

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

12 November 21 – Navy Club Lunch
19 November 21 - Ngapona Assn Lunch at Grey Lynn RSA
10 December 21 - Navy Club Lunch
17 December 21 - Ngapona Assn Lunch at Orakei RSA

Hi Folks

WITH ALL DESPATCH

See attached from Chief of Navy re Senior Officer Appointments.

ASSISTANCE FROM VETERANS' AFFAIRS

Anyone who served with New Zealand armed forces before 1 April 1974 qualifies for a range of home services available from Veterans' Independence Programme. This includes:

- 26 lawn mows per year & 2 hours gardening per month
- Exterior house washing (once per year), gutter clearing (twice per year), window cleaning (four times per year)
- Domestic home help (2 hours per week)
- A medical alarm from Red Wolf Electronic Monitoring
- Podiatry services (8 sessions per year)

These services are provided based on need and do not require you to have any accepted service related conditions. If you'd like to apply for this, call them on 0800 483 8372, or email them at Veterans@nzdf.mil.nz and provide:

- your full name
- your date of birth
- your service number, if known
- your address
- your Ministry of Social Development client number (this can be found on the back of your SuperGold card)

ANNIVERSARY OF HMS NEPTUNE

19 December – HMS Neptune 80th anniversary of sinking Commemoration Service and Ngapona End of Year function. HMNZS Ngapona Ship's Company will march in formation to St Christopher's Chapple for a service commencing 1030. On

completion members of the Association will be very welcome to join members of the Ship's Company in the Senior Rates Fleet Mess for refreshments, snacks and a few End of Year formalities.

Visitors are requested to be at the DNB by 1000hrs. This will allow you time to park your vehicle and view the ship's company. You will need photo ID to enter the Base.



RNZN FRIGATE UPGRADE BATTLE

A legal battle is brewing between two of Canada's largest defence contractors over upgrades to a pair of New Zealand navy warships in British Columbia. The companies, Lockheed Martin Canada and Seaspan Shipyards, were contracted by the New Zealand government to install new combat and surveillance systems aboard Her Majesty's New Zealand ships Te Mana and Te Kaha. The ships comprise the entirety of New Zealand's frigate fleet and the upgrades are intended to extend the life of the warships into the mid-2030s. But last year, Seaspan's Victoria Shipyards, which was subcontracted by Lockheed to perform the work, filed a civil claim in B.C. Supreme Court alleging that problems with the Lockheed designs were costing the shipyard more than \$20 million in delays and workarounds on the first ship alone. Lockheed Martin Canada responded with a counterclaim, saying the project delays were due to negligence, understaffing and mismanagement at the shipyard. Lockheed said the issues had set the company back more than \$10 million per ship as of last July. "The plaintiff [Victoria Shipyards] has acted in bad faith, comes to the court with unclean hands and is not entitled to an equitable remedy," lawyer Neil Abbott wrote in response to the shipyard's claim. Lockheed Martin Canada also disputed Seaspan's claim that the Victoria shipyard was selected for the project because of its previous success in upgrading the combat systems on Canada's warships under the domestic frigate modernization and life-extension program. "Rather, New Zealand knew that LMC (Lockheed Martin Canada) was the leading provider of vessel weapons upgrade systems," Abbott wrote. "LMC felt that New Zealand would more likely award the ANZAC project to LMC if the work would be

carried out at a shipyard in another Commonwealth country." Both ships were due to return to New Zealand from Victoria last year. The upgraded Te Kaha was to be returned by the end of March 2020 but delays prolonged its handover until December. The Te Mana remains in Victoria and is now expected to return to New Zealand in April 2022, exactly eight years after the contract was awarded. A spokesperson for the New Zealand Defence Force declined to comment on the force's confidence in the upgrades or the effects of the program's delays on naval operations, citing the ongoing court proceedings. Lockheed Martin Canada declined to comment on the case, citing the ongoing litigation. Seaspan did not respond to a request for comment. According to Seaspan, the New Zealand frigate program marks the first time a foreign warship has undergone modernization in Canada since the Second World War. The matter is set to go to a hearing in mid-November.

Source: vancouverisland.ctvnews

SPARKY

Damen built all-electric-powered SPARKY in Vietnam to RSD 2513 tug design. To minimise greenhouse gas emissions, some tugs are being built with energy storage systems for electric power. Damen Shipyards in Vietnam is completing Sparky for Ports of Auckland, New Zealand. It will be the first all-electric harbour tug operating in the southern hemisphere. SPARKY is an electric version of Damen's reverse stern drive (RSD) 2513 design, with 70 tonnes of bollard pull. In May, its 2,240 batteries were installed, equating to 2,784 kWh of power. Damen installed high levels of redundancy into Sparky's power systems, with the batteries arranged in strings. Therefore, if one battery fails, the others would simply carry on the work.



COVID-19 ON TE KAHA

A crew member on the Royal New Zealand Navy frigate HMNZS *Te Kaha* has tested positive for Covid-19. The positive test result was returned during routine testing of the ship's crew after a port visit to Guam, the Defence Force said in a statement. The sailor, who is asymptomatic, is receiving medical advice and support, and is in isolation on the ship. All other crew members have returned negative tests. The 174 crew members on board the ship are vaccinated. The Defence Force statement said several measures were being carried out to prevent potential transmission of the virus, including anti-viral cleaning of the ship, hand sanitising, wearing face masks and physical distancing. Movements on board have been restricted, and all crew members are also having daily health screening and temperature checks." HMNZS *Te Kaha* will continue to participate in the Five Power Defence Arrangements Exercise Bersama Gold 21, which is under way," the Defence Force said. "The naval component of the exercise is being carried out 'contactless', off the coast of Singapore and the Malaysian Peninsula, with no physical interactions with personnel from other militaries. "Exercises with international militaries are designed to enhance interoperability and strengthen relationships. "The FPDA countries are Australia, United Kingdom, Singapore, Malaysia and New Zealand. The Navy tanker HMNZS *Aotearoa* is also participating in this exercise." HMNZS *Te Kaha* and HMNZS *Aotearoa* were deployed from New Zealand in September. The ships have been operating in the Philippine and South China Seas with international military partners, including the British Carrier Strike Group.



LIGHT HOUSE OF THE WEEK - HOKITIKA

Position: 42.71.0S 170.97.0E

Characteristics: Extinguished

Range: 0NM

Structure: White wooden tower

With the onset of the West Coast gold rushes, the river port of Hokitika rapidly grew to become one of the busiest ports in the colony during the late 1860s. However the

approach to the port was dangerous; by the end of 1865 when the port had been operating for little more than a year, some forty vessels had been wrecked on the coast or on the bar at the mouth of the Hokitika River. As a consequence, a 'hoist beacon' was erected at the river mouth as a safety measure.

In 1875, it was announced in the local Guardian newspaper that the lighthouse originally intended for the Tory Channel in the Marlborough Sounds would be erected on the terrace at Seaview. Land was reserved in 1876, and a new lighthouse constructed in 1879 to the design of 'Marine Engineer to the General Government' John Blackett - known as the 'father of our lighthouse system'. Between 1871 and 1889, Blackett was responsible for the erection of 14 lighthouses throughout the country. The Hokitika light was a 'fifth order dioptric white light' visible at a distance of 16 miles in clear weather. Gas operated via the town supply, it was first shown on 22 September 1879.

By the early twentieth century, use of the port had declined significantly. Shipping ceased completely in 1929. The light ceased operation on 31 October 1924, and the lamp fittings were removed to the Marine Store in Wellington the following year. The tower was to be demolished by the Marine Department, but gained a reprieve when Seaview Hospital expressed a desire to use it as an observation tower for the hospital sports ground. Later, during WWII, the National Reserve used the tower as a coast watching station.

After the war the lighthouse tower was neglected, and began to deteriorate. In 1976 a discourse on the future of the structure was initiated by the hospital management committee at Seaview, who were at that stage responsible for its maintenance. The lighthouse was surveyed and found to be badly decayed. Despite weatherproofing by the Ministry of Works in 1983, the structure was declared unsound by a hospital engineer in 1987. The erection of a replica was considered at this time. A fire further damaged the structure in 1989. However following the completion of a conservation plan by Chris Cochran in 1989, the Regional Committee of the NZHPT applied to the Trust for a grant for full restoration. A sum was granted in 1991, and the Regional Committee accepted the tender of the Westland District Council to restore the lower 1.5 metres of the tower. This took place in late 1992. Thereafter the lighthouse restoration project languished until 1998, when Heritage Hokitika announced plans to move the lighthouse to a site in the town. Although a discussion document was circulated, the decision was made to preserve the lighthouse on its original site. In 2002 Heritage Hokitika carried out a full restoration. The lantern was replaced and a solar powered working light installed as a token reminder of the building's function.



Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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