



LONGCAST

- 16 June 23 - NGA Assn Lunch at Henderson RSA
- 9 July 23 - Ngapona Assn AGM at Birkenhead RSA
- 21 July 23 - Lunch at the Bays Club

Hi Folks

NGAPONA ASSN MONTHLY LUNCH

Our monthly lunch will be held at the Henderson RSA this Friday, 16 June. Henderson is a very hospitable RSA and the meals are always good. I have arranged the weather.

TWO PRESENTATIONS FOR NGAPONA

Last week CPO Mike Richards was presented with a Gold Clasp to his Long Service and Good Conduct Medal representing 42 yrs service in the RNZN, and the Denis Kean B.E.M. Memorial Cup which is presented by CO NGAPONA. It was awarded for his decade long leadership and unwavering commitment to the Armistice in Cambridge event that NGAPONA is involved with.



Ngapona CO, LtCdr Heslop, making the presentation

On Wed 31 May LSCS Eddie Sampson was presented with the RNZN Long Service and Good Conduct Medal 1st Clasp and also a Deputy Chief of Navy Commendation for his work on filming a series of vlogs produced for Leadership Development Group to showcase the training provided to new members of Te

Taua Moana o Aotearoa.



Well done to both Mike and Eddie. *Ed*

A LONG STORY – BUT INTERESTING

A fishing trawler in New Zealand is at the centre of an international embezzlement scandal involving Ukraine, Russia and Cyprus. The *Aleksey Slobodchikov* is a 4400-ton freezer trawler with 80 sailors catching jack mackerel, southern blue whiting and hoki. Built in the then-Soviet Union, it's been in Ukrainian and – most recently – Cypriot ownership. Seen by Stuff at a Lyttelton Port last week – the vessel has a colourful background. Ownership of the *Aleksey Slobodchikov* was allegedly stolen from the Ukrainian state fishery weeks after Russia invaded Crimea in 2014 – despite the boat physically being in New Zealand waters. The Ukrainian ambassador, Vasyl Myroshnychenko, told Stuff his country was trying to get the vessel back “We are working with the NZ government on the issue. There are some legal procedures that we must adhere to in this process,” he said. A spokesperson for the operator, the Japanese corporation Maruha Nichiro, confirmed they were now “talking with the government” about the vessel too. The vessel has been able to fish in Kiwi waters since 2006, when Maruha Nichiro received permission through the Overseas Investment Office. However, the Ministry of Foreign Affairs and Trade (MFAT), the Ministry of Primary Industries (MPI) and Maritime NZ all said there was no issue with the ship and they weren't dealing with the Ukrainian government. “MFAT has not received a request for assistance on this matter and is not aware of any litigation related to the control of the *Aleksey Slobodchikov* vessel,” a spokesperson said We do not hold any noteworthy information on the ownership of the vessel. The Ukrainian ambassador said they were working with the government over the boat, which MFAT denied. The *Aleksey Slobodchikov* was allegedly stolen in complex circumstances which also included the embezzlement of the money paid for chartering of the ship. The vessel is named after a WW2 soldier from the Soviet Union who received the USSR's highest military honour, the Hero of the Soviet Union medal. It was launched in 1991 in Ukraine, with a lifespan of between 30 and 40 years and is one of a group of four similar Ukrainian vessels fishing in NZ. The Ukrainian fishery operated the boat for a decade, but in 2000 shifted to using a middle organisation to charter the vessel out. The ship was effectively chartered out

twice, but the ship stayed on their balance sheet. After Russia invaded Crimea in 2014, Ukraine lost authority over the ship as Vladimir Putin annexed the Aleksey Slobodchikov's home port of Sevastopol. One of the state fishery's senior workers, who lived in Sevastopol, then chartered the vessel for so long it would be unusable by the time the contract ended in 2025. Ukraine alleges that charter fee was paid into a Russian bank account set up by the worker in the name of its state fishery, in an embezzlement scheme. In 2014, the Aleksey Slobodchikov was also registered on the Russian ship registry, rather than the Ukrainian registry, and without the consent of the charterer Ukraine wasn't able to register the boat back. That charterer is a Cypriot trust, the Beautiful Scenery Cyprus International Trust, who now owns the boat, according to MPI. Who ultimately owns the trust is a mystery, with the New Zealand government unable to tell Stuff. The trust's agent, the British-trained lawyer Panagiotis Neocleous, was sentenced to two and a half years in prison for bribery in 2017 on an unrelated matter. Ukrainian politician Dmytro Dobrodomov described the alleged corruption as "absolutely fantastic" in a 2016 interview and said not a single penny was going to Ukraine, despite the ship operating. Ukraine is now bringing charges against the fishery worker who chartered the boat. A 2022 charge sheet said the man, Yuriy Gurin, had made NZ\$240,000 after he opened accounts in the name of the Ukrainian state fishery in Russia. His gambit is also alleged to have involved a second Ukrainian ship, the Ivan Golubets – which sank off the coast of Mauritania in 2019 killing two – but which had been in New Zealand in 2012.

source: Stuff



HELLO TO MAERSK – GODBYE TO Hamburg Süd

Kiwi waterfront observers have been waiting with interest to see the fruits of the Maersk makeover on the six well-known 'Rio' class Hamburg Sud container ships which are regular visitors to New Zealand. MAERSK RIO DELTA, the first recipient of the new blue look and a Maersk name, and previously RIO DE LA PLATA, was on the coast this month and is pictured off Banks Peninsula on June 6. The disappearance of the red Hamburg Sud livery is regretted by most NZ shiplovers – Hamburg Sud had a long association with New Zealand going back to conventional cargo ships in the '50s and '60s, and its COLUMBUS NEW ZEALAND had the distinction of being the first container ship to visit New Zealand, in June 1971. *Story/photo: Nick Tolerton*



THEY ARE NOT ONLY WATCHING, BUT SMELLING US NOW

Since 2015, the province of North Holland and Port of Amsterdam have been working on a network of electronic noses (eNoses). The aim of this network is to trace the causes of odour nuisance. Odour is one of the largest sources of nuisance in North Holland. In addition, the 'noses' monitor shipping around the North Sea and Amsterdam-Rhine Canal for degassing while sailing. The network now consists of 92 eNoses along the waterways, Westpoort and industry in Amsterdam North and the Zaan region. An eNose is a measuring instrument with 4 sensors that signals changes in the air composition.

Source: Port of Amsterdam

NAPS boats will continue next week. *Ed*

Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

021 486 013

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