



LONGCAST

- 10 February 23 - Navy Club
- 17 February 23 - Ngapona Assn Lunch at Swanson RSA
- 10 March 23 - Navy Club
- 17 March 23 - Ngapona Assn Lunch at Waiheke RSA
- 14 April 23 - Navy Club

Hi Folks

NGAPONA ASSN – NAME BADGES

One of the privileges of joining the Ngapona Assn is that you get issued with a personalised name badge with the Ngapona crest. We have a number of these name badges waiting to be collected, unfortunately they can't be posted because they contain a magnet. They will be available for collection at our next lunch at the Swanson RSA on Friday 17th February.

Please come along to the lunch and collect your name badge.

Look forward to seeing you there.

ALL FEMALE CREW

In a first for Port Taranaki, and what is believed to be a landmark moment for all New Zealand ports, a pilot launch or tug has been operated by an all-female crew.

Long-time Port Taranaki launch master Andrea Chadfield and recently qualified marine deck crew Aleisha Pelham reported for their first official seven-day launch vessel shift together on Thursday morning.

And while their first shipping movement was delayed twice, finally at 5am yesterday (Friday), they motored out on pilot launch Mikotahi and safely removed pilot Neill MacKean from tanker Aliakmon as it left Port Taranaki.

“It was great. We had a big northerly swell going through and had to go out and do a sweep, so there was a little bit more action than usual for an outward bound vessel. But the pilot was very happy and complimented Aleisha on her work helping him off the vessel safely,” says Andrea.

Andrea and Aleisha, whose shift includes carrying out general launch maintenance and handling all shipping movements for the week, now hope that their history-making moment will encourage other girls and women to consider a career in the maritime industry.

“It’s really exciting,” says Aleisha. “It’s been a hard and long journey for females to get into the marine industry, so it feels like we’re setting a precedent.”

“It’s amazing, really,” adds Andrea. “It’s a male-dominated industry, so I just really didn’t know if this would ever be possible – yet here we are.”



Aleisha Pelham, left, and Andrea Chadfield onboard Port Taranaki pilot launch MIKOTAHI during their first shift together.

HOW LONG WOULD IT TAKE IF NOT TOP PRIORITY?

The Maritime Union is calling for the investigation into the engine failure of an Interislander ferry to be prioritised - but the agency investigating it says it is at least 18 months away from any conclusions. The KAITAKI ferry lost its power around 5pm on Saturday with around 800 passengers and 80 crew on board. It eventually got power back and made a slow journey to Wellington, where it arrived after 9pm, followed by tugboats for precaution. Maritime Union national

secretary Craig Harrison commended the crew and captain for their management of the situation – and said an investigation into the cause should be a top priority. “As noted by Transport Minister Michael Wood, the failure of previous Governments to invest in upgrading our interisland ferries has led to an ageing fleet where this kind of problem occurs.” However, Simon Pleasant, the communications advisor for the Transport Accident Investigations Commissions, told NZME there will be a wait before the cause of the power loss can be identified. “The commission is a standing commission of inquiry. There are quite a lot of processes involved things like hearings and consultation with the sector – that in itself takes about nine months and that’s if you aren’t doing any investigation at all. “Marine investigations are taking around 18 months on average.” Pleasant said the investigation will look at things like the vessel data recorder, the voice recorder on the bridge of the ship and that interviews will speak to everyone involved. TAIC opens this type of inquiry when it believes the circumstances of an accident or incident have - or are likely to have - significant implications for transport safety, or when the inquiry may allow the commission to make findings or recommendations to improve transport safety. *Source: NZHerald*



THE CHANGING WORLD OF MCM

A specialist ship bought to support Royal Navy mine-hunting operations - a mother ship to launch drones to find and destroy undersea threats - has arrived in Plymouth. When deployed, the platform will support the safeguarding of UK waters from the threat of mines at sea, operating a range of uncrewed systems that will help keep personnel at a safe distance. Based at His Majesty's Naval Base Clyde, the 96.8 metres long vessel - the length of two Olympic swimming pools - will work side-by-side with autonomous mine-hunting systems already operated by the Royal Navy out of Faslane under Project Wilton. Purchased from Island Offshore, the vessel - currently named MV ISLAND CROWN, but due to be renamed as it joins the fleet - arrived at HMNB Devonport, where it will undergo minimal conversion work, primarily to support installation of military communication systems and Royal Fleet Auxiliary (RFA) operations, before being handed over to the RFA later this year.



ROYAL NAVY SHIPS IN NEW ZEALAND

HMS ECLIPSE

Built in Milwall in 1860 as a Cormorant class gun-vessel.

Armament: 1 7inch 110pounder breech loader; 1 68 pounder muzzle loader; 2

20 pounder breechloaders

Propulsion: Sail/Steam

Complement: 90

Length: 185 feet

Beam: 28 feet 4inches.

On the 16 Oct 1862, *Eclipse* collided with the merchant Vessel *Louise* in the English Channel. The crew of the *Louise* were rescued by the *Eclipse*. In 1863, she was sent to the Australia Station under the command of Commander Richard Charles Mayne. *Eclipse* was employed towing the river steamer *Pioneer* from Sydney to Onehunga. Unfortunately, during the voyage the two vessels collided with damage resulting to *Eclipse's* bow. Later in 1863 found men from the *Eclipse* in action in New Zealand at Meremere where the Maori were resisting the British infiltrations south. Commander Mayne led a naval brigade of 200 seamen against the fortifications with the outcome that the Maori abandoned them, a fight did not eventuate and there was no loss of life on either side.

The next stronghold to be attacked was a pa at Rangiriri which was attacked with the assistance of naval river gunboats. Again, the naval brigade saw action ashore losing five seamen killed and ten wounded. Commander Mayne was one of the wounded (shot in the leg) who was eventually invalided back to England. Lt Downes of the *Miranda* was shot in the shoulder. Assistant Surgeon Messer of the *Curacoa* was tireless in his treatment of the wounded from the battle. The remains of those who died in the battle lie in a small cemetery near the scene of the battle.

The command of HMS *Eclipse* then fell to Commander Edmund Fremantle. *Eclipse's* sailors again formed part of naval brigades taking part in further fighting in the Waikato, which included at Gate Pa where Royal Marine Sergeant Harding was to lose his life.

On the 1 September 1864 *Eclipse* ran aground at Tauranga and again on the 20 October in Wellington. A Court of Enquiry blamed one of her officers on each occasion. Once again *Eclipse* was in trouble as she was run ashore off the

coast of Australia in July 1865. Repairs cost £3,337. A Court Martial censured several of her officers. Later that year she was used to transport around 500 militia from Wanganui to Opotoki in response to the Volknor incident where a Protestant missionary (Carl Volkner) had been murdered by HauHau supporters.

HMS *Eclipse* left the Australian Station mid 1866 returning to Britain where she was paid off and broken up at Sheerness in 1867.



Regards

[Jerry Payne](#)

Editor

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