

# HMNZS NGAPONA ASSOCIATION INC

## LONGCAST

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  
17 January 20 - Ngapona Assn Lunch at Swanson RSA  
29 January 20 – Auckland Anniversary Regatta

Hi Folks

### **NGAPONA ASSN XMAS LUNCH**

Our annual Christmas lunch will be held at the Orakei RSA on 20<sup>th</sup> December. The Orakei RSA will once again put on a special menu, details will be advised next week. The meal will be served by Sea Cadets from TS Achilles. We have also organised a door prize.

To make this a successful event we need to know numbers now – please reply to this email to confirm your attendance.

### **TE KIWI MĀIA CHARITABLE TRUST**

Te Kiwi Māia Charitable Trust - The Courageous Kiwi  
HMNZS Ngapona's very own musician has been busy again! AMUS Rebecca Nelson has recorded a new album with The Band of the Welsh Guards which goes on sale tomorrow and will be available nationwide through The Warehouse. Devonport locals can pick up a copy from the Navy Museum or you can also purchase the album via her website [www.rebeccanelson.co.nz](http://www.rebeccanelson.co.nz) and she will make sure you get a signed copy.

Full profit from album sales are going to a new charity that she has established for NZDF personnel and first responders. Te Kiwi Māia Charitable Trust - The Courageous Kiwi

To top it off, the album has been endorsed by HRH Prince Charles!



### THE NEXT STEP IN AUTONOMY

The IntelliTug project of technology group Wartsila in partnership with PSA Marine has taken a major step forwards as the dynamic positioning (DP) system installed on-board the harbour tug 'PSA POLARIS' has commenced trials at the port of Singapore. This implementation phase of the project moves the bar higher on safety standards for vessel automation and autonomy. The Wartsila and PSA Marine IntelliTug project is supported by the Maritime and Port Authority of Singapore. The new DP system, also known as the Joystick Maneuvering System (JMS), enables easier and more intuitive control of the tug's movement. With the push of a button, the tug master can achieve 'virtual anchoring' to hold position and/or maintain the tug's heading. The DP system forms the foundational technology layer for the IntelliTug project, enabling digital navigation instructions to be passed to the vessel's propulsion systems. The system has received a statement of compliance from Lloyd's Register for the DP notation, thereby endorsing its safety, reliability and performance.



### FLOATING APARTMENT BLOCK

Virgin Voyages has unveiled its second ship, VALIANT LADY, due to launch in May 2021. The new vessel will sail seven-night Mediterranean sailings out of Barcelona to destinations including France, Italy and Spain. (What happened to naval architecture?)



## **LAWSUIT FILED OVER USS FITZGERALD COLLISION**

The victims of a fatal 2017 Navy ship collision have filed a lawsuit against a Japan-based corporation for what they say was an "entirely avoidable" accident. Forty survivors of an accident aboard the guided missile destroyer Fitzgerald, along with seven family members of sailors killed in the collision, are seeking more than \$287 million in damages from the shipping conglomerate NYK Line. The company had chartered the ACX CRYSTAL, a Philippine-flagged container ship, when it collided with the Fitzgerald off the coast of Japan in the middle of the night on June 17, 2017. Seven sailors were killed when their berthing compartments flooded. Several others were injured. Navy leaders have acknowledged several missteps that led to the fatal accident.



## **HISTORY OF THE TRAVELIFT**

A man named Baudouin came up with the idea of using two piers with a steel frame on four truck wheels with chain blocks and straps to pull a boat weighing a few tons from the water and placing it on the ground. The founders of Marine Travelift in Sturgeon Bay, Wisconsin, USA, took that idea and ran with it, introducing the first self-propelled straddle-type mobile boat hoist three years after the company was established in 1954. It had a capacity of seven tons. It was soon followed with an open-end style boat hoist. Just in terms of lifting capacity, Marine Travelift has come a long way. In 1987 the company built the 500 BFM (beam forward machine) for Abu

Dhabi Shipbuilding. With a 500-ton capacity, the 500 BFM was the world's most powerful boat hoist at the time. Then, in 2010, the 1000C Marine Travelift built for Colonna's Shipyard, Norfolk, Va., became the world's most powerful boat hoist. At 1,100 tons it's Marine Travelift's largest hoist in operation. However, they have a design for a 1,600-ton (3.52 million lbs.) lift that hasn't been sold yet. That's an improved lifting capacity of 1,957 tons in 62 years???



### **SHIP OF THE WEEK – HMNZS HAKU**

The RNZN sold Q1349 in 1945 and she was purchased by the Jasper Calder Charity Trust. Air Chief Marshall Sir Keith Park was at one stage chairman of the Trust. She was extensively refitted and reconditioned by a team of volunteers and named *Black Watch*. During the ownership of the Trust she was berthed in the Tamaki River where a wharf was built for her from the timbers of the old Panmure Bridge. She was used for taking pensioners, orphans and disabled people on excursions and picnics in the Hauraki Gulf. In one season alone she carried over 6,000 passengers. The Navy demanded her back and in 1952 and in 1954 she began work as a 'Tamaki Tram' until Tamaki shifted off Motuihe Island in 1963. On 21/1/1964 she was commissioned as *HMNZS Haku* and carried out RNZNVR training duties until sold in 1980 when she was again named *Black Watch* and converted to a ketch rig. She sat on a swing mooring off Bayswater Marina from 2006 till 2018 and sank at her mooring on 13 August 2018. The reason she went down is still unknown but under the direction of the Harbour Master she was refloated and towed to a slip in Henderson Creek to be scrapped.

The small team that was intent on saving *Black Watch* and returning her to her former glory had to abandon the mission due to lack of support from the wider community. The funding was 'almost' there with enough in pledges to at least make a start but it was felt that there was not enough willing manpower to see the project through to a satisfactory conclusion.





## DID YOU KNOW?

On 1 December 1992, CPO Writer John Oxenham was awarded the New Zealand Gallantry Decoration for his leadership while serving in Cambodia with the United Nations peacekeeping mission.

CPO Oxenham was a member of a patrol conducting operations along the Shroeng Sen River. During this patrol, Chief Petty Officer Oxenham, together with three British officers and two Philipino senior ratings, were taken prisoner by members of the National Army of Democratic Kampuchea, formerly the Khmer Rouge. The group was detained for four days while negotiations to release them took place. It was during this period that Chief Petty Officer Oxenham ensured that their capture did not have a tragic outcome. His positive and level-headed behaviour was instrumental in diffusing a very tense and potentially life-threatening situation. The controlled but relaxed approach adopted by Chief Petty Officer Oxenham helped to reassure his fellow captives, while this behaviour, which often bordered on careful affront, including two failed escape attempts, demonstrated to the captors that the group were totally unwilling to acquiesce to captivity. At a time when he and his colleagues were under extreme duress, he positively, bravely and effectively influenced the interaction between captors and captives, such that all prisoners were eventually released unharmed.



Regards

**Jerry Payne**

Editor

HMNZS Ngapona Assn

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