arrested for an incident involving the schooner *Paramatta* which had not followed the colony's exit/entry regulations. MacArthur had an interest in the vessel. The Captain of the NSW Corps, (George Johnston), ordered MacArthur's release, which was refused by Bligh. This led to Johnston deposing Bligh taking charge of the colony and declaring martial law. MacArthur was released and appointed Colonial Secretary. It had taken 17 months since his arrival

before his governorship was to end. Bligh was to return to England in HMS *Porpoise*, however on leaving Sydney, he had the ship travel to Hobart. An appeal to the Lt. Governor of Hobart (David Collins), to assist was not supported. *Porpoise* remained at Hobart until Jan 1810 when Bligh was advised that Governor Lachlan Macquarie had taken office in Sydney, declaring the uprising against him as mutiny. Bligh sailed back to Sydney being welcomed with a guard of honour by the 73rd Regiment only to find that MacArthur and Johnston had returned to England the previous year. Knowing he was liable for prosecution in NSW, MacArthur chose to remain in England until 1816 when he returned to Australia, immediately locking horns with Macquarie over the granting of land. As with Bligh, he tried to discredit Macquarie. Eventually the British Government dropped the charges against MacArthur. In 1811, Johnston was eventually court martialled for his part in the mutiny, found guilty and was cashiered. He also returned to the colony.

12 May 1810. Bligh leaves Sydney for England in HMS *Hindustan* leaving behind his daughter Mary who had since married a Lt Colonel O'Connell following the death of her former husband in 1808.

Notes:

The New South Wales Corps (or 102nd Regiment of Foot): This regiment was established in England in 1789 with the purpose of relieving the NSW Marine Corps who had accompanied the First Fleet and acted as a garrison in NSW. The Corps became known for its disobedience and for trading in rum. The Corps was disbanded in 1818.

The 73rd Regiment of Foot. Arrived in the colony in Dec 1809 to relieve the 102nd and in order to support Governor Macquarie following Bligh's issues with the NSW Corps. The 73rd first began as the 42nd Royal Highland Regiment of Foot seeing service in India. It was reconstituted as the 73rd (Highland) Regiment of Foot. It lost the status of Highland as it could not maintain its recruitment requirements in Scotland (having to search for recruits from other areas and notably Nottingham) becoming then the 73rd Regiment of Foot.

(to be continued)



An Australian stamp commemorating the centenary of the death of Macarthur in 1934

Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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