

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

24 June 22 – Matariki

8 July 22 – Navy Club

15 July 22 - Ngapona Assn Lunch at the Bays Club

7 August 22 – Ngapona Assn AGM at Birkenhead RSA at 1500

12 August 22 – Navy Club

19 August 22 - Ngapona Assn Lunch at Orakei RSA

Hi Folks

FROM THE SICKBAY

I understand that Dave Thorpe has undergone a medical procedure. We wish Dave all the best for a speedy recovery.

NGAPONA ASSN MONTHLY LUNCH

Our next lunch is at the Bay's Club in Brown's Bay on 15 July. Every second year we hold a formal event and the alternate years hold something a bit different and more informal. This year it is our lunch at the Bay's Club which is going to be quite special. The Chief of Navy, Rear Admiral Proctor, has ordered a 'Splice the Mainbrace' in honour of the Queen's Platinum Jubilee, so there will be an 'Up Spirits'. So that we can get the catering just right we need an indication of numbers attending.

Please reply to this email advising your intention to attend this special event.

NEW COASTAL SHIPPING SERVICE FOR NZ

The union representing seafarers says New Zealand coastal shipping is experiencing a once in a generation shift, with the announcement of another new coastal shipping service by Maersk. Maritime Union of New Zealand National Secretary Craig Harrison says the new service will feature two New Zealand crewed vessels and was a major step forward for the industry. The service, Maersk Coastal Connect, will start on 12 July, using two 2500 TEU (twenty-foot equivalent container) capacity vessels, MAERSK NADI and MAERSK NANSHA, calling at ports in Timaru, Lyttelton, Nelson, Auckland and Tauranga. Mr Harrison says the Maritime Union has been having constructive discussions with Maersk over the crewing of the new service. The new service comes on top of last week's announcement of Government funding support for four other operators to introduce new coastal shipping services.

Mr Harrison says the problems affecting schedule reliability and port congestion will be improved with reliable local shipping services. “Coastal shipping is an essential part of a resilient and low emission New Zealand supply chain moving forward.” He says the Union would be working with industry, Government and training providers to provide opportunities for young New Zealanders wanting a career in the maritime industry. Mr Harrison says New Zealand is a maritime trading nation and it is essential it has seafaring capability and a skilled workforce. He says the lesson learned from the pandemic is New Zealand needs to build its workforce resilience. “Poor policy decisions and lack of planning over a long period led to the rundown of New Zealand shipping and left us exposed and vulnerable to global volatility.” He says the last two years have led to a complete rethink on our transport model and New Zealand coastal shipping is now in a rebuild process to repair the neglect of the last thirty years.

Source: Maritime Union of New Zealand



Maersk Nadi

SHIPPING TRAPPED IN UKRAINE

About 80 vessels remain effectively trapped in Ukraine despite local and international efforts to free up port access following Russia’s incursion into the country, according to the local Lloyd’s agent. So far into the conflict, Russian forces are reported to have attacked nine merchant ships at the Ukrainian ports, resulting in one sinking and two deaths, Odessa-based Eurogal added Russia is seeking to unblock the occupied port of Mariupol, from which the products of Ukraine’s largest steel plant are shipped, and has declared the port free of mines. But it has so far succeeded in dredging only the so-called ‘old gates’, which can be crossed by vessels with a maximum draught of 3.5m. This is insufficient for laden bulk carriers. In the face of this hold-up, Russia is starting to move locally-produced steel and grain by rail. Grain consignments through Reni, Izmail and Kiliia — three smaller ports close to the Romanian border, which have been less impacted by the fighting

— have quadrupled year on year, as Ukraine desperately seeks ways of ensuring its grain exports make it onto world markets.

Source: *Lloydslist*

CAPT BЛИGH R.N.

Bligh's Death and the Outcome for the *Bounty* Mutineers at Pitcairn

Feb 1811. Bligh is promoted to Rear Admiral of the Blue.

April 1812. Bligh's wife Betsy dies age 59. Bligh retires to Kent.

May 1814. Bligh is promoted to Vice Admiral of the Blue.

Dec 1817. Bligh dies, possibly of cancer at age 63.

But what happened to Fletcher Christian and his band of mutineers? Feb 1808. An American sealer, the *Topaz* visits Pitcairn Island discovering the hiding place. They found that Fletcher Christian had died in 1793 and only one of the mutineers John Adams was still alive. Adams was known to use the name Alexander Smith. It is interesting that the settlement on Pitcairn the mutineers built was named by them as Adamstown.

What happened to the other mutineers? It is reported that the Polynesian men who had accompanied the mutineers to Pitcairn had been mistreated and they sought retribution killing first John Williams, then Christian, John Mills, Isaac Martin and William Brown. John Adams was shot but survived. The Polynesians then began fighting over the women resulting in one killing another only himself being shot by William McCoy and Matthew Quintal. Two other Polynesian men were killed, one by a woman and one by Edward Young. This left four of the mutineers alive with ten women. Eventually, McCoy who was suffering mentally committed suicide. In 1799, Matthew Quintal was killed by Edward Young and Adams. Edward Young died of asthma at the end of 1800. Adams became very religious in the ensuing years.

17 Sept 1814. HMS *Briton* and HMS *Targus*, hunting an American ship USS *Essex*, 'come across' Pitcairn Island. Britain was then at war with America. The Captains of the warships decided it would be an act of cruelty and inhumane to arrest Adams and left him on the island with the women and the descendants.

There has been much written about Bligh, and the information in these newsletters has been taken from many sources. To say that he was a very capable seaman and hydrographer would perhaps be a disservice as it is evident that he was very accomplished. He is perhaps best known for the *Bounty* mutiny. History and the efforts of Fletcher Christian's brother may have painted him in a poor light. But was that justified? Leaving the mutiny to one side, should he not be remembered for his achievements? With regard to the mutiny, again, we should be cognisant of Bligh's side of the story. I leave it to the reader to decide.



This is the last of the series of Captain Bligh. I hope you have enjoyed it and now have a better understanding of the history surrounding an incredible seaman.

Watch this space for a new series starting next week. - Ed

Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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