

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

31 January 22 – Auckland Anniversary Day

7 February 22 – Waitangi Day

18 February 22 - Ngapona Assn Lunch at Swanson RSA

18 March 22 - Ngapona Assn Lunch at Waiheke RSA

Hi Folks

FUTURE ACTIVITIES

We knew it was going to happen, it was just a matter of when. The Omicron variant of Covid-19 is now in the community and the whole country has moved to the Red setting.

At present, this means we can still have gatherings of up to 100 vaccinated persons but they are required to keep the one metre distance rule and remain seated at venues like RSAs.

This means that at present we will not have to cancel any of our lunches, but watch this space!

TITIRANGI RSA LUNCH

We held our first monthly lunch for 2022 at the Titirangi RSA last Friday and it was well attended. Good meal, good company. I wasn't going to tell anyone but; Wayne Smith won the door prize!!

NEW MEMBER

I would like to welcome our newest member to the HMNZS Ngapona Assn, Jack Clark. Jack joined HMNZS Ngapona in 1966, S/N U100459. Welcome aboard Jack.

TONGAN RELIEF EFFORT

It was with shock that we learned of the devastation in Tonga, due to the eruption and subsequent tsunami from the Hunga-Tonga-Hunga-Ha'apai volcano.

The NZDF and in particular the RNZN needs to be commended on being able to despatch three ships, with supplies, within six days. Those with military experience will know the effort that was required to raise the manpower and resources at such short notice.

Royal Navy ship HMS *Spey* has set sail to Tonga to support Australian and New Zealand counterparts. UK-funded supplies are also loaded aboard Royal Australian Navy ship HMAS *Adelaide*, which commenced its voyage on Friday (21 January).



NEW ELECTRIC FERRY FOR WELLINGTON

Danfoss' Editron marine drivetrain system is powering the Southern Hemisphere's first fully electric passenger ferry, after the East by West Ferries service officially launched the IKA RERE zero-emission vessel in Wellington, New Zealand. Research by the New Zealand Government has found that domestic ships such as ferries and freighters emit close to 300,000 tons of CO₂ every year. In Wellington, nearly 50% of the city's emissions were produced from the transportation sector in 2020. With the local council committing to becoming a net-zero-carbon city by 2050, introducing alternative energy forms of transportation is crucial. The 19-meter long IKA RERE ferry can carry up to 132 passengers on journeys across Wellington Harbour at an operational speed of 20 knots. It has been designed and built to complete one return run of 25 kilometres before charging dockside at a rate of one megawatt for 15

minutes while passengers disembark and board. The ferry will be charged from a 300-kilowatt charger at its overnight berth during its first year of operation. The IKA RERE ferry will complete survey sea trials before entering a commissioning stage with East by West Ferries. It will undertake a number of public sailings during the commissioning phase before being released into full service by the end of Q1 in 2022.

Source: Danfoss



RNZN COMMS REUNION

The RNZN Comms Committee advise that the reunion planned for April 2022 will not be held.

The current situation with the COVID-19 virus in New Zealand and the breakout of the Omicron variant into the community are considered such that it would be imprudent to hold the reunion. While vaccination passports were required to attend the reunion, the vaccinations themselves (including booster shots) do not prevent people from getting infected with the virus, they only make the effects less severe. With the Omicron variant being far more transmissible if there were an outbreak between now and the reunion it could well affect people's ability to attend the reunion, or even their willingness to attend it.

ANOTHER FEMALE FIRST

An aircraft carrier is steaming toward the western Pacific on a routine deployment, and for the first time in Navy history, it's doing so with a female captain in charge.

For the nuclear-powered aircraft carrier USS *Abraham Lincoln*, which left its berth at Naval Air Station North Island in San Diego Bay on Monday morning, the deployment marks the culmination of nine months of training and work-ups. It's also the first carrier deployment for a Marine Corps F-35C fighter squadron.

Capt. Amy Bauernschmidt took command of the ship in August, becoming the first woman to command a Navy aircraft carrier.

The carrier's deployment comes amid increasingly hostile rhetoric between China and Taiwan. Rear Adm. Jeffrey Anderson, the Lincoln carrier strike group commander, didn't comment specifically on the matter during a news conference Monday but said the strike group is ready to accomplish its mission, whatever that might be.



CAPT BLYTH R.N.

The Voyage from England to Tahiti.

The conditions that *Bounty* sailed into were atrocious, so difficult that on some occasions she was in danger of foundering such was the damage sustained. During the voyage Bligh did his utmost to maintain the health of the ship's company by feeding them as well as possible and introducing the opportunity for song and dance at 1600 each day. The crew were also divided into three watches of four hours each instead of the usual two watches of four hours each. The master of the third watch was to be Fletcher Christian. Bligh did this as he considered the two-watch system to affect a seaman's health and to instil a tiredness.

Eventually *Bounty* entered the southern hemisphere. *Bounty* came across the '*British Queen*', a whaler which had departed England 18 days before her. He took the opportunity to dispatch a letter back to England on the *British Queen* which indicated that morale was high, the ships company 'active and good fellows'; the officers and young gentlemen 'tractable and well disposed', but that he was having issues with the doctor who is in bed for 15 hours a day. The men are content and cheerful dancing always from 4 pm to 8 every day. However, ...

11 March 1868 – the log records that two dozen lashes were given to AB Matthew Quintal for 'insolence and contempt to the master.' This person was later to become a mutineer.

23 March 1868 – the southern tip of South America Tierra del Fuego is sighted. Land was then not sighted for two months as Bligh tried to unsuccessfully round the Horn. Conditions on board during this period were horrific. During this time Bligh continued to care for his men ensuring they had dry clothing and large quantities of soup to eat. Many sea birds were caught for food also.

22 April 1868, Bligh decides to head to Tahiti east about and turns away from Cape Horn. It should be noted that Bligh was resolved to maintain the health of his crew. He opened his cabin to forward sleeping crew members, provided hot breakfasts, ensured that they received their allowance of spirits and that they had an unlimited supply of sauerkraut, mustard and vinegar.

22 May 1868 – South Africa is reached. This allowed *Bounty* to come to anchor and repairs to be made in False Bay. However, Able Seaman/Armourer's Mate John Williams was given six lashes for 'neglect of duty in heaving the lead'. He was also to become a mutineer.

1 July 1868 – *Bounty* sails from Capetown and into extremely bad weather again with mountainous seas. Eventually they reached a southern tip of Australia (Adventure Bay) (20 Aug) where they anchored to collect wood and water. However, dissension was to occur between Bligh and the carpenter (Warrant Officer Purcell) with regard to the manner of working with the wooding party. He was ordered back to the ship to assist in loading water barrels. He refused to do this as he thought it not in accordance with his duties. Instead of confining him as a punishment, Bligh ordered that he receive no food or water which had a positive result. It should be noted that Warrant Officers were appointed by the Navy Board and achieved the designation by virtue of their accrued experience or seniority. They could not be disrated by the Captain or flogged.

4 Sept 1868 – *Bounty* sails from Adventure Bay, crosses Storm Bay and discovers Hobart's Mt. Wellington, the Western Cape where he logs that he has seen a number of upright rock pillars of unequal heights (the organ pipes of Cape Raoul), and Tasman Island.

14 Sept 1868 – Stewart Island is sighted. Five days later Bligh discovers a group of islands he names as *Bounty's Isles*.

9 Oct 1868 – AB James Valentine dies from an asthmatic condition which causes Bligh to clash with both his surgeon who he believes neglected Valentine, and with his master John Fryer whose attitude toward Bligh had changed from being supportive to one of belligerence. Subsequently, some members of the crew complained of rheumatic pain and were unable to dance. John Mills (gunner's mate later to become a mutineer) and William Brown (civilian assistant gardener), refused to dance, Bligh ordered their grog to be stopped. Huggan the surgeon diagnosed scurvy as the source of the issue, Bligh stated that it was prickly heat. As the ship proceeded northward and the heat rose, crew members complained of faintness towards noon. Bligh then tried everything to maintain their health including giving them a wide diet. But issues with the doctor's alcohol continued, at one stage he was too drunk to get from his bed for four days forcing Bligh to have his cabin searched for alcohol. Bligh needed the doctor to be sober so that his crew could be tested for VD before reaching Tahiti (no VD was found).

25 Oct 1868 – arrival Tahiti. Since leaving England, *Bounty* had sailed more than 2700 miles, an average of 108 nautical miles a day, at a mean speed of 4.5 knots some of it through ferocious weather which the ship was lucky to survive.

(to be continued)



Regards

Jerry Payne

Editor

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