

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

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
8 August 21 – Ngapona Assn AGM
15 August 21 - William Sanders, VC Memorial Service, Takapuna
20 August 21 - Ngapona Assn Lunch at Birkenhead RSA

Hi Folks

NGAPONA ASSN FORMAL DINNER – 24 JULY 2021

I have to advise that all tickets have now been sold for this function. If you missed out, and want to attend, let me know in case there is a cancellation. Reply to this email.

WORLD'S TALLEST CRUISE SHIP

The world's tallest luxury cruise ship was expected to sail into Cornwall tomorrow but has cancelled its visit to the county due to operational reasons.

The *Golden Horizon*, run by Tradewind Voyages, is a staggering 525ft, five-mast cruise liner that's said to be an almost exact replica of the famous 1911 French sailing ship, France II.

Based in Ipswich, the ship is supposed to be taking its 42 sails on a dress rehearsals around the south coast right now - including planned stops in Cornwall over the next couple of days.

But unfortunately both Falmouth Harbour and Fowey Harbour have confirmed that the visits have been cancelled for the second time.

The billowing sails of what is said to be the biggest tall ship in the world were initially due to make a dramatic entrance into Portsmouth Harbour on June 21 for its maiden voyage with the Croatian-built cruise liner expected to have been in Falmouth and Fowey a couple of weeks ago.

The trip was cancelled and rescheduled following Prime Minister Boris Johnson's announcement in early June that he was delaying stage four of the roadmap out of lockdown.

Now a further smaller dress-rehearsal set for this week, ahead of the impressive ship's inaugural cruise, has also been cancelled.



NEW SHIPYARD IN LONDON

The Port of London Authority (PLA) is working with property developers, London & Regional, and the Royal Docks Team (RDT) to deliver the first new shipyard on the Thames for over a century at Albert Island in the London Borough of Newham. Use of the Thames has been growing rapidly in recent years, with increasing passenger services, barge movements and deep-sea trade. The planned shipyard forms part of Albert Island, London & Regional's 25-acre, multimillion-pound industrial regeneration scheme in the Royal Docks. The whole area is undergoing significant transformation as London's only Enterprise Zone and presents a unique opportunity for a skilled maritime operator to develop dedicated facilities and highly skilled jobs for local people, serving the UK's busiest inland waterway. Development of a London shipyard is in line with wider Government moves to reinvigorate shipbuilding in the UK; an updated National Shipbuilding Strategy is due to be released later this year. This is expected to take in broader merchant and other vessels, alongside the current strategy's focus on vessels for the Royal Navy.

NEW HOMEPORT

The aircraft carrier THEODORE ROOSEVELT is getting a new homeport, meaning roughly 3,000 sailors and their families will now be based out of Bremerton, Washington, rather than San Diego, California. The move is necessary so that the carrier can undergo planned maintenance at Puget Sound Naval Shipyard, according to the Navy. The ship is expected to be in the yard for approximately 16 months, according to Cmdr. Zachary Harrell, a spokesperson for Naval Air Forces.



LIGHT HOUSE OF THE WEEK – CAPE PALLISER

Position: 41.36.8S 175.17.4E

Characteristics: Fl(2)W 20s

Range: 26NM

Structure: White metal tower, red bands, concrete base

Captain Cook noted that the land on the east side of Cape Teerawhitte (possibly ta — near to, rawhiti — sunrise) trended south-east-by-east ending in the southernmost point of 'Aeheinomouwe' (possibly he-hi-no-Maui — a thing of Maui). With his usual imprecise spelling he named it Cape Palliser after his lifelong naval friend and patron. Hugh Palliser captained the *Eagle*, his first ship in the Royal Navy. Later, in 1770, he became comptroller of the British Navy.

Ships approaching from the east rely on the Cape Palliser light to make their turn to enter Cook Strait, and when proceeding to South Island ports they alter course to pick up Cape Campbell. The tower stands on a benched section of an elevated spur, providing a magnificent view eastward and towards Cook Strait and Wellington. P.J. Vayle took charge of the light from Mr Scott, the construction engineer, and lit the lamp at 18 o hours on 27 October 1897. Luke Engineers of Wellington cast the tower. The two keepers' houses, with about 50 acres of farming land, have been returned to the original owners, Ngati Kahungunu, Maritime New Zealand retaining the concrete blockhouse that provides a comfortable shelter for inspectors and maintenance men in bad weather. Historically Palliser Bay is a graveyard for ships, especially in bad weather. In his book *New Zealand Shipwrecks* C. W. N. Ingram records some 30 ships wrecked in the vicinity. A storm in April 1897 of almost Wahine intensity caused the wreck of the iron ship *Zuleika* close west of Cape Palliser. Twelve seamen drowned and news of the disaster came by carrier pigeon from Masterton to Wellington.

The old oil light changed to an electric lamp powered by a diesel generator in June 1954 and to mains power 13 years later. Early formation of the bench supporting the tower caused some instability in the adjacent cliffs, with falling boulders presenting a hazard to keepers using the track to the tower. Building the long stairway has since reduced this danger. Once across Palliser Bay, the next visible light is at Baring Head which took over from the historic Pencarrow light station.



Regards
Jerry Payne
Editor

HMNZS Ngapona Assn

021 486 013

(To be removed from this email list please reply to this email with "Unsubscribe" in the subject line.)