



HMNZS NGAPONA ASSOCIATION INC

LONGCAST

18 March 22 - Ngapona Assn Lunch at Waiheke RSA
3 April 22 – Daylight Saving ends
8 April 22 - Navy Club Lunch at Remuera
15 – 18 April 22 – Easter
22 April 22 - Ngapona Assn Lunch at Henderson RSA
25 April 22 – ANZAC Day

Hi Folks

NGAPONA ASSN MONTHLY LUNCH

Our monthly lunch is this Friday at the Waiheke RSA. We have contacted the RSA and the only restrictions are vaccination passes and a mask. This is a one of the highlights of the Assn calendar and should not be missed.

Suggest catching the 1100 ferry from Downtown Auckland. This ferry leaves from Piers 11 or 12, Downtown Ferry Terminal and calls at Devonport on the way.

Return ferries sail from Matiatia on the hour with 1400 and 1600 sailings calling at Devonport.

Please remember to wear your face mask inside ferry terminals and onboard, scan in using the NZ COVID Tracer app and remain seated throughout your journey.

Fine weather has been ordered.

FUNERAL SERVICE OF BRIAN O'BRIEN

You are invited to view the service of **Brian O'Brien**. Livestreamed on 21st March 2022 from 10.15am to 11.45am and you can view the recording for up to 90 days.

Login Page <https://www.oneromstreaming.com/login>

Password MMCV2E

ANZAC DAY

National RSA confirms that Anzac Day will be observed and will go ahead but may possibly be in a different format due to Covid regulations. This could mean parades of 100 people max along with a lot more smaller parades at other memorials around our areas.

At the Devonport Naval Base, the current plan is that NGA pers will gather, masked and distanced at the commemorative wall at DNB for 0800. RF BCT and JOCT, who are in a bubble, will parade under LDG command with CHAP BERRY conducting the service and NGA providing ceremonial flag hands.

Unfortunately, unless the current rules are relaxed, civilians including ex-service members and family will not be permitted to enter the naval base.

The Minister for Veterans' Meka Whaitiri confirmed that "New Zealand and Australian public Anzac Day services will return to Gallipoli next month. The recommencement of Gallipoli commemorations in Turkey comes three years after the last service was able to be held due to the COVID-19 pandemic.

UKRAINE FRIGATE SUNK

The *Hetman Sahaidachny* was the pride of the Ukrainian Navy, she had a 100mm deck gun, smaller guns, anti-submarine grenade launchers, torpedo tubes, and a helicopter. As the Russian invasion of Ukraine continues, the Ukrainian Navy's flagship *Hetman Sahaidachny* (U 130) was seen in a partially submerged state. According to reports, Ukraine has sunk its own frigate in an attempt to prevent Russia from securing a major propaganda win. As there are fears that Russia may capture the port city Odessa, Ukraine does not want Russia to lay its hands on the ship as a major battlefield trophy.



DISCOVERY OF ENDURANCE

Endurance was the three-masted barquentine in which Sir Ernest Shackleton and a crew of 27 men and one cat sailed for the Antarctic on the 1914–1917 Imperial Trans-Antarctic Expedition. The ship was launched in 1912 from Sandefjord in Norway. Three years later, she was crushed by pack ice and sank in the Weddell Sea off Antarctica. All of the crew survived, apart from the ship's cat.

The wreck of *Endurance* was discovered on 5 March 2022, 107 years after it sank, by the search team *Endurance22*. It lies 3,008 m (9,869 ft) deep, and is in good condition. It is designated as a protected historic site and monument under the Antarctic Treaty System.

Designed by Ole Aanderud Larsen, *Endurance* was built at the Framnæs shipyard in Sandefjord, Norway, and fully completed on 17 December 1912. She was built under the supervision of master wood shipbuilder Christian Jacobsen, who was renowned for insisting that all men in his employment were not just skilled

shipwrights but also be experienced in seafaring aboard whaling or sealing ships. Every detail of her construction had been scrupulously planned to ensure maximum durability: for example, every joint and fitting was cross-braced for maximum strength.

The ship was launched on 17 December 1912 and was initially christened *Polaris* after the North Star. She was 144 ft (44 m) long, with a 25 ft (7.6 m) beam, and measured 350 tons gross. Her original purpose was to provide luxurious accommodation for small tourist and hunting parties in the Arctic as an ice-capable steam yacht. As launched, she had 10 passenger cabins, a spacious dining saloon and galley (with accommodation for two cooks), a smoking room, a darkroom to allow passengers to develop photographs, electric lighting and even a small bathroom.

Though her hull looked from the outside like that of any other vessel of a comparable size, it was not. She was designed for polar conditions with a very sturdy construction. Her keel members were four pieces of solid oak, one above the other, adding up to a thickness of 85 in (2,200 mm), while its sides were between 30 in (760 mm) and 18 in (460 mm) thick, with twice as many frames as normal and the frames being of double thickness. She was built of planks of oak and Norwegian fir up to 30 in (760 mm) thick, sheathed in greenheart, an exceptionally strong and heavy wood. The bow, which would meet the ice head-on, had been given special attention. Each timber had been made from a single oak tree chosen for its shape so that its natural shape followed the curve of the ship's design. When put together, these pieces had a thickness of 52 in (1,300 mm).

Of her three masts, the forward one was square-rigged, while the after two carried fore and aft sails, like a schooner. As well as sails, *Endurance* had a 350 hp (260 kW) coal-fired steam engine capable of speeds up to 10.2 kn (18.9 km/h; 11.7 mph).





F-35C LIGHTNING II RECOVERED

U.S. 7th Fleet's Task Force (CTF) 75 and Naval Sea Systems Command (NAVSEA) successfully retrieved the F-35C Lightning II aircraft which crashed earlier this year in the South China Sea. The F-35C Lightning II, assigned to Carrier Air Wing (CVW) 2, crashed while USS CARL VINSON (CVN 70) was conducting routine flight operations in the South China Sea on Jan. 24. The wreckage was recovered from a depth of approximately 12,400-feet (3780 mtr) by a team from CTF 75 and the NAVSEA's Supervisor of Salvage and Diving (SUPSALV) embarked on the diving support construction vessel (DSCV) PICASSO.



DO YOU HEAR THERE

It has been suggested that Saturday 2nd April 2022 will be the day in which we celebrate our wives and partners day. Put it in your diaries. The traditional Saturday toast will be to, "Our wives and sweethearts". This could be a compulsory toast to start proceedings that day/night. It will be the first Saturday in April every year.....That way the Navy "Toast" will become a tradition for that special day.....What a way to begin the occasion...

FULLY ELECTRIC SHIP IS ALSO A ZERO POLLUTER

The southern hemisphere's first fully electric, carbon fibre commuter ferry has successfully completed its inaugural round trip with a Thordon seawater lubricated propeller shaft arrangement supplied by New Zealand's Henley Engineering. Ika Rere , Māori for flying fish, joined the East by West fleet in December operating the company's Wellington to Eastbourne route. Commenting on the ferry's first trip, between West Queen's Wharf and Days Bay, Henley Engineering Managing Director, Mark Power, said: "Ika Rere runs like a Tesla Model S! It's fast, efficient, smooth and quiet. It is a truly inspiring vessel. We hope to be involved in more projects like this." Auckland based Henley Group – Thordon's authorized distributor for New Zealand – designed and supplied the vessel's driveshafts aft of twin 325kW battery-powered electric motors.



CAPT BЛИGH R.N.

Coupang, Batavia and Return to England

Notwithstanding that the Governor of the colony was dying from an incurable disease, Bligh and his crew were welcomed and they were given great assistance by the authorities. After five days, they were beginning to recover from their ordeal.

24 June 1789. Bligh needs to get back to England. He considers his best chance is to sail with a Dutch fleet from Batavia, on the 25th of October. Consequently, he purchases a schooner on behalf of the British Government, to make the journey. He named the schooner HMS *Resource*. It was fortunate that the Dutch authorities in Coupang were agreeable to stand Bligh (on behalf of the Crown), the cost of the vessel. With the assistance of the carpenter, the ship was made ready for sea.

During this period Bligh still had trouble from members of the crew and namely, the carpenter Purcell, and Fryer who was insolent and given to refusing to obey orders.

20 July. Mr. David Nelson the botanist dies of a fever.

19 Aug. Bligh writes a letter to his wife Betsy to advise her of the mutiny and when he expects to return to England. There is no indication of when or if this letter will ever reach its destination. Bligh also writes a report to the Admiralty regarding the loss of the *Bounty*.

20 Aug. *Resource* leaves Coupang for Batavia, *Bounty's* launch in tow, and heads off after carrying out a formal salute with cannon (part of an assemblage of arms provided by the Dutch for the voyage to ward off pirates).

12 Sept. *Resource* reaches Surabaya. A confrontation between Bligh and his malcontents Fryer and Purcell led to him arresting them and requesting that the shore authorities hold them until they could be transported to Batavia. The two realising their predicament then begged forgiveness of Bligh who had them placed into an escorting prow as they continued their journey to Batavia.

17 Sept. *Resource* with her escorts sail from Surabaya.

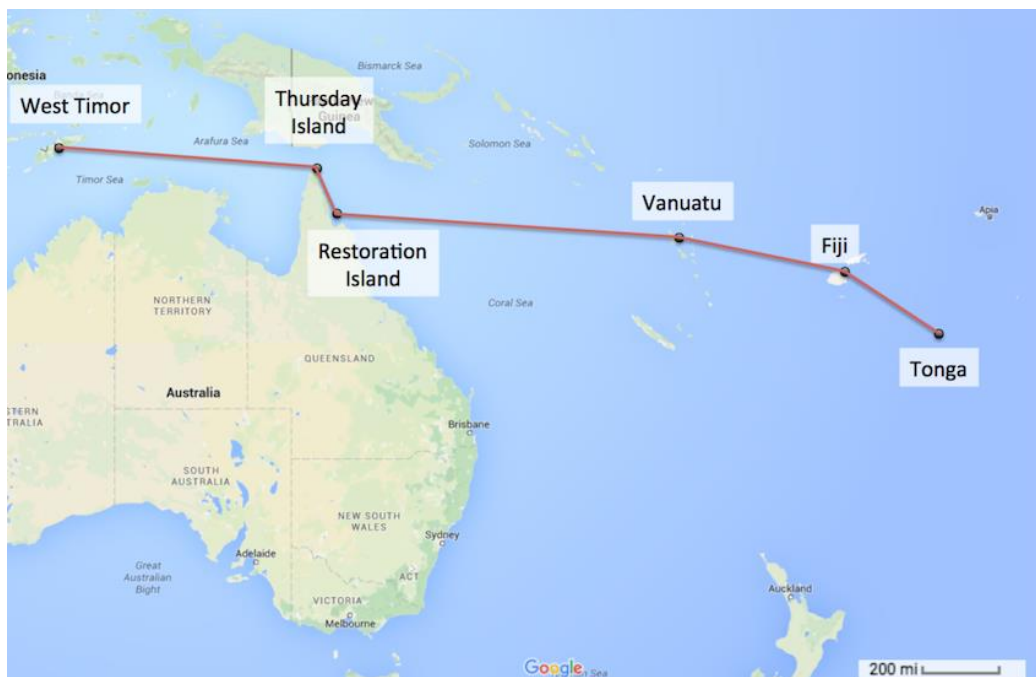
2 Oct. Arrival Batavia. Batavia was the capital of the Dutch East Indies and corresponds to the present-day Jakarta, Indonesia. Soon after Bligh became sick with malaria. He was advised to leave for England as soon as possible.

4 Oct. HMS *Resource* and the launch are sold. A cook, Thomas Hall dies. Bligh organises passage for his crew and himself to England but not all could be carried on the same ship. Bligh leaves with John Samuel his clerk and John Smith in the Dutch ship *Vlydte* bound for the Dutch town of Middelburgh but was to stop in England on the way.

Within two weeks of his departure, Master's mate Elphinston and Peter Linkletter die in Batavia.

14 Mar 1790. *Vlydte* anchors off the Isle of Wight. Bligh returns to Portsmouth. The remainder of his crew were embarked in the Dutch Fleet, however, Robert Lamb died in transit. *Ledward* was lost at sea when the ship he was in foundered between Batavia and the Cape of Good Hope.

(to be continued)



Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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