

# HMNZS NGAPONA ASSOCIATION INC

## LONGCAST

12 March 21 – Navy Club Lunch – Remuera Club, Guest Speaker, Professor Stephen Hoadley

19 March 21 - Ngapona Assn Lunch at Waiheke RSA

26 – 28 March 21 – Comms Reunion

9 April 21 - Navy Club Lunch – Remuera Club

9 – 11 April 21 – Cooks and Stewards Reunion

16 April 21 - Ngapona Assn Lunch at Henderson RSA

14 May 21 - Navy Club Lunch – Remuera Club

14 – 15 May 21 - OP Grapple Reunion, contact Gerry Wright

[gerrywright@xtra.co.nz](mailto:gerrywright@xtra.co.nz)

16 May 21 - Ngapona Assn Lunch at the Bays Club, Browns Bay

21 May 21 - Ngapona Assn Lunch at Pt Chevalier RSA

Hi Folks

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## NGAPONA ASSN LUNCH AT WAIHEKE RSA

Our annual lunch at Waiheke RSA is on Friday, 19 March. **At this stage we are planning to proceed.** Watch for an update in next week's newsletter.

This is one of the Association's major events for the year. It is always a good day out and the RSA makes us very welcome.

**Invite your partner and friends** - you do not have to be a member of the Association to enjoy good company, food and a trip on the harbour.

The ferry leaves the downtown ferry building on the half hour. Suggest we catch the 1100 boat as this also calls at Devonport on the way so 'Northern Folk' don't need to come into town.

It's good to get to the ferry building early and have a coffee before boarding the ferry. The return sailings are on the half hour with the 1400 and 1600 sailings calling at Devonport.

**REMEMBER** – Face coverings will need to be worn on public transport.

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## NGAPONA ASSN - BAYS CLUB LUNCH

A special lunch is being held on Sunday, 16 May at the Bays Club. This is being held so that those who are unable to attend our Friday lunches can attend. Get a group together and relax at the Bays Club on Sunday afternoon.

## **DREDGING AT PORT TARANAKI**

A dredging campaign to keep Port Taranaki's shipping channels clear for trade will begin, the Port informs. The biennial maintenance dredging work is expected to be completed over eight weeks. Initial surveying of the area, to determine the dredging locations and likely volume of material to be removed, was completed in late January and early February. It will be the second dredging campaign carried out at Port Taranaki by the trailing suction hopper dredger ALBATROS – owned and operated by Dutch Dredging. The ALBATROS replaced the decommissioned PELICAN and proved more efficient and effective in 2019, cutting four weeks off the previous campaign duration. "Dredging does an important job maintaining the required draft for the safe passage of vessels in and out of Port Taranaki," Port Taranaki engineering manager, Ludo Galliegue, said. "The ALBATROS was very proficient in its first campaign here, removing about 400,000m<sup>3</sup> of sand and sediment that is driven into the port by the predominant current and wave action that hits the main breakwater. We expect similar amounts of material to be removed this campaign to maintain the channel depths." Although for much of the campaign the ALBATROS will work only daylight hours, because of a delayed arrival from its most recent job, Mr Galliegue said that for a period the dredge may operate 24 hours a day to remain on schedule. The captured material will be dropped at sites within consented areas, according to the Port.



## **ADMIRAL LAZAREV TO BE SCRAPPED**

ADMIRAL LAZAREV, the world's largest nuclear cruiser, will be sent for disposal this August, according to the Russian Interfax news agency. The Russian State Atomic Energy Corporation Rosatom has signed a contract with "30th shipyard" for the recycling of the heavy nuclear missile cruiser ADMIRAL LAZAREV. The cost of work is 5 billion rubles (67,5m USD). The recycling work will be commenced by the end of August 2021 by the 30th shipyard. It is expected to be completed by November 30, 2025.

The Kirov class, Soviet designation Project 1144 Orlan (sea eagle), is a class of nuclear-powered guided missile cruisers of the Soviet Navy and Russian Navy, the largest and heaviest surface combatant warships (i.e. not an aircraft carrier or amphibious assault ship) in operation in the world. Among modern warships, they are second in size only to large aircraft carriers, and of similar size to a World War I era battleship. The Soviet classification of the ship-type is "heavy nuclear powered guided missile cruiser". The ships are often referred to as battlecruisers by Western defence commentators due to their size and general appearance.

Specifications:

Displacement: 24,300 tons standard 28,000 tons full load

Length: 252 m (827 ft)

Beam: 28.5 m (94 ft)

Draft: 9.1 m (30 ft)

Propulsion: 2-shaft CONAS, 2x KN-3 nuclear marine propulsion with 2x GT3A-688 steam turbines 140,000 shp (100,000 kW)

Speed: 32 knots (59 km/h; 37 mph)



### **THE RESTORATION OF 'GELYCE'**

"The history of this famous vessel makes her possibly the most unique yacht tender and spectating boat in the World. She was built in 1930 by internationally celebrated 200-year-old builder of world-class leisure and sports craft Camper & Nicholson's (C&N) of Gosport, UK and provided to Sir Thomas Lipton with the legendary J Class Racing Yacht Shamrock V. Upon Lipton's death in 1931 both were taken on by Sir Thomas Sopwith, for whom C&N also built the America's Cup challenger Endeavour. "Gelyce" was also used as Endeavour's tender to transport guests to 'the big boat.' This sublime 50ft example of the Gelyce Class (official no 160934) is the only one of the series used as a J Class Yacht Tender. C&N built only nine of the 50ft Gelyce-class boats all in the period from 1912 to 1930, several of which were for the use of Nicholson family members. Indeed, "Gelyce" itself remained registered to C&N for seven years through the 1930's. The Gelyce class of boat was thus always rare and exclusive and is now even more so with only three surviving.

"Gelyce" was the last built of the class, pre-eminent in terms of its provenance as the only one to be a J Class Tender. The name Gelyce is an amalgamation of the Nicholson brother's wives names – Gertie, Lucy & Constance.

"Gelyce" has now completed a restoration of unprecedented quality and with her impeccable history is sought after in the growing classic yacht racing fraternity. She has undergone a complete restoration of the hull, using three layers of structural mahogany veneers laid in double diagonal then carvel, fastened with modern epoxy and 75 thousand polymer staples.

The entire superstructure and interior has been retained and refurbished. The instrument panel, morse control, all deck, cabin and head fittings are Welsh gold plated for easy care.

Her engine is a concours condition aluminum mid-1960's Rolls Royce, producing 175hp, which theoretically gives her the capability of 28knots at sea. The engine was

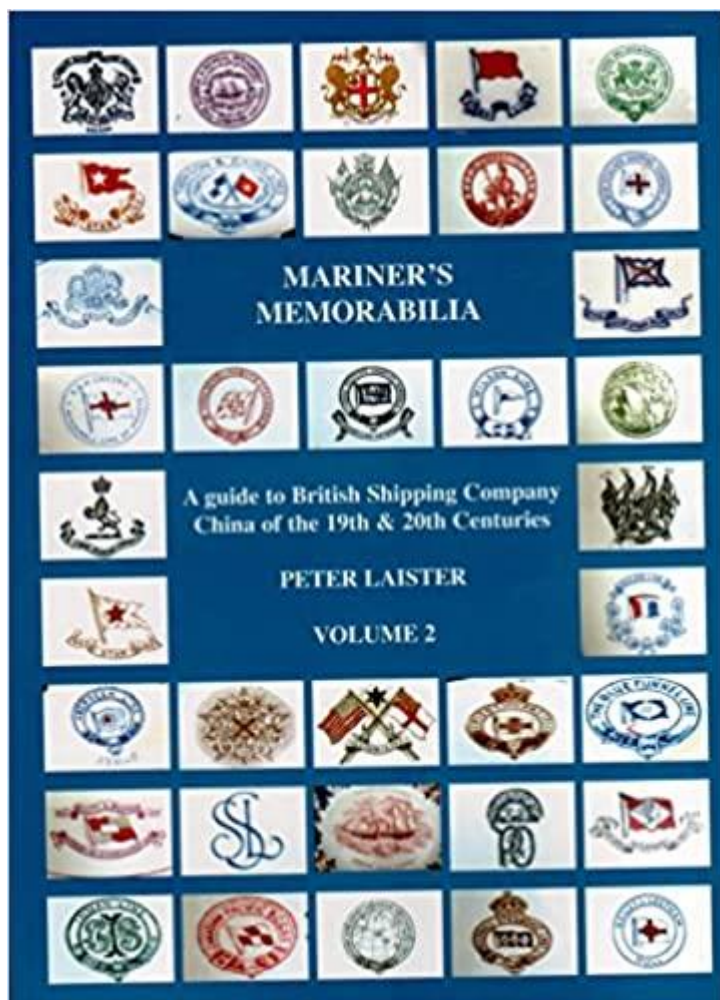


restored and marinised by Brian Bax at Tim Walker Restorations.  
Exquisite "Gelyce" has been lovingly restored by Classic Restoration for with her owner, Wint Taylor. "



## MARINER'S MEMORABILIA VOLUME 2

This book illustrates examples of china and crockery used on board British merchant ships and covers the period from the beginning of the 19th century to the end of the 20th century. It gives brief historical details of the companies themselves, and the trades in which they were involved. Information about identifying patterns of china and details of the manufacturers, are included. It also covers the difficulty of identification of china that is only marked with a monogram, initials, or a house flag. A total of 115 companies are dealt with individually and, in total, 495 companies are mentioned in the comprehensive index. These companies were so important to the lifeblood of the United Kingdom and traded to all parts of the world. Sadly, with one or two rare exceptions, they now remain only in memory. Whilst the name "British" forms part of the title, the book also includes shipping companies that were owned in Australia, Canada and New Zealand, these companies being of great importance to what used to be the British Empire.



## SHIP OF THE WEEK – HMNZS WELLINGTON P55

HMNZS *Wellington* (P55) is a Protector-class offshore patrol vessel in the Royal New Zealand Navy. The ship was built by Tenix as part of the New Zealand government's Royal New Zealand Navy plans, and was originally expected to enter service during the winter of 2008. However, in late 2008, it became known that the vessel was considered "sub-standard", and did not fulfil a number of specifications, such as being 100 tonnes overweight, making it unfit for Antarctic duties. The future crew that was already stationed with the vessel was sent back to New Zealand after the ship returned to Melbourne, until the dispute with the contractor was resolved. *Wellington* was accepted into the Royal New Zealand Navy on 6 May 2010 and arrived at the Devonport (Auckland) Naval Base the following month. The ship was also involved in the search for the crewmembers of the 47-foot (14 m)

yacht *Berserk* in 2012, but had to turn back due to the weather which the captain called the worst storm he had ever seen in 19 years. During that mission the ship lost three 50-person life rafts of which one was discovered by the Sea Shepherd Conservation Society vessel MY *Steve Irwin*.

On 14 January 2015, *Wellington* intercepted three fishing vessels, *Songhua Kunlun* and *YongDing*, which were allegedly fishing illegally in Antarctic waters. The fishing vessels refused to be boarded and poor weather and sea conditions prevented *Wellington* from forcing the issue.

*Wellington* was involved in seabed surveys off Kaikoura after the 2016 Kaikoura earthquake.

The ship is named in honour of HMNZS *Wellington* (F69), a *Leander*-class frigate serving in the Royal New Zealand Navy from 1982 until 1999.

