



HMNZS NGAPONA ASSOCIATION INC

LONGCAST

8 November 19 - Navy Club, Remuera Club at 1200
15 November 19 - Ngapona Assn Lunch at Grey Lynn RSA
15 – 17 November 19 – Terra Australis Conference at DNB
13 December 19 - Navy Club, Remuera Club at 1200
13 December 19 – Maritime Societies' Annual Dinner, Northern Club at 1830
20 December 19 - Ngapona Assn Xmas Lunch at Orakei RSA

Hi Folks

AOTEAROA

New Zealand's largest Navy ship was christened on Friday in Ulsan, South Korea, with Governor-General Dame Patsy Reddy naming it 'Aotearoa'.

Dame Patsy said in a statement that she was proud to be given the honour of sponsoring Aotearoa and naming her.

"Aotearoa will carry the name of our country to all corners of the world, and I'm sure the ship and her crew will bring credit to all New Zealanders," she said.

Aotearoa is the longest ship the Royal New Zealand Navy has ever had in its fleet at 176 metres long. Aotearoa will operate as a fleet tanker and a supply ship. It will be able to produce about 100,000 litres of fresh water each day.

Aotearoa will sail to New Zealand in the second quarter of 2020, where she will be formally commissioned at the Devonport Naval Base.



From left, Captain Simon Rooke, Governor-General Dame Patsy Reddy and Rear Admiral David Proctor at the ship's naming ceremony at the Hyundai Shipyard in South Korea.

TWO INSHORE PATROL VESSELS DECOMMISSIONED

Two Royal New Zealand Navy Inshore Patrol Vessels, HMNZS Pukaki and HMNZS Rotoiti, were decommissioned on 17 October at a formal ceremony at Devonport Naval Base in Auckland.

The decommissioning of the two Inshore Patrol Vessels (IPVs) was signaled in the Defence Capability Plan that was publicly released earlier this year. In the plan, the intention to remove two of the four Royal New Zealand Navy (RNZN) IPVs from service and dispose of them was explained.

Chief of Navy Rear Admiral David Proctor said operational experience with the IPVs had shown that specific tasks required of the naval patrol force were better conducted by the RNZN's larger Offshore Patrol Vessels (OPVs). "At the time of their entry into service, the IPVs provided operational capability around our coastline. But now we have a far greater need to project a presence further afield and that's something these ships simply weren't built to do," Rear Admiral Proctor said.

Constructed in Whangarei and commissioned in 2009, the four IPVs, HMNZ ships Hawea, Taupo, Rotoiti and Pukaki, have been deployed on fishery monitoring, search and rescue, border security and maritime surveillance around New Zealand's coastline and, occasionally, further afield.

Regulatory changes in 2012 resulted in operating restrictions around speed and sea states being imposed on them, although the RNZN sometimes granted a waiver. Subsequently, the RNZN assessed them as no longer being suited to the heavy seas typically encountered off New Zealand and further afield.

“The Navy identified that a better capability outcome would be achieved using the current OPVs, HMNZS Otago and Wellington, supplemented with a planned Southern Ocean Patrol Vessel in the mid-2020s,” Rear Admiral Proctor said. The two remaining IPVs would continue to play a role in providing local fishery monitoring and border protection patrols, as well as providing important Officer of the Watch training and command opportunities for junior officers, he said.

A project team has been set up to investigate disposal options for the two IPVs and to manage the process. A final decision is expected next year on the best method of disposal.

Rear Admiral Proctor was joined at the decommissioning ceremony by former Commanding Officers and crew of the two IPVs.



COULD THIS BE THE NEXT STEP FOR AUCKLAND?

ABB, a global pioneering technology leader, will jointly develop the technology for autonomous vessels and retrofit a 32-meter harbour tugboat with leading-edge digital solutions, enabling autonomous vessel operations in the Port of Singapore at the end of 2020. Upon project completion, the vessel is anticipated to be South Asia's first autonomous tug.

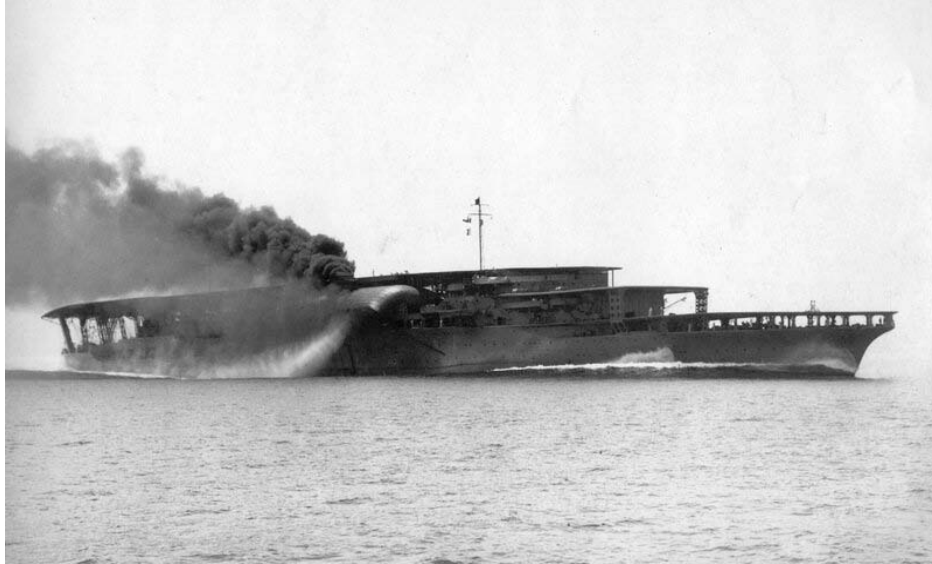
During the initial phase of the project, the vessel, operated by Keppel Offshore & Marine's joint-venture company Keppel Smit Towage, will complete a series of navigational tasks in a designated test area in the Port of Singapore, steered from an

onshore control centre. The second phase of the project will see the vessel perform autonomous collision avoidance tasks while under remote supervision. “This project is a key marker on our digital journey as it demonstrates our capabilities as a leader in intelligent shipping technology and proves the success of our Electric. Digital. Connected. vision for the maritime industry,” said Juha Koskela, Managing Director, ABB Marine & Ports. “The intent of our technology is not to entirely remove the crew, but rather to relieve the crew from the tasks that can be automated and thus enable them to perform at their best during critical operations.”

Ports of Auckland has signed a contract with Dutch company Damen Shipyards to buy the world's first full-size, fully electric port tug. The new tug, a Damen RSD-E Tug 2513 to be delivered in 2021, will have a 70 tonne bollard pull, the same as the port's strongest diesel tug Hauraki, also built by Damen.

JAPANESE AIRCRAFT CARRIERS LOCATED

Two of the four Japanese aircraft carriers sunk at the Battle of Midway during World War II have been found at the bottom of the Pacific Ocean, the Naval History and Heritage Command in Washington said on Monday this week. The wreckage of what appears to be the carrier KAGA was located Oct. 16, and that of the AKAGI was found on Sunday. The Midway atoll that gave the June 1942 battle is about 1,400 miles northwest of Hawaii. The discoveries, which were first reported by the Associated Press, rank as some of the biggest underwater historical finds in years. The sprawling battle was one of the most epic in naval history, and it left the cream of the Japanese navy as blazing wrecks. It stunned the Japanese, who were careful to hide the outcome from the public, and reversed the course of World War II in the Pacific. The discoveries, in 17,000 feet of water, were made by the Research Vessel PETREL, in conjunction with the Navy, and are part of an underwater exploration effort started by Paul Allen, the co-founder of Microsoft. The PETREL is owned and operated by Allen's Seattle-based company Vulcan Inc. Allen died last year. The PETREL has been scouring the Pacific to locate and document sunken ships of World War II and has found more than 30 vessels. Experts said they hope to find the two other lost Japanese carriers, Soryu and Hiryu.



Akagi

TERRA AUSTRALIS CONFERENCE

The conference is being held in the Naval Base at Devonport from 15 to 17 November and will include an opening session at the Navy Marae, a cocktail party at the Navy Museum and sessions within the Naval Base. The speakers will cover a broad number of topics that will be engaging for an audience with general interests in this key part of the story of global discovery and development of Aotearoa/New Zealand. The conference is co-hosted by the Friends of the RNZN Museum Trust and the Captain Cook Society and includes a generous discount for membership – the discount can also be accessed by anyone joining these organisations when registering for the conference. See attached flyer.

CAR CARRIER TO BE CUT UP

The car carrier GOLDEN RAY that ran aground and capsized in St Simons Sound while it was departing from the Georgia port of Brunswick on September 8 will be cut in place and removed, after maritime experts determined that it is not possible to safely right and refloat the vessel in a fully intact condition. A statement from Unified Command, set up by the US Coast Guard, Georgia Department of Natural Resources and Gallagher Marine Systems, said it "is developing plans to remove all of the M/V Golden Ray's hull, components and cargo by disassembling the vessel in place. "This remains a complex situation but additional information about the removal plan and the expected timeline will be shared with the public as and when available." As of October 12, it said lightering of the forward fuel oil tanks on the ship had been completed and 225,000 gallons of fuel have been removed. Efforts are still underway to remove the remaining fuel and lubricant tanks. It is estimated that the ship was carrying 300,000 gallons of fuel when it overturned, reported New York's FreightWaves.

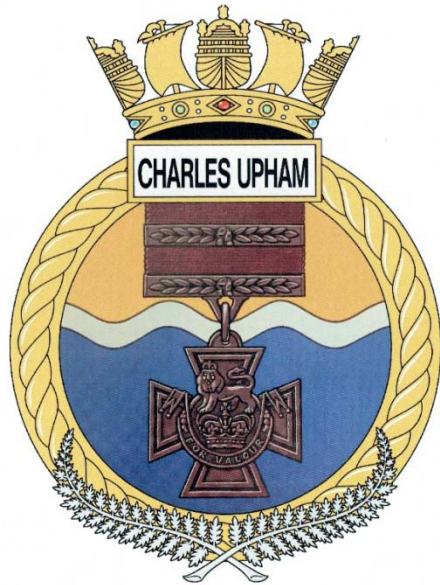


SHIP OF THE WEEK - HMNZS CHARLES UPHAM

HMNZS *Charles Upham* (A02) was a Mercandian 2-in-1 class roll-on/roll-off vessel operated by the Royal New Zealand Navy (RNZN) between 1994 and 2001. The vessel was built for the Danish shipping company Mercandia during the early 1980s, and operated under the names Mercandian Queen II and Continental Queen II. The New Zealand Defence Force had identified the need for a logistic support ship as early as the 1970s but it was not until the 1991 white paper that planning to acquire a ship commenced in earnest. Mercandian Queen II was for sale around that time, and although not as capable as the RNZN had initially specified, was purchased in 1994. The ship arrived in New Zealand in 1995 under the name *Sealift*, and was commissioned later that year as HMNZS *Charles Upham*. The ship was named for Charles Hazlitt Upham, VC* (21 September 1908 - 22 November 1994). He was a New Zealand soldier who earned the Victoria Cross in Crete in May 1941, and at Ruweisat Ridge, Egypt, in July 1942.

After some modification, the ship made two voyages to test her capabilities and determine what further work was required to make her fully operational. Significant problems with stability and seakeeping were encountered during the second voyage, and the ship was removed from service on her return. The cost of fixing the stability problems and fitting *Charles Upham* out for troop and vehicle transport was prohibitive, and the work was postponed. In the meantime, the ship was chartered to Spanish company Contenemar SA in 1998 and used to transport citrus fruit around the Mediterranean.

By 2001, the New Zealand government had decided that *Charles Upham* was unusable and should be sold. The ship was sold to Contenemar (who operated her under the name *Don Carlos*, then *Don Carlos II*), then converted into a vehicle carrier and onsold in 2009 to Indonesian company PT Pelayaran Putra Sejati.



DID YOU KNOW?

On 6 November 1947, WG (Gary) Stokes joined HMNZS *Tamaki* as a Boy Entry. Later his five sons all joined the RNZN - one a year for five years. Lyle in January 1971, Wayne in May 1972, Shane in January 1973, Brian in January 1974 and Glen in January 1975.



The brothers' Stokes
Rear (L to R) Lyle, Shane,

Front (L to R) Glen, Brian

Take care

Jerry Payne

Editor@ngapona.org.nz

021 486 013

Editor

HMNZS Ngapona Assn Inc

"There are good ships, and there are wood ships, the ships that sail the sea."

"But the best ships are friendships, and may they always be."

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