

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

7 February 22 – Waitangi Day
18 February 22 - Ngapona Assn Lunch at Swanson RSA
18 March 22 - Ngapona Assn Lunch at Waiheke RSA
15 – 18 April 22 – Easter
22 April 22 - Ngapona Assn Lunch at Swanson RSA
25 April – ANZAC Day

Hi Folks

FROM THE TROPICS TO THE ICE

When the devastating volcano and resulting tsunami hit Tonga a week ago, HMNZS *Aotearoa*'s crew were preparing to leave for Antarctica on a resupply mission on or around January 28. As the severity of the disaster became clear, NZDF decided to send *Aotearoa* north. It berthed at Nuku'alofa Port on last Friday, where the crew undertook contactless disaster relief and resupply work. But in just a few days the ship will be relieved by multi-role vessel HMNZS *Canterbury*, and the ice strengthened *Aotearoa* will head straight down to Antarctica. The ship has to head down on its appointed date, due to issues with US Antarctic Program (USAP) cargo ship *Ocean Giant*. US National Science Foundation media officer Mike England said the *Ocean Giant* required "some unscheduled maintenance repairs" that will delay its arrival at McMurdo Station, which is about 3km away from New Zealand's Scott Base, by about 10 days.

HMNZS *Aotearoa* berthed at DNB at 0748 today before heading south.



MATSON DIVERTS SHIPS TO TONGA

The US containership company Matson, which has been making record profits as freight rates and whose stock hit a new all-time high, this week announced it would be diverting ships to Tonga, as well as donating a portion of its earnings, to relief efforts. The company announced this week that it will contribute \$375,000 New Zealand Dollars – roughly a quarter million USD – in goods and services toward Tonga disaster relief and has scheduled a special voyage departing Auckland this week with relief goods donated by the company and destined for Tonga. Two additional extra-schedule relief voyages are planned for departure from Auckland during the next three weeks. On Friday, January 21, Matson delivered the first ocean shipment of goods to Tonga since the eruption of the Hunga-Tonga-Hunga-Ha’apai underwater volcano and the resulting tidal wave that struck the island nation on Saturday, January 15.

Matson operates a regular service to Nuku’alofa from its South Pacific hub at Auckland. Its vessel Liloa II made its regularly scheduled port call at Nuku’alofa on Thursday, five days after the disaster struck. Thanks to the collective efforts the vessel was able to discharge its full load of containerized general cargo, a combination of frozen, refrigerated and dry food, water, and household goods.



MV Liloa II

WHEREABOUTS OF FORMER ISCs AND IPCs

1. HMNZS KAHU ex HMNZS MANAWANUI NOW MV KAHU ex SEA BREEZE ex ROBUN XII: This vessel was purchased by Peter White-Robinson, the owner of Fitzroy Yachts in New Plymouth in 2011. It was lengthened and became a family yacht which left New Zealand in August 2012, but it was sold in 2013. Early in 2021 it was again listed for sale and noted as being in Fort Lauderdale in Florida. The vessel was boarded and seized enroute to the United Kingdom and some 2000kgs of cocaine were found onboard. It had one UK and 5 Nicaraguan nationals onboard. The vessel is apparently at Plymouth in England and will possibly be confiscated.

2. **HMNZS TAKAPU NOW MV TAKAPU:** This vessel is understood to have been operating charters in the Auckland area and is at the Viaduct Basin. It appears to be listed for sale by one marine broker.

3. **HMNZS TARAPUNGA NOW MV TARAPUNGA:** According to "Passagemaker", the vessel was purchased by Brent Gervan and under the command of Lindsay Wright sailed from Auckland to Vancouver. There is a full account of the voyage which commenced in March 2004, in the website www.passagemaker.com. She is apparently for sale through Vancouver ship brokers, and they note that she has been used in a number of films and TV shows. An ex RNZN Officer watching the horror film "MIDNIGHT MASS" recognised "ISLAND BELLE as an ex RNZN ship but she also appeared in another series as "DAY BREEZE". She has been in the hands of her current owners for 18 years or thereabouts.

4. **HMNZS MOA NOW MV FLIGHTLESS:** After a period spent in Waikawa Bay near Picton she is now engaged in Fiordland and Stewart Island adventures. In 2009 she had been moored in Waikawa Bay near Picton for some months when a tragic accident occurred; an aluminium launch carrying people to the Waikawa Marina collided with the moored vessel resulting in the deaths of two of the people in the smaller launch. She had been purchased in 2009 by Steve Woledge of Picton and more recently has moved to Fiordland and Stewart Island to work for PURE SALT Charters which has an informative website.

5. **HMNZS KIWI NOW MV SARASU:** Is probably berthed in Melbourne on the outer end of the third pier to the north-west of the Westgate Bridge. She may have been there since 12 August 2021 which was the last AIS report recorded in a website www.vesselfinder.com. There is also a facebook page which suggests it is crewed by four couples. There were, it seems, plans to cruise on the east coast of Australia in 2015, but it is unclear if that happened.

6. **HMNZS WAKAKURA NOW MV WAKAKURA:** The vessel was decommissioned 11 December 2007 and was purchased by the owner of Helipro, Rick Lucas. It was then sold in February 2015 to Jason and Clayton Knowles who moved it from Queens Wharf in Wellington to Waikawa Bay in the Marlborough Sounds. She is now in Kaipapa Bay in Queen Charlotte Sound. Thanks to Barry Duluiu for checking on her whereabouts.

7. **HMNZS HINAU NOW MV SEAPATROLLER:** The vessel is one of six owned by Wellington based Seaworks Limited which engages in a wide range of marine projects and services. SEAPATROLLER maintains a patrol over the several power and communication cables which cross Cook Strait between Oteranga Bay in the north and Fighting Bay in the south. It appears the ship underwent a refit in 2011 which may coincide with her acquisition by Sea Works Limited. The Ministry of Transport and Transpower New Zealand Limited have an informative booklet on the Cook Strait cables and their importance at the following web address: www.transpower.co.nz/sites/default/files/publications/resources/Cook-Strait-Cable-Protection-2013.pdf.

There was a comprehensive article written by Chris Howell in the 2020 edition of New Zealand Workboat Review, on both the Australian and New Zealand vessels in this class. The Review is still available to download from their website www.workboats.co.nz. and the article was of considerable assistance in preparing this update. In the same edition is an article of the work of SEAPATROLLER ex HMNZS HINAU in the protection of the Cook Strait Power and telecommunication cables.
E&OE

Many thanks to Bob McKillop for the work he has done in researching the whereabouts of the IPC/SPC



MV Tarapunga

UNMANNED AUTONOMOUS VOYAGE

Japanese shipping company Mitsui O.S.K. Lines (MOL) is claiming to have conducted the world's first sea trial of an unmanned autonomous containership. The trial took place using the 2015-built feeder containership M/V Mikage, operated by Imoto Lines, from January 24-25th. The ship departed on a pre-formulated route from Tsuruga Port in Japan's Fukui Prefecture, arriving in Sakai Port in Tottori Prefecture – a distance covering a few hundred miles.

The ship also performed autonomous berthing and unberthing using Furuno Electric-developed berthing/unberthing support sensor, which includes equipment that calculates and visually displays accurate relative distances and relative angles between the pier and hull from information gathered by LiDAR/camera/satellite compass. "Automated mooring" was another element of the project. During the sea trial, a drone was actually used to carry the heaving line to the pier, as opposed to being tossed by a crewmember.



Drone with heaving line

SEARCH FOR CRASHED AIRCRAFT

The United States Navy is trying to retrieve its most advanced fighter jet from the depths of the South China Sea, an extremely complex operation that analysts say will be closely monitored by Beijing. The F-35C, a single-engine stealth fighter and the newest jet in the US Navy fleet, crash-landed on the aircraft carrier USS *Carl Vinson* during routine operations on Monday, the Navy said. The \$100 million warplane impacted the flight deck of the 100,000-ton aircraft carrier and then fell into the sea as its pilot ejected, Navy officials said. The pilot and six sailors aboard the *Vinson* were injured. The Navy is giving scant details on its recovery plans for the F-35C, the first of which only became operational in 2019. Though the Navy has not revealed where in the South China Sea the crash occurred, Beijing claims almost all of the 1.3 million square mile (3.3 million square kilometre) waterway as its territory and has bolstered its claims by building up and militarizing reefs and islands there.



CAPT BЛИGH R.N.

Tahiti

Oct 1788 – Bligh discovers that the breadfruit trees are in fruit and therefore could not be immediately cultivated. The outcome is that *Bounty* must remain in Tahiti for at least the next five months if the mission is to be completed – much to the delight of the crew. The islanders were disposed to the visitors through their affinity with one Captain James Cook who had visited Tahiti in 1777. It is of note that Bligh chose not to advise the islanders that Cook had been killed.

During the next five months, as may be expected, relationships between some of the crew and local women blossomed. However, duties in and around the *Bounty* must prevail, and these sometimes did not go as Bligh would have liked. Punishments awarded during this period included:

AB John Adams (later to become a mutineer). 12 lashes for allowing a gudgeon to be stolen from a cutter.

WO William Purcell Carpenter. Refusing to obey an order. Confined to quarters.

AB Mathew Thompson 12 lashes for insolence and disobedience. (Later to become a mutineer)

Butcher Robert Lamb 12 lashes for allowing a meat cleaver to be stolen. (Known as a Loyalist, Lamb had initially thrown in his lot with the mutineers but then changed his stance and went in the boat with Bligh).

Cook's Assistant William Muspratt 12 lashes for neglect of duty (Later to become a mutineer)

During this period, the surgeon WO Thomas Huggan died of drunkenness and indolence.

Dec 25 – 774 potted breadfruit plants had been placed onto the ship in preparation for departure from Tahiti which disturbed both many islanders and elements of the crew. She was however not to depart until 4 April 1789.

Jan 5 1789 - The ship's cutter was found to be missing. On clearing lower deck, it was found that there were three deserters, Master at Arms Charles Churchill, Cook's Assistant William Muspratt (later to become a mutineer) and AB John Millward (later to become a mutineer). It was also found that arms and ammunition had been stolen. This theft was able to occur as the 'mate-of-the-watch-on-deck' Midshipman Thomas Hayward slept while on duty.

The deserters and the cutter were eventually returned to the ship by the islanders and they and the mate-of-the-watch would need to be disciplined. In the event Thomas Hayward was dis-rated and turned 'before the mast' but not before being placed in irons for eleven weeks. The deserters received the following punishments: Charles Churchill – 12 lashes and confined in irons.

William Muspratt and John Millward 24 lashes each and confined in irons.

The Articles of War were duly read to the crew to impress upon them their obligations. It should be noted that for desertion the punishment was 'death or such other punishment that a Court Martial shall prescribe. The mutineers subsequently wrote to Bligh requesting clemency however further punishment was to come once they were released from irons.

31 Jan 1789 - ABS Isaac Martin (later to become a mutineer), struck an islander for which he received 12 lashes.

March 1789 – an islander steals an empty water cask, a hammock and part of a compass from a tent on the beach. This occurred during gunner William Peckover's watch. The thief was found by the islanders and turned over to Bligh and he ultimately received 100 lashes and was placed in irons. Five days later, the thief escaped. It would seem that the officer responsible for overseeing the prisoner, Midshipman George Stewart (later to become a mutineer), was neglectful in his duties.

1 April 1789 – Bounty is ready to sail with 1015 breadfruit plants on board. On the 4th at 1700 she departed.

(to be continued)





Regards

Jerry Payne

Editor

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