

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

26 September 21 – Daylight Saving starts
8 October 21 - Navy Club Lunch
15 October 21 - Ngapona Assn Lunch at Glen Eden RSA
25 October 21 – Labour Day
12 November 21 – Navy Club Lunch
19 November 21 - Ngapona Assn Lunch at Grey

Hi Folks

DAYLIGHT SAVING

The BBQ season starts this weekend!! Don't forget to check your smoke alarm batteries. Hopefully only three weeks at Level 3 for Auckland, lets hope there are no more idiots, or people allowed out on bail!

LAST WEEK'S PHOTO

Thanks to those who replied with names to last week's photos.

The four ladies in the first photo were: Margaret Wistrand, Sandy Gambling (Watson), Yvonne Ohlson and Elaine Williams (Payne). The occasion was the launching of HMNZS Hinau in 1985.

Didn't do so well with the photo from Tamaki. CPO Mike Collett, Nikki Willems and Elaine Williams.

MORE ABOUT KAHU

A former New Zealand Navy patrol ship, which was transformed into a luxury yacht by a former New Plymouth business, has been caught up in a \$225 million international drug bust. The Australian Federal Police and the UK's National Crime Agency (NCA) intercepted the charter yacht Kahu in international waters on Friday, on its way from the Caribbean to Britain, and seized 2000 kilograms (two tonnes) of cocaine. Six people – five Nicaraguan nationals and one UK citizen, aged from 24 to 49 – were arrested. Australian officers based in the UK tipped off the NCA about an alleged transnational drugs syndicate using the Jamaican flagged vessel to coordinate cocaine shipments. Built in New Zealand in 1979, the KAHU was converted into an ocean-going "family ship" by Fitzroy Yachts in New Plymouth in a year-long refit that began in 2011. Company owner Peter White-Robinson planned to use the 37-metre, six-bedroom yacht to travel the world with his family. They set off in August 2012 on what they planned as a two-and-a-half year voyage. In an interview at the time with Superyacht News, White-Robinson said the vessel would

be the family's home until 2015. But within a year, the yacht-building company that White-Robinson had founded in 1998 on the back of Fitzroy Engineering, which he owned from 1991-2010, had fallen into financial difficulties. After arriving in Canada, White-Robinson ceased being a director of Fitzroy Yachts in May 2013, and that same month announced that the voyage was over. The KAHU was later sold. Fitzroy Yachts was bought by a businessman operating from a company registered in the tax haven of Vanuatu, but closed in February 2014, with the loss of 120 jobs, after it could not secure a major contract to stay operational. According to LinkedIn, White-Robinson is still living in Canada, where he is the chief operating officer of Dynamic Structures, an industrial engineering firm. Earlier this year, the Kahu had been listed for sale on a number of international super yacht websites, and was available for viewings in Fort Lauderdale, Florida. The sale price was 1.5 million euros, or about NZ\$2.5 million.

Source : Stuff



Kahu at Fitzroy Engineering

AUKUS

On 16 September 2021, the Prime Minister of Australia, the Prime Minister of the United Kingdom and the President of the United States of America, announced an enhanced trilateral security partnership between Australia, the UK and the US (AUKUS). AUKUS is a momentous partnership in Australia's history that will significantly deepen our three countries' cooperation on a range of security and defence capabilities for decades to come. This partnership is pivotal for Australia to become a more capable power in the 21st century, in line with our liberal democratic values, and to deepen our already steadfast defence and security collaborations. Nuclear-powered submarines, the first major initiative under AUKUS, is Australia's acquisition of at least eight nuclear-powered submarines. The Australian Government intends to build these submarines in Adelaide. This announcement means the Australian Government will no longer be proceeding with the Attack Class Submarine Program.

Source: navalnews

Apparently New Zealand and Canada were not invited to the table.

AUSTRALIAN COAL EXPORTS TO CHINA

In the first seven months of the year Chinese coal imports from Australia have totalled just 780,000 tonnes as Chinese restrictions on Australian coal have started to hurt, according to Oceanbolt. This represents a 98.6% drop compared with 56.8 million tonnes in the same period in 2020. In the first seven months of 2020, 697 voyages were made carrying coal between Australia and China. Out of these, 59.1% were on Panamax ships while Capesize ships proved the second most popular, accounting for 35.3%. So far this year, only 14 journeys have been carried out, of which eight were on Panamax ships.

SHIP BUILDING IN AUSTRALIA

Investments in Western Australia as a shipbuilding centre are significant says Australia's Prime Minister. "Three different classes of ships are under construction in the West right now, with more to follow over the coming decades." "Ten Arafura Class Offshore Patrol Vessels, 21 Guardian Class Patrol Boats, six Evolved Cape Class Patrol Boats, up to eight new Mine Counter Measure and Military Survey Vessels, an ice-rated replacement for the Navy's Ocean Protector, a new large Salvage and Repair Vessel, and up to four support ships for the enhanced Undersea Surveillance System." "Western Australia will continue to play a key role in sustaining Navy's fleet with Collins class submarine intermediate and mid-cycle dockings continuing at Henderson through and until the mid-2040s." the Prime Minister said the Government will also work with the Western Australian Government to invest in a large dry dock at Henderson, which will enable naval and commercial vessels from Australia and around the region to be maintained in the West for decades to come.

LIGHT HOUSE OF THE WEEK – WAIPAPA POINT

Position: 46.39.8S 168.50.7E

Characteristics: Fl(5)W 20s

Range: 9NM

Structure: White Wooden Tower

Waipapa Point is located at the southern end of the Catlins region. This is east of Invercargill on the South Island's south coast. The lighthouse is all that remains of the original light station. The keepers' houses and associated buildings have been removed. No lighthouse on the coast of New Zealand has a history more bound up with a shipwreck than that at Waipapa Point. The story of the foundering of the SS *Tararua* on 29 April 1881 is heart breaking. In the early hours of the morning the steamer hit a reef on the Southland coast at the eastern entrance to Foveaux Strait, and wedged fast about a kilometre from the beach. Nine hours later she began to break up but the heavy surf made it impossible to get the passengers to shore.

Ingram's New Zealand Shipwrecks records the final moments:

"The women and children were carried on to the fore-castle-head, the master assisting in this work. A particularly heavy sea swept over the forepart, and nearly a score of people were washed overboard. Only one person, the chief cook, succeeded in reaching the shore safely, after making a gallant but unsuccessful attempt to save a lady passenger. Towards evening those still surviving were forced to take refuge in the rigging, and on one occasion were heard cheering by those on shore, it was supposed at the sight of the steamer *Kakanui* steaming from the Bluff. Up till 11 p.m. lights in the rigging were occasionally seen, as though matches were

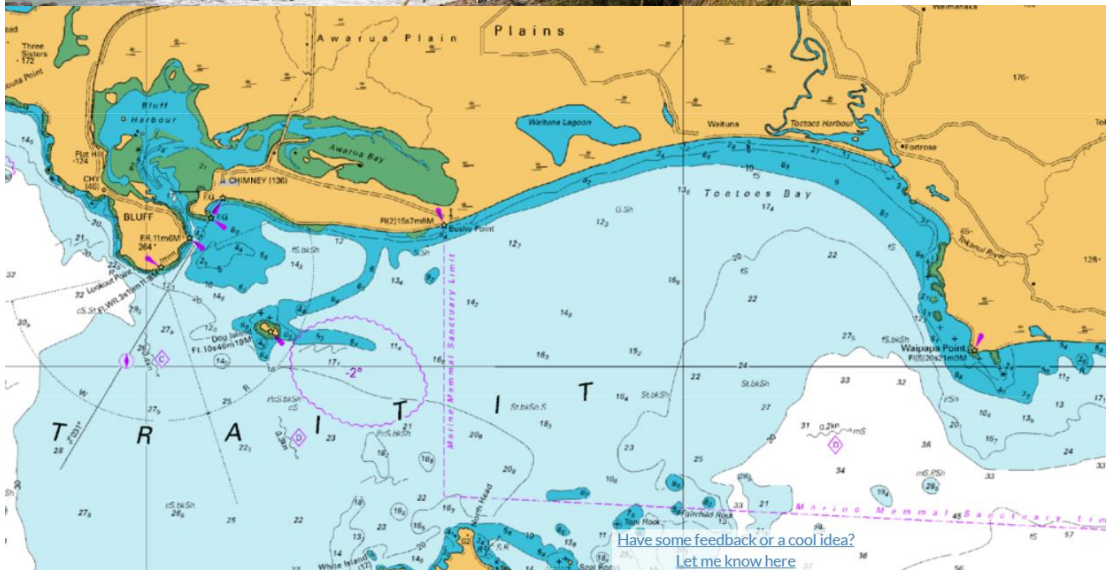
being burned. At 2.35 a.m. on April 30 the closing tragedy in the disaster occurred. Those on the beach heard piercing shrieks from the doomed people on the Tararua, and a voice, said to be that of the captain, calling for a boat, which could not be sent, as the chief officer's boat was damaged when it capsized, and could not be repaired. At daybreak the steamer had sunk almost out of sight, and bodies were coming ashore. Only twenty of the one hundred and fifty-one on board survived. Sixty-five were buried in a hastily designated cemetery behind the sandhills of the beach, a site which has been known ever since as the Tararua Acre."

The wreck and subsequent Court of Inquiry raised the need for increased safety measures at sea, including lifebelts for every passenger. The construction of a lighthouse was also seen as a priority to minimise the risk of a recurrence of the tragedy. On 1 January 1884 a light shone over Foveaux Strait for the first time from the new wooden tower at Waipapa Point.

The town and port of Fortrose was close enough to the lighthouse, at least by horse, for the keepers to become part of the community. The daily journal for the 1880s records the keepers taking turns to go into Fortrose every Saturday to collect the mail and visit the butcher. Church on Sunday was also a possibility and the lighthouse children could attend the local school, although the Principal Keeper in 1898 reported that he had sent his eleven-year-old daughter to school in Dunedin "...as the long walk was too much for her."

Records from the manned stations of Centre Island, Waipapa Point and Katiki Point at Moeraki show that from 1913 to 1918 the periods between visits by the steamer *Hinemoa* averaged around six to seven months. Keepers found the storing cycle unreasonably long, as it was difficult to forecast consumption of provisions. Although enough food was in reserve for delayed deliveries, it deteriorated during the lengthy intervals. The Marine Department sanctioned the purchase and delivery of coal from Waimahaka by road and provisions from Bluff by rail, thus decreasing the reliance on the *Hinemoa*.

Engineers fitted an automatic beacon light inside the existing lantern room in 1976, an unprecedented innovation. Not everyone favoured this characteristic, thinking that a standalone light had no place within an old glass lantern, yet the system worked well and today a totally self-contained solar-powered light flashes from within the old wooden lighthouse. With the keepers' houses now gone, their protective macrocarpa trees remain a silent testimony to those who tended the light for almost 100 years, ensuring that such a tragedy is never repeated on Otara Beach.



Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

021 486 013

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