

AUSTRALIAN SUBMARINE TO BE PAINTED

The much-loved HMAS OVENS submarine makeover is one step closer following the award of the contract to repair and repaint the vessel. Eptec Marine has been awarded the contract to carry out safe and secure removal of the existing paint from HMAS OVENS, prepare the external steel and fibreglass surfaces, and repaint the vessel. Due to the submarine's location and age, the safe containment, capture, and removal of all existing coating products is of the highest priority for this project. HMAS OVENS was initially launched in 1967. After decommissioning in 1995, the submarine was gifted to the Western Australian Museum, where it was then docked on the No.1 Slipway adjacent to WA Maritime Museum in Fremantle. The former navy submarine is a popular exhibit at the WA Maritime Museum. However, the external hull and paintwork are in a poor state of repair, requiring urgent treatment to ensure the submarine's longevity as a key part of WA's naval history.

Source: *Daily Cargo News*



THAT'S A LOT OF CONTAINERS

For the thirteenth year in a row, Shanghai Port remains the world's busiest container port despite the COVID-19 epidemic, according to the port's 2022 statistics. Shanghai's container throughput exceeded 47.3 million twenty-foot equivalent units (TEU) last year, according to the Shanghai International Port (Group) Co, Ltd, the port operator, reports Xinhua. In the first quarter, the production of Shanghai Port Group achieved a good start. The container throughput in July rebounded in a V-shape, setting a new monthly high with 4.30 million TEU. On a daily basis, Shanghai Port set a new 24-hour record of

170,173 TEU in September, with the peak days on September 8 and 11 exceeding 160,000 and 170,000 TEU, respectively.



THAT'S A LARGE SHIP

On December 27, the third 24,100TEU container ship (H1866A) MSC GEMMA built by the company for Mediterranean Shipping Company was successfully undocked at Changxing Shipbuilding No. 1 dock. Jacquilo, Newbuilding Manager of MSC China, Song Zehao, Station Manager of MSC, Li Xiangxun, Project Manager of DNV, and Liu Xuedong, Deputy General Manager of Changxing Shipbuilding attended the ceremony. The ship is independently designed by the company, has completely independent intellectual property rights, and has entered the DNV classification society. The total length of the ship is 399.99 meters, the molded width is 61.5 meters, and the molded depth is 33.2 meters. The deck area is equivalent to nearly 4 standard football fields. The maximum stacking layer can reach 25 layers, which is equivalent to the height of a 22 -story building, and can carry more than 240,000 Tons of cargo, a record 24,116 standard containers can be loaded at one time, and it is currently the container ship with the largest packing capacity in the world.

Reference: Ship Group



MSC GEMMA with 400 containers on board

THAT'S MAGNIFICENT LIGHTHOUSE

The Fastnet Lighthouse is a 54m high lighthouse situated on the remote Fastnet Rock in the Atlantic Ocean. It is the most southerly point of Ireland and lies 6.5 kilometres (4.0 mi) southwest of Cape Clear Island and 13 kilometres (8.1 mi) from County Cork on the Irish mainland. The current lighthouse is the second to be built on the rock and is the tallest in Ireland.



ROYAL NAVY SHIPS IN NEW ZEALAND

HMS DROMEDARY

Built as a merchantman the *Kaikusroo*. Taken up by the RN in Oct 1805 and renamed HMS *Howe*. Renamed HMS *Dromedary* in 1806.

Armament: 24 guns (as *Kaiusroo*). 40 guns as HMS *Howe*.

Propulsion: Sail

1809, HMS *Dromedary* is used to transport one Lachan Macquarie to the colony of NSW to replace Governor William Bligh.

Dromedary was outfitted with a spar made from NZ kauri around 1818.

1819/1820 – *Dromedary* is re-commissioned as a convict ship transporting convicts to Tasmania, returning with spars to England. Whilst in NZ, *Dromedary* and HMS *Coromandel* assisted the missionary Samuel Marsden as he explored the Thames and Tauranga areas.

1830 – *Dromedary* sails to Bermuda and is used as a prison ship.

1864 – *Dromedary* is broken up.



FROM LAST WEEK

Sailors Grave Site Te Karo Bay

The grave site at Te Karo Bay has been refurbished at least twice since it was built, and currently consists of a picket fence, with a headstone and some historical interpretation.



Current headstone; a replica of the original, replaced by RNZN in 1987

The following is a reproduction of the inscription on the original kauri headstone placed on the grave in 1842.





The original headstone was found to be beyond repair and was replaced by a brass plaque in 1987, by the Royal New Zealand Navy.



The grave site is now maintained by members of HMNZS Ngapona, Tauranga Sub Unit, on an annual basis.

