



HMNZS NGAPONA ASSOCIATION INC

LONGCAST

- 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
- 9 September 22 - Navy Club

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Hi Folks

NGAPONA ASSN PLATINUM LUNCH

Great gathering at the Bay's Club last Friday. Good to see some different faces. The picnic hamper was won by Neil Lineham. Thanks to Peter Goodwin for supplying the barrel for 'Up Spirits'. It was

noted that some 'went round the buoy' more than once!

HMNZS NGAPONA ASSN INC
NOTICE OF ANNUAL GENERAL MEETING

The AGM of the Ngapona Assn will be held on Sunday, 7th August 2022, at
the Birkenhead RSA at 1500hrs.

Notice of Motion (1) That an Associate Member may stand for election to the
Committee.

Notice of Motion (2) That Full Membership shall be open to Serving and
Past members of all RNZNVR/RNZNR Divisions.

Notice of Motion (3) That the Constitution be changed to reflect the new
requirements of the Incorporated Societies Act.

Please make an effort to attend this meeting as it is important for the survival
of your Assn.

There will be 'finger food' and of course a 'President's Shout'.

NAVY CLUB

The next Navy Club lunch is not Friday the 12th, but Saturday the 13th August
and

includes the AGM.

1100 Call to order AGM opens

1200 Bar open (or on completion of the AGM)

1230 Luncheon

IN RESPONSE TO CHINA'S ADVANCES IN THE PACIFIC

A new maritime services facility will be developed in Fiji as part of a new infrastructure project funded by the Commonwealth government.

Australian Prime Minister, Anthony Albanese, and Fijian Prime Minister Josaia V Bainimarama have jointly launched an \$83 million infrastructure project aimed at enhancing Fiji's maritime capabilities.

The project, which builds on the previously established Vuvale Partnership, involves the construction of a new Maritime Essential Services Centre (MESCC) in Lami, Fiji.

The MESCC is expected to house the Republic of Fiji Navy Headquarters, Suva Radio Coastal Station, Fiji Maritime Surveillance Coordination Centre, and Fiji Hydrographic Office. Specifically, the infrastructure initiative, tipped to generate 445 jobs, aims to:

- strengthen natural disaster response capability;
- protect local fishing industries; and
- increase naval and coastal rescue capabilities.

The project, to be managed by Icon, is scheduled to be completed in 2024. Prime Minister Bainimarama welcomed the initiative, noting the benefits for Fiji's maritime domain awareness. "This Maritime Essential Services Centre is set to become a crucial pulse point from which we will be able to better monitor Fijian waters; secure our blue economy from internal and external threats and undertake the expansion of our maritime protected areas in our journey towards achieving 100 per cent ocean sustainability — just to name a few," the Prime Minister said.

The announcement came just days after US Vice President Kamala Harris addressed the Pacific Islands Forum leaders' meeting, hosted by Prime Minister Bainimarama, announcing a new strategy aimed at deepening US engagement with the region.

The strategy includes:

- establishing new US Embassies in Kiribati and Tonga;
- \$60 million per year as part of an economic assistance agreement with the Forum Fisheries Agency;
- the appointment of an inaugural US envoy to the Pacific Islands Forum;
- designing and releasing the inaugural US National Strategy on the Pacific Islands — a whole-of-government strategy to prioritise the Pacific Islands in American foreign policy and “drive effective implementation”;
- reintroducing the Peace Corps to the Pacific — volunteers returning to Fiji, Tonga, Samoa, and Vanuatu;
- advancing a push to re-establish a United States Agency for International Development (USAID) Regional Mission for the Pacific in Suva, Fiji — providing humanitarian and development assistance across the Pacific Islands; and
- implementing and advancing the Partners in the Blue Pacific (PBP) agreement — cooperating with Australia, Japan, New Zealand, and the United Kingdom to more effectively support Pacific priorities.

The strategy builds on US President Joe Biden’s appointment of a Special Presidential Envoy for Compact Negotiations and \$350 million in annual US assistance to the Pacific.

WHY CONTAINER SHIPS PROBABLY WON’T GET BIGGER

If you cast your eyes over a list of the largest container ships in the world, you’ll soon notice that they are all 400m (1,320ft) in length or just less than that, and about 60m (200ft) wide. It is more or less today’s upper limit for these vessels. There is a surprising number of reasons as to why – and also why you’re unlikely to see any container ships much larger than this, perhaps ever. But what are they? To load and unload containers, cranes must reach across the vessels. Container ships also have to turn, pass through locks

and canals – including the Suez and Panama canals, which have size restrictions. It's crucial that vessels avoid running aground, too. In some ports, the largest ships actually sit so deep in the water that they touch the bottom and glide through the silt rather than float above it, says Stavros Karamperidis, head of the Maritime Transport Research Group at the University of Plymouth. Such a manoeuvre must be handled with extreme care. To accommodate ships much larger than the biggest in existence today would require a huge overhaul of port infrastructure. Karamperidis adds that the largest ships are also restricted in terms of where they sail because they are so vulnerable to heavy weather. They don't tend to cross the Pacific, for example, which can hurl violent storms at vessels. Medium-sized container ships sometimes lose hundreds of containers in the Pacific. "That's why the [ultra large] vessels come near the coast, so they don't face big waves. It's a matter of stability," says Karamperidis. He adds that most US ports are not big enough to facilitate the largest container ships. Only a handful of ships with capacities approaching 20,000 TEUs have ever called US ports. You may be noticing a theme. The limitations on vessel size are not so much to do with the sheer engineering challenges of building really big ships but rather the economics and logistics of operating such giants. "Physically, there's not really any limit," says Rosalind Blazejczyk, managing partner and naval architect at Solis Marine Consultants. She does, however, note there are only so many containers that one could stack on top of one another on a ship before the container at the bottom of the pile would buckle under the weight. Containers are also lashed to hold them in place and such systems have upper limits for the number of boxes they could secure safely, notes John Simpson, Blazejczyk's colleague at Solis. Another issue is how these very large and wide ships handle waves. When sailing directly into a sequence of waves, ships can experience a phenomenon called parametric rolling. It happens because, as the waves pass along the length of a very broad container ship, her bow and stern may clear the water whenever the peak of the wave is at the midpoint of the ship. This leaves the upper part of

the bow and stern lacking the support of the water below. The variation in this support as waves continue to pass can cause the ship to bob weirdly from side to side. “You get very large roll angles with not very large wave heights,” says Blazejczyk. Supersized ships are more at risk of this. And container ships also have very large hatches on their decks, which means their overall structure is weaker than some other vessels and more susceptible to torsion, or twisting. “They’re kind of like a shoebox with no lid,” Blazejczyk adds. No problem in calm seas but, again, limiting when or where a ship sails likely also limits its usefulness. Besides all of the above reasons, there is economic weather to contend with. Griffiths notes that the price of oil is exceedingly high at the moment and the largest container ships require huge volumes of fuel. Investing in even bigger vessels might not be the wisest financial choice in the future though, having said that, at the moment these costs are being more than covered by the astronomical freight rates worldwide. Such is the present demand for moving goods around.

Karamperidis says that, for container ships with a capacity much higher than 25,000 TEUs to become viable, the economics of operating them would have to change. The Suez Canal will probably always act as a bottleneck for ships travelling from Asia to Europe but it’s not impossible to imagine a 30,000 TEU vessel or similar one day traversing a route from China to, for example, a booming African port, says Karamperidis. “Maybe we’ll see those kinds of vessels going from Asia to Mombasa,” he adds, referring to the largest port of Kenya. The 24,000 TEU ceiling on container ship capacity we see globally today is, more or less, a reflection of economic limits as much as it is about port infrastructure, the shape of the world’s busiest waterways and engineering. But there’s always that possibility that, given the right conditions, someone somewhere with enough money will one day commission a vessel that dwarfs even today’s gargantuan ships. It would certainly be a wonder to behold. *Source: BBC*



Ever Alot: The largest container ship in the world with a capacity of 24,004 TEU

NEW ZEALAND VC RECIPIENTS



Leslie Wilton Andrew, VC (23 March 1897 – 8 January 1969)

Born in Ashurst in the Manawatu region of New Zealand, the son of William Andrew, headmaster of a local school, and his wife, Frances Hannah. He grew up in Wanganui, where his father had moved his family having taken up a position in the area, and was educated at Wanganui Collegiate School. After leaving school in 1913 he worked for a solicitor and was later

employed by the New Zealand Railways Department as a clerk.

Andrew participated in the cadet program while at school and later joined the Territorial Force. By 1915, he had been promoted to sergeant and had sat the necessary exams to become a commissioned officer in the Territorials.

Andrew volunteered for the New Zealand Expeditionary Force (NZEF) in October 1915, when he was 18. As only men between the ages of 20 to 40 could volunteer for service with the NZEF, he falsified his age to ensure that he would be eligible for duty overseas. A member of the 12th

Reinforcements, he embarked for the Western Front via Egypt on 1 May 1916. In France, he was posted to B Company, 2nd Battalion, Wellington Infantry Regiment, with the rank of private.

Andrew's arrival at the front coincided with the start of the Somme Offensive. He participated in the Battle of Flers-Courcelette, which began on 15 September, and was wounded. Promoted to corporal in January 1917, he took part in the Battle of Messines the following June. During the early phase of the Battle of Passchendaele, Andrew's battalion was engaged in fighting around the village of La Basseville, a few kilometres southwest of Messines. Originally captured by the New Zealanders prior to the battle on 26 July, the village had been re-taken by the Germans the next day. Under cover of an artillery barrage, the Wellingtons began an advance towards the village. Andrew was tasked with leading two sections to destroy a machine-gun post. During the advance, he noticed a nearby machine-gun post that was holding up the advance of another platoon. On his own initiative, he promptly diverted his force and removed the newly spotted threat with a flanking attack. He then led his men to the original objective. Despite continuous gunfire, he and his men captured the machine-gun post. While most of his men withdrew with the gun, Andrew and another man continued to scout further forward. Coming across another machine-gun post, the two men destroyed it before returning to their lines with information on the increasing numbers of Germans in the area. During his foray, Andrew received a flesh

wound to his back. Andrew was awarded the Victoria Cross (VC) for his leadership and bravery at La Basseville. Aged 20, the youngest recipient in the NZEF to receive the VC, Andrew was promoted to sergeant the day after the action at La Basseville. He was presented with his VC by King George V in a ceremony at Buckingham Palace on 31 October 1917. Andrew continued to serve on the Western Front until he was sent to England for officer training. He was commissioned as a second lieutenant in March 1918, and was posted to Sling Camp, the main training facility for the NZEF, as an instructor. He was still in England when the war ended.

Following the outbreak of the Second World War, Andrew, a major at the time, was seconded to the 2nd New Zealand Expeditionary Force (2NZEF). In early 1940, having been promoted to lieutenant colonel, he was appointed commander of 22nd Battalion, which was then forming at Trentham Military Camp near Wellington. He trained his new command hard, and quickly earned the nickname of *February* due to his habit of issuing 28-day detentions for any breaches in discipline.

In May 1940, the battalion sailed aboard the *Empress of Britain* as part of a convoy transporting the 5th Infantry Brigade, 2nd New Zealand Division, to the Middle East. In March 1941 it travelled for Egypt and then to Greece. Andrew led the battalion through the subsequent Battle of Greece, during which it saw little action apart from air raids and two minor engagements with the 2nd Panzer Division on 15 and 16 April at Mount Olympus. Evacuated to Crete on 25 April 1941, the 5th Brigade was tasked with the defence of the Maleme airfield.

On 20 May 1941, the opening day of the Battle of Crete, 22nd Battalion was heavily bombed and strafed, and Andrew was lightly wounded. In the battalion's war diary, he noted the bombing was worse than the artillery barrages of Passchendaele and the Somme. Andrew and the surviving elements of his battalion were withdrawn from the area to Sphakia and, after acting as a defensive cordon, evacuated from Crete.

When Brigadier James Hargest, commanding 5th Brigade, was captured on

27 November 1941, Andrew was given temporary command of the brigade the next day. He led the brigade up until 8 December 1941, including a period, from 1 to 3 December, when it was besieging Bardia and fighting off German attempts to relieve the town. He reverted to command of the battalion on 9 December 1941 but was later rewarded with the Distinguished Service Order for his leadership of the brigade. He relinquished command of 22nd Battalion in February 1942 and returned to New Zealand in response to a need for experienced officers to oversee development of home defences after the entry of Japan into the war.

Back in New Zealand, Andrew was promoted to full colonel and appointed commander of the Wellington Fortress Area. He was formally discharged from the 2NZEF in October 1943, reverting to the regular army thereafter. He continued leading the Wellington Fortress Area for the rest of the war.¹ In the immediate post-war period, he commanded the New Zealand contingent for the 1946 Victory Parade in London, and the following year attended the Imperial Defence College. He was promoted to brigadier in 1948 and appointed commander of the Central Military District. He continued in this appointment until his retirement from the military in 1952. In 1953, Andrew was awarded the Queen Elizabeth II Coronation Medal.

Andrew died on 8 January 1969 at Palmerston North hospital after a brief illness. Survived by his wife and four children, he was buried with full military honours in a ceremony at Levin RSA Cemetery, in Levin. His funeral was attended by three fellow VC recipients, including Reverend Keith Elliott, a former soldier of the 22nd Battalion, who also provided a reading. A barracks at Linton Army Camp is named after him; in Belgium, in the village of Warneton, just south of La Basseville, there is a commemorative plaque in his memory. On 31 July 2017, the 100-year anniversary of the action at La Basseville that earned him the VC, a plaque in Andrew's memory was unveiled at the Wellington railway station.

Andrew's Victoria Cross was displayed at the National Army Museum in Waiouru. In December 2007 it was one of nine VCs among 96

medals stolen from the museum. On 16 February 2008, New Zealand Police announced that all the medals had been recovered as a result of a NZ\$300,000 reward offered by Michael Ashcroft and Tom Sturgess.

The medals awarded to Brigadier Andrew are:

- The Victoria Cross
- The Distinguished Service Order
- The British War Medal
- The Victory Medal
- The 1939-1945 Star
- The Africa Star
- The Defence Medal
- The War Medal 1939-45 (with Mention in Despatches oakleaf)
- The New Zealand War Service Medal
- The Coronation Medal 1937
- The Coronation Medal 1953
- The New Zealand Long & Efficient Service Medal





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