

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

13 May 22 – Navy Club

20 May 22 - Ngapona Assn Lunch at Te Atatu RSA

6 June 22 – Queen’s Birthday

10 June 22 – Navy Club

17 June 22 - Ngapona Assn Lunch at Avondale RSA

24 June 22 - Matariki

Hi Folks

TWO COMMANDING OFFICERS

COMMANDER BRONWYN HESLOP, RNZN, COMMANDING OFFICER HMNZS CANTERBURY AND LIEUTENANT COMMANDER NIGEL HESLOP VRD, COMMANDING OFFICER HMNZS NGAPONA.

Both are currently Commanding Officers of their respective RNZN Ships, and in the same family, something that doesn’t happen very often and probably the first time in the history of the RNZN.

I could only imagine the conversations between two Commanding Officers over the dinner table. Comparing notes and advice on their respective commands as well as raising two sons which must be a challenge and a need for effective time management.

CDR Heslop joined the RNZN in 1990, as a MID GLX(H). She studied at the University of Auckland, graduating with a BSc (Phys. Geog).

In 1994, CDR Heslop joined HMNZS *Endeavour*, and gained her Grade 2 BWC and HWC.

From 2008 – 2011 she served in HMNZS *Ngapona* before re-joining the RNZN again, to resume her operational career.

During the period 2011 to 2022 she held several posts including, METOC HQJFNZ, XO Endeavour, a year in the RN and Commander MOET.

CDR Heslop left MOET in Jan 2022 to complete the Major Fleet Unit Command Course (MFUCC), in preparation for taking command of HMNZS *Canterbury*.

CDR Bronwyn Heslop took command of HMNZS *Canterbury* on 12 April 2022. Not her first Command as she was the first female to go IOC of a RNZN vessel, HMNZS *Moa*. In 1998 CDR Heslop was given command of HMNZS *Moa*, and surveyed Port Pegasus.

Her husband, Lieutenant Commander Nigel Heslop, VRD, RNZNVR was born and raised in Auckland, and joined the Royal New Zealand Naval Volunteer Reserve as an Ordinary Shipping Controller in 1990.

He commenced training in what was then known as the Naval Control of Shipping (NCS) Branch before taking up a commission in the rank of Ensign in January 1992. During 2012-2013, he was Lead Planner for EX BELL BUOY 13 (BB13), a Maritime Trade Operations (MTO) exercise conducted by the RNZN on behalf of the Pacific and Indian Oceans Shipping Working Group (PACIOSWG).

This exercise, the first of its kind to be hosted by the RNZN, saw naval personnel from 10 nations join together to successfully exercise MTO doctrine and skills within a humanitarian and disaster relief (HADR) context.

Very much a career highlight, his efforts to plan, organize and execute EX BB13 later saw him awarded a Commanding Officer's Commendation.

A graduate of the University of Auckland (MA(Hons)) and Whitireia Polytechnic (Diploma in Publishing), away from his civilian and naval commitments LT CDR Heslop enjoys umpiring cricket (his playing days apparently now firmly behind him), reading, and family life with his wife and two sons.

LT CDR Heslop was appointed XO HMNZS Ngapona in 2016 and appointed CO on the 23 November 2018 and also holds the position as Reserve Personnel Officer.

Both Bronwyn and Nigel got to know each other when both were Reservists at HMNZS *Ngapona*, prior to Bronwyn returning to regular service in 1911.

CDR Heslop is married to LT CDR Heslop, and have two teenaged sons, James and Oliver. Both enjoy all forms of cricket, and walking their dog, Zeus.



INTERESTING THOUGHTS

Andrew Davies, senior fellow at Australian Strategic Policy Institute (ASPI) and former director of ASPI's defence and strategy program, says both armoured vehicles and surface ships are in "the decline phase of their history".

Pointing to historical examples of the "significantly reduced utility" of military capabilities, Davies concedes that armoured vehicle and surface combatants could still be useful in future warfighting scenarios, albeit in a limited capacity. "Strictly speaking, no capability is ever entirely useless. There are probably still occasional circumstances in which the crossbow, horse cavalry charge or 16-inch guns of a battleship would still be effective weapons," he writes.

"But those instances are so rare that no one sees the benefit of including them in modern force structures."

He observes that militaries are conservative by nature, stating they tend to preserve capabilities that have deployed successfully in the past.

"So, weapons systems usually don't disappear overnight; instead, it happens gradually over time," Davies writes.

"There were several horse cavalry charges during World War II (and many of them were successful), and the last two Iowa Class battleships (the *Missouri* and the *Wisconsin*) took part in shore bombardments during the 1991 Gulf War.

"There are just more reliable or cost-effective ways to produce those effects these days."

To support his thesis on the decline of surface ships and armoured vehicles, Davies flags rapid changes in warfighting trends.

He begins by pointing to the "phenomenal increase" in the swift and precise delivery of lethal force.

"It's hard to exaggerate how rapid that increase has been — it is well beyond exponential," Davies continues.

"The result has been a steady, though less mathematically dramatic, decline in the density of combatants on the battlefield, as militaries take a small-target approach through dispersion."

He goes on to claim tanks and ships are "inherently lumpy", and would increasingly become a liability as offensive threats evolve.

"Up to now they've managed to get by with more or less acceptable loss rates because the offensive weapons they face have generally been just a little too slow in arriving or a little too inaccurate to completely overwhelm the defences," he writes.

"But it's also clear that the speed and accuracy of weapons systems are still improving, with the added complication of the ubiquity of drones of various shapes, sizes and lethality."

Davies claims while it is possible to develop new defensive systems, they "tend to be more expensive than the weapons they are defending against" and can "drive up the unit cost of the platforms they protect" without delivering additional offensive value.

"All of the elements of the calculus weigh against expensive lumpiness," he adds.

"Like the weapons systems of the past that are now universally agreed to be obsolete, today's major systems will one day be anachronisms."

Davies concludes that surface ships and armoured vehicles could become "anachronisms" as early as the 2030s.

"I'm tempted to say that they will not disappear with a bang but will gradually fade away — but there will actually be quite a few bangs in the process," he writes.

Source: *Defence Connect Australia*

UKRAINE DESTROYS TWO RUSSIAN NAVY PATROL VESSELS

The Ukrainian military claims that it has destroyed two Raptor-class Russian patrol boats near Snake Island, an outpost captured by Russian forces in the early days of the invasion. A follow-up strike destroyed Russian air-defence emplacements on the island, according to Ukrainian forces. An edited video of the attack was released by the Ukrainian Ministry of Defence, and it suggests that the strikes were carried out by a Bayraktar TB2 drone. The Turkish-made TB2 has played a prominent role in the conflict, operating at night to strike Russian equipment and even - allegedly - to attack infrastructure targets inside Russia's borders. The attack near Snake Island is the latest in a series of successful Ukrainian strikes on the Russian Navy. Though Ukraine has effectively lost its small naval fleet and is heavily outgunned, its units have damaged one other Raptor patrol boat; destroyed one Alligator-class landing ship; damaged two other tank landing ships; and sunk the flagship of the Black Sea Fleet, the cruiser MOSKVA. The Project 03160 Raptor is a fast patrol boat with a top speed of 48 knots, powered by two American-built diesels and two British-made waterjet drives. It is lightly armed, carrying just three machine guns. Its main functions are for border patrol, port security, small-craft interdiction, and special forces landing operations.

Source: MAREX



RUSSIAN SERNA-CLASS LCU HIT

While the community was concentrated on confirming the rumours of the missile attacks on Russia's Admiral Makarov frigate, the Ukrainian Ministry of Defence announced a TB2 drone assault on the Snake Island with footage via Twitter. According to the video, the drone targeted the Serna-class landing craft and engaged it while the craft was berthed at the port.

The video indicates that a TOR air defence system was aboard the landing craft during the bombardment, and the surface-to-air missile system was also destroyed. TB2 drones struck Strela short-range defence systems on the island on 03 May. The TOR system was likely to be transported to the island to bolster Snake Island's air defence capabilities.

According to H. I. Sutton, a well-known OSINT analyst and regular contributor to *Naval News*, the smoke from the recent TB2 attack on Russian forces at Snake Island was still visible on a 09:07 UTC satellite image on 08 May. He also highlighted that two Raptor-class patrol boats had run away from the island. As *Naval*

News reported, a TB2 Bayraktar drone destroyed two Raptor-class patrol boats a few days ago.

TB2s' recent attack on the Raptor-class patrol boats on 02 May 2022 marked the first successful neutralization of naval vessels by an uncrewed system. The assault on the Serna class landing craft marks the second one. In both attacks, TB2s used MAM-L smart munitions manufactured by the Turkish Roketsan company.

The achievements of TB2 drones are the first signs of the impact of unmanned systems in naval warfare. Unmanned systems that provide not only ISR support but also strike operations will provide tactical flexibility to decision-makers on the naval battlefield. Because such systems can conduct missions without risking human lives, and thanks to their capabilities that are growing daily, drones will become a suitable replacement for manned systems. As a result, drone warfare will be an integral part of naval warfare in the near future.



TB2 dropping a MAM-L

Admiral Makarov

CAPT BLIGH R.N.

Again Mutiny!

May 1796. HMS *Director* is at sea on patrol in the Channel and North Sea.

England now has the French, Spanish and Dutch aligned against them.

13 June 1796. *Director* acts as part of the Texel blockade. Texel is an island off North Holland in the Netherlands. The Dutch fleet refuses to engage the English fleet. *Director* is ordered back to England arriving on 26 June. She remains in harbour for some time yet remaining at short notice to move against whatever threat occurs. In February 1797 she sails in company with HMS *Standard* on a patrol up the eastern coast of England. In April, she is again on blockade duty at Texel.

But, there is more trouble afoot for the Navy. The fleet at Spithead mutinies. All of the mutineers demands are met and a pardon is given. Encouraged by their fellow's success, men of the fleet anchored at the Nore also intend to mutiny. *Director* forms part of this fleet.

6 May 1797. *Director* shifts to the Nore to undergo a refit.

12 May 1797. The mutiny at the Nore begins. On *Director*, Bligh is approached by a deputation of his crew demanding that two of his lieutenants and the ship's master be dismissed for ill treatment of the crew. When Bligh has these officers confined to their quarters, for *Director*, a compromise is reached.

20 May. The mutineers at the Nore present their demands to Vice Admiral Buckner. These are rejected but a full pardon offered. This was rejected by the mutineers.

The mutineers expanded their actions including interfering with merchant vessels entering the port of London. Bligh and other officers involve themselves in negotiating with the mutineers to no avail. Bligh's actions are noted by King George.

14 June. After a display of force which led to loyal crews firing on mutinous crews the mutiny ends with the crews of the ships surrendering raising a white flag. The ship to raise a white flag last was HMS *Director*.

27 June. 0800. The leader of the mutiny Richard Parker is hanged. Eventually, 29 others shared his fate. The fate of other mutineers was varied, some were flogged, others imprisoned or transported.

The crew of *Director* credited Bligh with acting in fairness toward them. In all he had but twelve of his ship's company arrested and delivered to the shore authorities for punishment. When Vice Admiral Skeffington Lutwidge indicated that there were 31 *Director* men involved, Bligh insisted otherwise and Lutwidge relented. In doing this, Bligh encouraged the support of his crew. This support he would need in days to come.

(to be continued)



Richard Parker

Regards

Jerry Payne

Editor

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