



LONGCAST

10 March 23 – Navy Club
17 March 23 - Ngapona Assn Lunch at Waiheke RSA
2 April 23 – Daylight Saving ends
7 April 23 – Good Friday
10 April 23 – Easter Monday
14 April 23 – Navy Club
21 April 23 – Poppy Day
21 April 23 - Ngapona Assn Lunch at Avondale RSA
25 April 23 – ANZAC Day
12 May 23 – Navy Club

Hi Folks

TRIP TO PERTH THIS ANZAC DAY

There are still a couple of spots left, but you will need to be quick to book for this tremendous trip.

Plan B

Return flights to Perth – Air NZ the Works
7 nights' accommodation at Quay Perth, with breakfast daily
Return airport transfers
Full day tour of Fleet Base West
Swan River and winery tour, full day with lunch and refreshments
Rottneest Island full day tour with lunch
ANZAC Day commemoration
Shopping and Perth mint visit
Hospitality
Approximate price in NZD \$3950 per person

Plan C

Includes all or the above, plus 1 extra night in Perth and Indian Pacific Gold Class Rail Journey and flight out of Sydney Air NZ the Works
Approximate price in NZD \$6950 per person

Contact Richard Maddix on 021 369 904 or email richardmaddix@gmail.com

ESTABLISHMENT OF THE RNZN MARITIME TRAINING GROUP

On 3 March 2023, the Maritime Operational Evaluation Team (MOET) will become the Maritime Training Group (MTG). As an outcome of a review of collective training, this change seeks to better reflect this unit's emphasis and role in the Navy's force generation and evaluation. As part of this change Commander MOET will become the Commanding Officer (CO) MTG. CDR MOET, Commander Andrew Dowling, will be appointed as the first CO MTG at a ceremony at the Navy Museum. This reflects the importance CN places on the MTG and provides a command structure that enables them to operate more effectively and with the right level of authority.

HEADS UP

ANZAC day is looming and HMNZS Ngaona is in the process of getting the ball rolling. The Veterans and Ngaona Assn members as usual are more than welcome to attend and take part.

Padre may need a few readers.

THE NEW QUEEN ANNE

Cunard is building a new ship – *Queen Anne* – due to enter the fleet in early 2024. Under construction at Fincantieri in Italy, the ship was delayed due to the crippling COVID-19 Pandemic, however work is now well underway on the newest member of the Cunard fleet. *Queen Anne* will be larger than *Queen Victoria* and *Queen Elizabeth* and carry more passengers than any Cunarder currently in service, including flagship *Queen Mary 2*. The ship will be the 249th vessel to operate for Cunard. *Queen Anne* will launch in 2024 with Captain Inger Klein Thorhaug, the traditional line's first female captain, at the helm.

Captain Inger, 54, found out she was the captain of *Queen Anne* "a few months back" but the announcement has only been made public recently.

"I'm thrilled, really excited and also very honoured," Inger enthuses. She's been a ship captain for 12 years - previously on *Queen Victoria* - as well as travelling the world with Seabourn, Princess and P&O Cruises, but clearly still loves being at sea.



NEW OCEAN SURVEILLANCE SHIP FOR THE RN

The offshore support vessel Topaz Tangaroa has been purchased by the UK Ministry of Defence for conversion to a Multi-Role Ocean Surveillance (MROS) ship.

She arrived at Cammell Laird shipyard on Merseyside in mid-January 2023 for conversion and will serve in the Royal Fleet Auxiliary renamed RFA Proteus.

Proteus will be dedicated to safeguarding critical seabed infrastructure and will act as a 'mother ship', operating remote and autonomous off-board systems for underwater surveillance and seabed warfare.

The ship has diesel-electric propulsion driving azimuth thrusters at the stern. A dynamic positioning system with powerful twin bow thrusters allows her to hold a precise stationary position when working over subsea installations.

She also has good sea-keeping abilities, low fuel consumption and will be well suited to her new role. A 'moon pool' – a vertical shaft in the centre of the vessel provides a sheltered way for robot submersibles to be launched or recovered in high sea states.

The 98.1m ship also has a flight deck, a heavy-duty crane, 1,000 square meters of cargo space and a working deck aft.



YACHT TENDER

U-81 is a yacht support vessel, built by Damen in 2022. She is a conversion project, and started construction as a supply vessel. The yacht U-81 (80.1m) is powered by 2 Caterpillar diesel engines. That bring her a top speed of 16 knots. Her cruising speed is 12 knots. We estimate her range at more than 5,000nm. Not much is known about her interior. We estimate that she can accommodate 8 guests in 4 cabins and has a crew of 16. Her owner is New Zealand billionaire Graeme Hart. She will support his superyacht *Here Comes The Sun* and his new yacht currently under construction in The Netherlands. U-81 carries a Bell 429 helicopter with registration ZK-HUY. (ZK means she is registered in New Zealand).



WHAT SALT SPRAY?

China's auto exports continued to maintain a good momentum as auto companies exported over 300,000 vehicles in January alone, an increase of over 30 percent year on year, of which new energy vehicles increased by over 48 percent year on year. Key automobile export terminals such as Shanghai Haitong Port and Nangang Port have been very busy since the beginning of this year, and cargo ships loaded with homemade automobiles are heading to a port in Israel.



ROYAL NAVY SHIPS IN NEW ZEALAND

HMS Brisk

Built at Woolwich Dockyard as a screw sloop but designation later changed to a corvette. Commissioned 24 May 1853.

Armament: 2 68 pounder guns; 8 32 pounder guns (later increased to 12). Final armament: 1 68 pounder gun; 14 32 pounder guns

Propulsion: Sail/Steam

Length: 193 feet 7 inches

Beam: 35 feet.

Complement: 170-175

HMS *Brisk* served initially on the North America and West Indies Station carrying the new governor to Port Royal in Jamaica on her first voyage. When the war with Russia erupted *Brisk* was recalled to serve in the White Sea. *Brisk* bombarded the port of Kola, blockaded Russian ports on the Russian Pacific coast eventually returning to Plymouth to pay off on the 13 June 1857.

After two years in reserve *Brisk* was sent to the Cape of Good Hope Station to carry out anti-slavery patrols. During 1859 she was involved with the search for Dr. Livingston. She rescued survivors from the vessel *Baretto Junior* which had run aground on a reef. On the 10 August 1860 she captured the slaver *Manuella* with more than 800 slaves on board. She returned to Plymouth in 1863 to pay off.

Brisk was commissioned again on the 30 August 1864, commanded by Captain Charles Hope RN for service on the Australia Station and to relieve HMS *Miranda*. As soon as she arrived in Sydney on the 15th January 1865, she was dispatched to Auckland to join with a squadron forming there. *Brisk* arrived on the 5 February, *Miranda* departed that same day.

1 Mar 1865 – transported around 400 troops from Manukau to Whanganui.

1 May 1865 – transported Governor Grey to Kawau Island.

15 May – news having been received of a clipper ship *Fiery Star* in trouble near the Chatham Islands, *Brisk* was dispatched to search for survivors. There was no sign of ship or survivors and she returned to Auckland.

6 August – 300 soldiers were transported from Taranaki to Napier. On arrival *Brisk* became involved with the fighting around Opotiki.

Early 1866 – transported soldiers of the 43rd Regiment to Taranaki.

On completion she sailed around the Pacific Islands and then returned to Sydney for a refit.

10 Jan – 3 May 1867 – transported Governor Grey on a tour around the South Island.

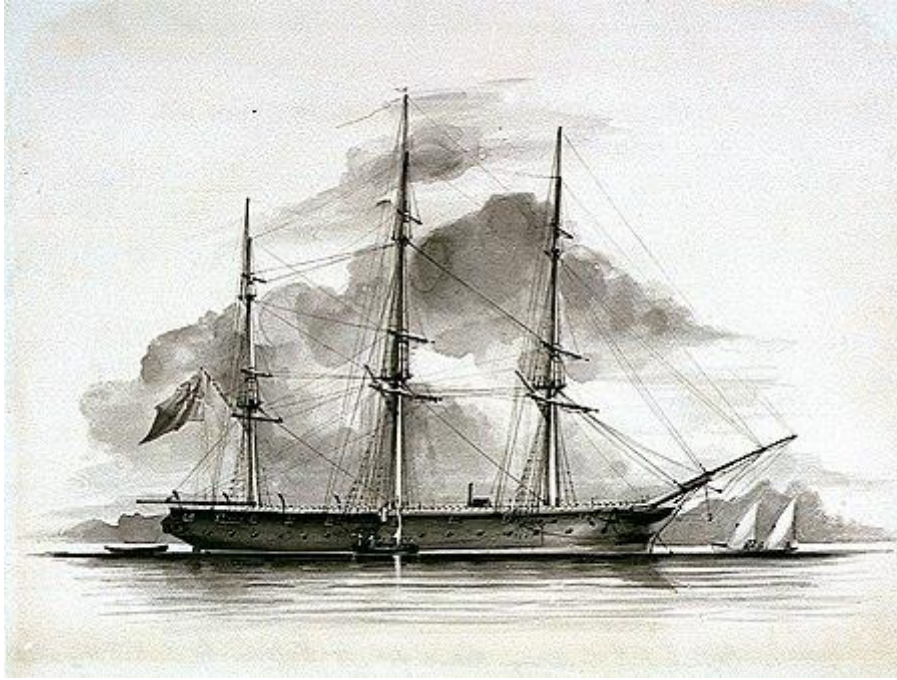
Sept 1868 – *Brisk* leaves the Australia Station.

Brisk de-commissioned 19 Jan 1869 and was lent to the International Mid Channel Telegraph Company for commercial service and was used for experimental telegraph services. She was sold for mercantile service in 1870.

Note 1: Brisk Bay in Queensland is named for HMS *Brisk*

Note 2: The *Fiery Star* was outbound Brisbane to London sailing on the 1st May 1865 with a crew of 41 and 55 passengers. On the 19th April, about 150 miles north west of the Chatham Islands fire was discovered in wool stored in a fore-hold. A course was immediately set for Lyttleton and fire-fighting efforts begun. On a change in direction and intensity of the wind, the course was changed for the Hauraki Gulf. Due to the intensity of the fire, the Captain decided to abandon ship on the 23rd April only to find that there insufficient boats on board for the people being carried. This was due to two boats having previously been washed away in the gale. At 3pm on the 23rd April, two boats of survivors left the ship (including the Captain W. H. Yule), leaving 18 men led by the Chief Officer aboard the ship who continued to fight the fire and work the ship toward land which was sighted 4 May. Unfortunately, the wind drove the ship away from the land. On the 12 May a ship, the *Dauntless* was sighted, rockets were sent up to gain her attention and she eventually came alongside to rescue those left on board the *Fiery Star*. Within 30 minutes of the rescue *Fiery Star* sank. *Fiery Star* was about 15 miles from land when she sank.

A search for the two boats which had left *Fiery Star* was carried out by HMS *Brisk* in the vicinity of the Chatham Islands but no trace was ever found of them.



Regards

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Editor

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