

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

14 May 21 - Navy Club Lunch – Remuera Club
14 – 15 May 21 - OP Grapple Reunion, contact Gerry Wright
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
28 – 30 May 21 – Otago and All Ships Reunion (Contact Noel Davies
noel@daviesgroup.nz)
11 June 21 - Navy Club Lunch – Remuera Club
18 June 21 - Ngapona Assn Lunch at Howick RSA
9 July 21 - Navy Club Lunch – Remuera Club
16 July 21 - Ngapona Assn Lunch at New Lynn RSA
24 July 21 – Ngapona Assn formal Dinner at Birkenhead RSA

Hi Folks

BAYS CLUB LUNCH

The Ngapona Assn is holding a lunch on Sunday 16 May at the Bays Club, Browns Bay. We will meet at 1200 and lunch will be served after pre-lunch refreshments. This will be a great event to attend for those who are unable to attend our monthly Friday luncheons. There will be a door prize and a rum issue will be conducted. **Please reply to this email** so that we have an indication of numbers for seating.

NGAPONA ASSN FORMAL DINNER – 24 JULY 2021

The Ngapona Association is holding a formal dinner on Saturday 24 July 2021 at the Birkenhead RSA, Recreation Drive, Birkenhead, Auckland. The guest speaker will be RNZN's Chief of Navy, Rear Admiral David Proctor. An invitation to attend the function is extended to all NGA Association members, all past and present members of NGAPONA and their partners/spouses. Tickets will be allocated on a first come first served basis. The cost of this function is \$50.00 per head. A cash bar will operate. There will be a buffet type meal of three courses. It is expected that Able Musician Rebecca Nelson will provide a brief performance during the evening. It is also expected that a rum issue will be held. As this is a formal occasion, appropriate dress with miniatures is expected. For planning purposes, please advise Expressions of Interest by **replying to this email** giving the names of attendees and a contact phone number.

NGAPONA ASSN LAPEL PINS

Ngapona Assn lapel pins are now available at \$10. Please contact Dave Thorpe 027499 3940 or davethorpe@xtra.co.nz for purchasing, can be paid by direct credit to Ngapona Assn, ASB 12-3287-0184065-00 or by cash at the next luncheon.

NGAPONA ASSN POLO SHIRTS

There has been interest in doing another run of Ngapona Assn Polo Shirts and the cost is \$35. Please contact Dave Thorpe 0274993940 or davethorpe@xtra.co.nz With your size.

EX HMNZS PAEA

Keith and Heather Nicholson have been hard at work on *Paea* and she is looking great.



DAZZLE IS BACK

New patrol ship HMS *Tamar* will deploy to the Asia-Pacific region with a so-called "dazzle camouflage" paint job. Shipwrights in Falmouth, Cornwall used 200 litres of paint in four shades of grey and black to recreate the design. The paint job has been done to give the ship a "distinct identity", the Royal Navy said.

The paint style was first introduced by the Royal Navy towards the end of World War One. With Britain struggling to deal with the U-boat threat, artist and sailor, Norman Wilkinson, came up with the idea of confusing U-boat skippers during patrols out of Plymouth. The contrasting shapes, angles and colours were devised to make it difficult for submariners to gauge the ship's direction of travel and speed.

This caused them to either delay long enough to give away their position, or miss their target when firing a torpedo.

More than 2,000 ships received the unusual livery by 1918 with the concept used once again during World War Two. Dazzle camouflage was phased out by the Royal Navy after 1945.



LIGHT HOUSE OF THE WEEK – BEAN ROCK

Position: 36.833284°S 174.831127°E

Characteristics: Fl WR 8s, Fl(3) WR 8s

Range: 14 nm (white), 11 nm (red)

Structure: timber legs, hexagonal wooden cottage

The Bean Rock light is possibly New Zealand's best-known lighthouse as it provides an important waypoint indicator for mariners navigating approaches to Auckland, the country's busiest harbour. Colonial marine engineer James Balfour himself designed it as a harbour light for Auckland. The 1871 name of the light came from Lieutenant Bean, who assisted in a harbour survey in 1840 as master of HMS Herald.

The lights of Bean Rock and Ponui Passage (now Sandspit Passage) were always considered twins, improving the safety of navigation between Auckland and the Coromandel Peninsula.

Bean Rock light entered service on 24 July 1871, changing from a manned oil-burning light to an unwatched acetylene gas light in 1912. Thus, it became the first de-manned station and the spartan living quarters were never used again. The Auckland telephone system never reached the light, but in keeper Anderson's time his children used to flash signals by torchlight using the new Morse code from their house in Devonport. Twenty-four years later electrification of the light raised the candlepower fivefold to 6000 candela and thereafter Auckland Harbour Board owned and maintained the light.

In 1985 the board realised that the lower supporting legs of the tower as well as parts of the old dwelling needed extensive maintenance. The entrepreneurial Ian Meilsop won the contract in 1985 to carry out the complex and precise removal ashore of the kauri cottage tower for complete renovation. He replaced the decayed above-water kauri legs with new ones of Australian hardwood and he replaced the lower ones with steel pipes filled with 150 tonnes of concrete.

Bean Rock Lighthouse, built on Te Toka a Kapetawa rocks, situated about three quarters of a mile from the North Head toward the direction of Kohimarama, commanded a position to the entrance of the Waitemata harbour. The rocks were low lying and posed a hazard to shipping. It was felt that a light placed on them would be distinctly visible all over the Rangitoto Channel, part of the Waitemata Harbour and both channels eastward.

As these rocks were sea wave – washed it was important in design, that the lighthouse foundations would be secure and that the lighthouse itself would withstand adverse weathers.

Mr. James Stewart, Civil Engineer and Inspector of Steamboats, with Captain Burgess took three lines of section to establish the required position and depth of the piles.

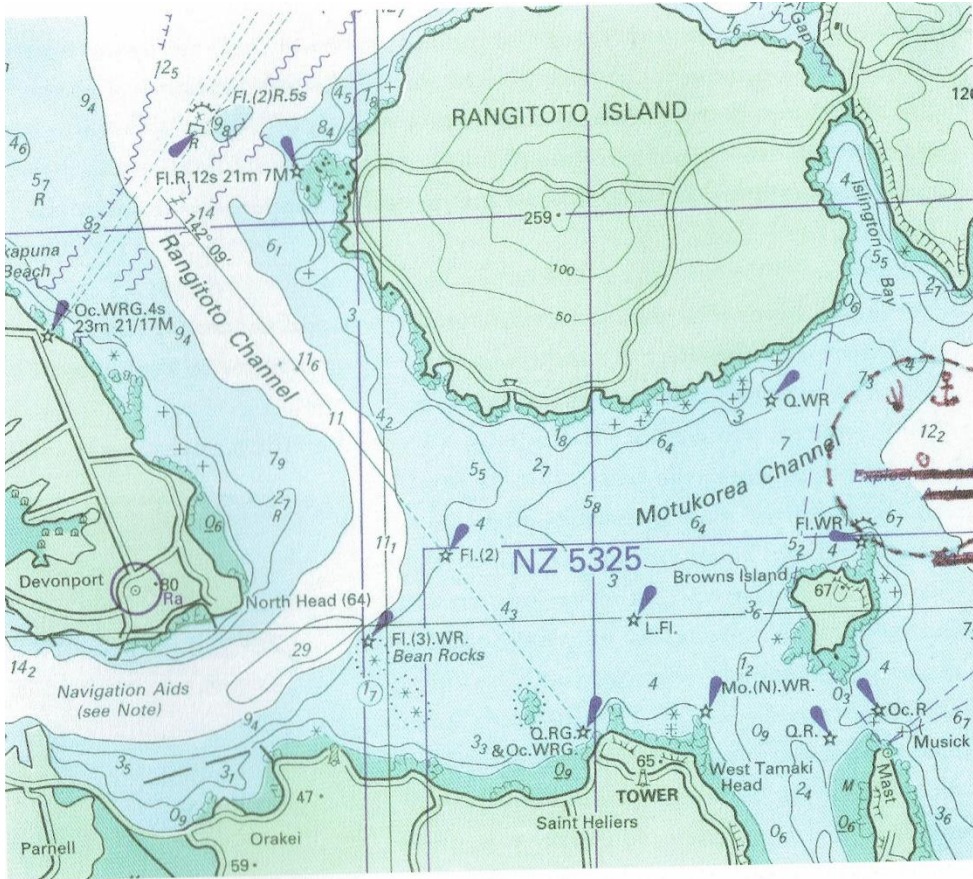
They chose to design a hexagonal- shaped lighthouse based on the concept of a beehive cell – chosen for a shape that would be strong in adverse winds and weather, better utilization of limited space and more cost effective to build. The design placed the hexagonal wooden lighthouse dwelling on the upper of three horizontal platforms, upon a floor of concrete 2 inches.

The roof, covered in galvanized iron with guttering was designed to project outward forming a verandah around all eight sides. Inside the lighthouse, the design provided for a dwelling room, a bedroom, storeroom and lighthouse storeroom. Provision was also in the design for those essentials of daily living. A four-hundred-gallon tank to hold fresh water in the lighthouse storeroom and water closet supplied by a cistern and sea water force pump – this under the store.

Seven cast iron pillars with foot flanges were to be rested on the rock and not let into it. The Daily Southern Cross reported on what was seen as an ingenious method by Stewart and said to be a first for in New Zealand concreting in this manner to place these pillars in the concrete foundations while preventing tide action upon them during the process

The lantern, also hexagonal in shape was about 20 feet above the lighthouse dwelling and about 50 feet above high-water level. Dove & Co were the accepted tender for the lighting apparatus made by Messrs. Chance Brothers, Birmingham.





Chartlet of the approaches to Auckland showing the confluence of the three navigable Motukorea, Rangitoto and Auckland Harbour channels, each simultaneously lit by Bean Rock. (LINZ)

Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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