

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

11 December 20 - Navy Club Lunch – Remuera Club
18 December 20 - Ngapona Assn Lunch at Orakei RSA
20 December 20 - HMS Neptune Commemoration Service, St Christopher's Chapel, DNB
15 January 21 - Ngapona Assn Lunch at Swanson RSA
1 February 21 – Auckland Anniversary Day
8 February 21 – Waitangi Day
12 February 21 - Navy Club Lunch – Remuera Club
19 February 21 - Ngapona Assn Lunch at Titirangi RSA

Hi Folks

NEW MEMBER

A warm welcome to our newest member, Noel Davies. Welcome aboard Noel.

LAST CALL

HMNZS NGAPONA ASSN – XMAS LUNCH

Our final lunch for the year is at the Orakei RSA on 18 December. Mark this in your diary now. The Xmas lunch is one of the highlights of the year. The Orakei RSA has new caterers and the meal will again be served by Navy Cadets from TS Achilles. There will be a door prize and of course 'Up Spirits'.

The cost will be \$25.00 per head, to be paid to the RSA on the day.

There are a few places left but filling fast. We need to know numbers for catering.

We require an indication of numbers for the caterer and also any special dietary requirements. **Please reply to this email if you intend joining us.**

Please do it now!

PS – Those travelling from the north should be aware that some roads at the bottom of town will be closed from 15 to 20 Dec due to the America's cup racing. Suggest you take the Greenlane exit to avoid delays.

MEMORIAL SERVICE – 79TH ANNIVERSARY OF THE SINKING OF HMS NEPTUNE

NOTE! NEW TIME 1030, Sunday 20 December 2020

St Christopher's Chapel, Devonport Naval Base. *Rig: 1BW (negative swords)*

On 19 December 1941, HMS NEPTUNE sunk after hitting a mine off the coast of Tripoli in the Mediterranean. All but one of the 764 personnel aboard lost their lives. Amongst the crew were 150 New Zealanders, many of whom were reservists. This event represents the largest loss of New Zealand life at sea and forms a significant event in the history of our Navy and especially of our Naval Reserve. Ship's Company are invited to attend the service which will be led by Padre Michael Berry.

Please note the new time for this service due to the homecoming of HMNZS TE KAHA, due alongside at 1000 on this day. As there is likely to be a number of people on base at this time, you are advised to leave plenty of time. Please feel free to come early and wave TEK home!

Further information can be obtained from the Padre on his civilian address michael.berry@aucklandanglican.org.nz.

HMNZS TE KAHA DUE HOME FOR XMAS

The Royal New Zealand Navy (RNZN)'s frigate HMNZS *Te Kaha* is under-going sea trials in Canada following a mid-life upgrade. It is the first of two Anzac-class frigates set to receive the Frigate Systems Upgrade (FSU) at Seaspan shipyards with Lockheed Martin Canada acting as prime contractor.

The Frigate Systems Upgrade (FSU) project is upgrading the frigates' surveillance, combat and self-defence capabilities to match current and future threats and address obsolescence of some current systems. This will deliver a new combat management system, new radars, electronic detection and other above water sensors, the self-defence missile system, decoys against missiles and torpedoes, and an upgrade to the hull-mounted sonar.

Te Kaha is due to berth in Auckland on Sunday, 20 December 20, at 1000hrs.



USS BONHOMME RICHARD TO BE SCRAPPED

The U.S. Navy has decided to scrap the fire-ravaged amphib USS *Bonhomme Richard*, weighing the extent of the damage and cost of repairs against the practical alternative of building a new ship. The *Bonhomme Richard*, sustained a fire in a lower hold on July 12 as she sat at a pier in San Diego. Winds off the bay and the location of the fire near ventilation shafts promoted the spread of the blaze, and despite a valiant five-day firefighting effort involving hundreds of sailors, the fire burned all the way up through the top of the superstructure. About sixty percent of the vessel's interior compartments were damaged, in addition to her newly-upgraded flight deck. The Navy determined that the estimated cost of repair to bring *Bonhomme Richard*, back to fighting form was in the range of \$2.5-3.2 billion, and the price of converting her into a hospital ship or other support vessel came in at around \$1 billion. Neither option appeared attractive when compared with new-builds, according to Navy leadership.

CONTAINERS LOST

New details have emerged about the loss of containers overboard from the *ONE Apus* earlier this week that suggest it could be the largest single container loss since the sinking of the *MOL Comfort* in 2013. ONE released a situation report that notified that 1,900 boxes or more could have been lost on Monday night when the vessel hit heavy weather in the Pacific. "The vessel was on passage from Yantian to Long Beach, approximately 1600NM North West of Hawaii, when it encountered a violent storm cell producing gale force winds and large swells which caused the *ONE Apus* to roll heavily resulting in the dislodging of the lost containers. *ONE Apus* a 14,000 teu vessel has abandoned its original destination and is now proceeding in a westerly direction towards Japan with plans to seek a suitable port to right unstable containers, assess any damages and determine the exact numbers of containers lost.

(Hope no one misses out on their Christmas presents!)



SHIP OF THE WEEK – HMNZS TAUPO P3570

The RNZN in the early 1970s sought a replacement patrol craft for the slow and inadequate SDMLs which were of the Second World War era. These craft would be used for fisheries patrols and surveillance of territorial waters which in 1975 was a 12-mile [19km] zone. They were not designed for patrolling the 200 mile [322km] EEZ that was declared from 1 October 1977. This was left to the RNZAF Orion and RNZN frigates. It was originally intended to order six vessels from Brooke Marine at Lowestoft in Britain but the order was reduced to four. Names were transferred over from four of the Loch-class frigates which had served with the RNZN in the 1950s & 1960s. The names chosen were *Hawea*, *Pukaki*, *Rotoiti* and *Taupo*.

Taupo was laid down on 25 July 1974 and completed by November 1974. She was then sent to New Zealand on a heavy lift ship *Starman* and arrived in Auckland on 9 June 1975 with her sister ship *Hawea*. After unloading they were towed to HMNZS *Philomel* to complete fitting out. *Taupo* was formally named and commissioned into the RNZN on 29 July 1975. She began her shakedown cruise on 5 August 1975. She then took up fisheries patrol work by mid-August 1975. This task would take up most of the deployment time for the patrol craft from 1975 to 1990 but they would also take part in RNZN fleet exercises with both RNZN and overseas vessels. The patrol craft were also used for RNZNVR exercises. During their initial service the vessel were beset with vibration problems. This class of patrol craft had a reputation for being hard on their crews when underway in heavy seas and there were some sailors injured during the first deployments. One sailor who served on these vessels described them as capable of “rolling on wet grass”.

During the service of *Taupo* she would be in refit regularly while her sister ships were on deployment. In addition the patrol craft were subject to fuel economy measures which meant for periods one of the patrol craft would be laid up at *Philomel*. All four craft were given extensive refits at Devonport from 1983 to 1985. To support the patrol craft a synchro lift docking facility was built on the South Yard of *Philomel* in 1973-1974. A 500 ton 40m concrete pontoon was fitted out as a base with stores and workshop facilities to service the patrol craft at the dockyard.

Taupo served with the RNZN until 1990 when she and her sister ships were decommissioned and sold off. Her most significant event was the participation in the rescue of passengers and crew from the Soviet liner *Mikhail Lermontov* in Port Gore in the outer Marlborough Sounds on the night of 16 February 1986.





Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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