



LONGCAST

- 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

LAST CALL

ANZAC DAY AT HMNZS PHILOMEL

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

Padre may need a few readers. If you can assist, please contact Padre Michael Berry on michaelberry@gmail.com

If you wish to attend the parade, contact the Ngapona Coxn, CPOCSS Shane Kennedy, :09 446 1438, with the following information for entry to Devonport Naval Base.

FIRST NAME:

LAST NAME:

ORGANISATION: Ngapona Assn

CHILDREN NAMES:

VEHICLE DETAILS (Make/Model/Reg):



Muster at HMNZS Ngapona

Fall In - 0730

Step Off - 1745

HMNZS PEGASUS 95TH ANNIVERSARY DINE & DANCE

The HMNZS PEGASUS Ships Fund intends to hold a Dine & Dance at the Redwood Hotel, Main North Road, Christchurch on Sat 10 June 23 to commemorate their 95th Anniversary. Tickets are \$50.00 per person and include a 3-course meal, band, and a drink on entry. Tables are available for larger groups (10 or 6 seats) and it is open to members of the NZDF, and their partners and friends as well as ex

RNZN/Naval Reserve personnel. The Redwood Hotel has accommodation attached (\$120.00 - \$140.00 per night) plus a bar and restaurant. Rig – Formal/Semi Formal (Mess Kit can be worn + fancy dresses). It is also planned to have a silent auction available. Pegasus advise they have already had some good prizes provided. Tickets will be available from 1 May. Register your interest with numbers to Dianne.Fowler@nzdf.mil.nz ASAP and you will receive information regarding payment in due course.

PORTS AT CAPACITY

David Ross CEO of Kotahi, the country's largest supply chain company says it is not a lack of shipping capacity to New Zealand, but port capacity issues and low levels of labour availability across the supply chain impacting upon port operations. "In addition, ports don't currently have the extra capacity and flexibility to be able to absorb peaks and troughs in product demand or to manage external disruption such as the recent weather events. When you add these to a system at capacity, they tend to amplify the problem. It is good to see Port of Tauranga doing well to date, as evidenced by the queues of waiting ships dropping to virtually zero. Ship numbers laid up awaiting berthing have been at near record highs in recent months, with Vessel Finder reporting as many as 17 at anchor at any one time earlier this year. One freight forwarder said of the planned expansion of PoT through Sulphur Point was a classic example of a "shovel - ready" project touted by government during Covid that was to be fast tracked. However over two years on it remains bogged down in Environment Court hearings. The project intends to dredge 1.5 million cubic meters of harbour bed, of which half already has consent. PoT is also wanting to build 385m of berth facilities at Sulphur Point and reclaim 1.8ha of land, and construct berths along the existing tanker berth. "We are doing our best to manage demand and increase capacity, including applying for resource consent to extend the Sulphur Point wharves to accommodate more frequent and larger container vessels," said the PoT spokesperson. The port is expected to run out of container terminal capacity in two years should the planned expansion not go ahead.

Source: Richard Rennie, Bay of Plenty Business News



FERRY COLLISION IN THE BAY OF ISLANDS

A ferry crowded with passengers has sunk and its skipper has been critically injured after a collision with a pleasure boat in the Bay of Islands. The crash occurred about 11.50am on Thursday, just minutes after the ferry had dep

arted Russell

on its regular run to Paihia. The port side and wheelhouse of the wooden ferry, officially the **Waitere** but better known as

the **Blue Ferry**, disintegrated in the impact with broken wood strewn throughout the vessel.

The skipper, who is well known in the Bay of Islands and believed to be in his 70s, bore the brunt of the impact. He is

thought to have suffered a spinal injury as well as serious head wounds.



NEW SUPPORT VESSEL FOR RAN

The Australian Government has procured a dedicated Undersea Support Vessel for the Australian Defence Force. The Norwegian flagged MV NORMAND JARL has been procured for \$110 million and is currently undergoing inspection and certification activities in Singapore before sailing to Australia under an Australian flag later this year. The ship will be renamed Australian Defence Vessel (ADV) GUIDFANCE.

The primary role of ADV GUIDANCE will be to support undersea surveillance systems trials, including the ability to deploy undersea crewed and uncrewed vehicles, and robotic and autonomous systems. At 107 metres long, 22 metres wide and displacing 7400 tonnes, ADV Guidance will be able to sustain a range of Defence activities due to its modular mission systems, allowing specialist Defence teams and load-outs to be embarked to meet various system trial requirements. "ADV GUIDANCE will be instrumental in developing and testing robotic and autonomous underwater systems, ensuring Defence can compete and succeed in a wide variety of complex undersea environments," Mr Dalton said. *Source: Indo Pacific*



THIS WILL BE TRICKY

A 3,371-ton vessel toppled over while it was in dry-dock, in Leith, Edinburgh, Scotland.



ROYAL NAVY SHIPS IN NEW ZEALAND

NAVAL BRIGADES

Throughout the series of RN ships in New Zealand, oft times there has been mention of sailors from the RN ships serving New Zealand forming a naval brigade.

A brigade is a sub-division of an army consisting of a small number of infantry battalions and forming part of a division.

A naval brigade is a body of sailors and/or Royal Marines serving in a ground combat role to augment land forces. RN naval brigades have been formed to serve in a number of engagements from 1774 onward, and includes the New Zealand wars of 1860 to 1864. The field gun competition commemorates the participation of a naval brigade in the relief of Ladysmith during the Boer War when 12 pounder guns from HMS *Terrible* and HMS *Powerful* were dragged by sailors across 200 miles of rough terrain from Durban in October 1899 and then used to engage the enemy.

In the First World War, a Royal Navy Division was formed of men surplus to those serving at sea. It included two naval brigades and a brigade of Royal Marines. The Division fought at Antwerp, Gallipoli and in the Somme.

Other countries that have employed naval brigades include the United States, Russia, Australia and Germany.

To this day, sailors are employed to augment land forces in many areas. As an example, this has been seen in relatively recent times in Timor, Afghanistan and in several United Nations operations. It should be a source of pride that the service personnel of a force specialising in sea operations, can be equally

well employed serving ashore when and where-ever the need arises.



Regards

[Jerry Payne](#)

Editor

HMNZS Ngapona Assn

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