

## HMNZS NGAPONA ASSOCIATION INC

### LONGCAST

- 15 November 19 - Ngapona Assn Lunch at Grey Lynn RSA
- 15 – 17 November 19 – Terra Australis Conference at DNB
- 13 December 19 - Navy Club, Remuera Club at 1200
- 13 December 19 – Maritime Societies' Annual Dinner, Northern Club at 1830
- 20 December 19 - Ngapona Assn Xmas Lunch at Orakei RSA

Hi Folks

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#### **HMNZS NGAPONA ASSN - MONTHLY LUNCH**

Our lunch this month will be held at the Grey Lynn RSC on Friday 15th November. We will meet at 1200.

We have a guest speaker this month, CPO Shane Kennedy, Coxn of HMNZS Ngapona, who will give a talk on the Sail Training Craft.

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#### **CHRISTMAS LUNCH**

Our final lunch this year will be at the Orakei RSA on 20th December 2019.

This is a special event - more details to follow.

## **KNM HELGE INGSTAD COLLISION**

Norway's accident investigation board has published its report into a collision between one of its naval vessels, *KNM HELGE INGSTAD*, and the tanker *SOLA TS*, in the early hours of November 8 last year. It found a number of failings by the navy crew during the incident near the Sture oil terminal in November last year, and has issued 15 recommendations. They aim to address issues surrounding crew training and competence, and use of the Automatic Identification System, which was in passive mode at the time of the incident. The report also recommended that the navy install voyage data recorders on all its vessels. The frigate had been participating in the Nato exercise Trident Juncture when it hit the tanker, took on water and listed, leaking a minor amount of fuel into the waterway. It sank a few days later. The training activity being carried out on the day of the incident meant that "the bridge team's capacity to address the overall traffic situation was reduced", according to the report, which added that the navy "lacked competence requirements for instructors and procedures to ensure the functioning of the bridge team while administering training".



*KNM HELGE INGSTAD*

### **SHIP OF THE WEEK - HMNZS ENDEAVOUR (A11)**

HMNZS *Endeavour* (A11) was a fleet tanker for the RNZN. She was named after James Cook's Bark *Endeavour* and the third ship in the RNZN to carry that name. The previous two ships of the RNZN were Antarctic research support vessels. *Endeavour* was built in South Korea to a commercial design and commissioned on 8 April 1988, and decommissioned on 15 December 2017.

*Endeavour* was the venue for peace talks on Bougainville in July/August 1990. On 23 February 2017, it was announced by NZDF that the New Zealand Operations Service Medal (NZOSM) had been awarded to personnel who were in Bougainville for the Operation BIGTALK peace talks. In December 1997 *Endeavour* deployed to Bougainville as part of Operation Belisi, the multinational peace-keeping operation following 10 years of civil war in Bougainville. She stayed on station until late January 1998, providing logistic support to ground and air forces ashore.

*Endeavour* was deployed to East Timor as part of the Australian-led INTERFET peacekeeping taskforce from 21 to 24 September 1999, and from 28 January to 23 February 2000.

In January 2010, *Endeavour* was awarded the Chatham Rosebowl, the award for the best performing ship in the RNZN. As a result, for all of 2011 she flew the 'E' Pennant for efficiency.

In 2012 *Endeavour* attended Exercise RIMPAC and saw service during Exercise Talisman Sabre 2015, refueling USNS *Tippecanoe*.

The ship was decommissioned on 15 December 2017 and was broken up for scrap in India. The New Zealand Defence Force said that following an exhaustive and detailed tender process to ensure a sustainable, ethical and environmentally compliant recycling, *Endeavour* sailed for India in April 2018.

"Under the direct supervision of the NZ Defence Force, a remarkable 98.8% of the ship was either reused (60%) or recycled," and NZDF Facebook post said.





### **DID YOU KNOW?**

On 11 November 1884, the Auckland Harbour Board let a contract to Mr Pierce Lanigan for £88,836 to construct a dry-dock on land that it had purchased at Calliope Point. The work was completed in three years, using picks, shovels and horse-drawn drays, and the stone facings were quarried from Rangitoto. The name Calliope came from the 28-gun sixth rate HMS *Calliope* that was stationed in New Zealand for 2½ years, beginning with her participation in the Battle of Ruapekapeka in 1846. The dry-dock does not take its name from a later HMS *Calliope*, a Calypso-class corvette, that happened to be here for the opening of the dry-dock. The dock was transferred to the navy when the Auckland naval base moved from Torpedo Bay to Devonport, into a swamp area next to the dock. At the time of its construction the dry-dock was the largest in the Southern Hemisphere. The original dimensions were: length 162m, breadth 23m. The dock has been extended three times in 1927, 1936 and 1944. In 1996 two pits were added to the dock bottom to accommodate the modern ANZAC Class Frigates. The dock is now operated by Babcock NZ who are contracted to provide engineering services to the RNZN. The Drydock can take vessels up to 170 metres in length and 22.5 metres beam. The associated facilities include a 40 tonne travelling crane. Babcock NZ undertakes up to 25 dry-dockings plus in water repair projects each year with the range of vessels including cargo and cruise ships, fishing vessels, superyachts as well as Navy warships and support vessels. The first graving dock in Auckland was opened in 1879. it was situated where the Downtown Carpark now stands.



Take care

**Jerry Payne**

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Editor

HMNZS Ngapona Assn Inc

*"There are good ships, and there are wood ships, the ships that sail the sea."*

*"But the best ships are friendships, and may they always be."*

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