

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

1 June 20 – Queen’s Birthday
12 June 20 – Navy Club Lunch – Remuera Club (tbc)
19 June 20 - Ngapona Assn Lunch at Howick RSA (tbc)
10 July 20 – Navy Club Lunch – Remuera Club
17 July 20 - Ngapona Assn Lunch at New Lynn RSA
22 July 20 – Navy Club – Trip to Wellsford RSA

Hi Folks

A SHIP SAILS HOME – HMNZS OTAGO

This film clip is well worth watching, you may even recognise yourself or someone you know!

<https://www.nzonscreen.com/title/a-ship-sails-home-1962>

(Thanks for the heads up Mole – Ed)

NEW AUSTRALIAN OFFSHORE PATROL VESSELS

The Morrison Government’s Offshore Patrol Vessel (OPV) program has reached another milestone with the two halves of the first Arafura Class OPV coming together to form a complete hull ON 6TH May 2020.

Built by Luerssen Australia and its South Australian partner ASC, it marks the largest industrial manoeuvre at Osborne Naval Shipyard in South Australia.

Minister for Defence, Senator the Hon Linda Reynolds CSC said the Australian Naval Infrastructure (ANI) operations team manoeuvred the two mega-blocks of the ship together, weighing 1,000 tonnes in total, with only millimetres between them.

The first of the OPVs, Arafura, is planned to enter service from the early 2020’s and will conduct border protection and maritime patrol missions alongside other Australian and regional partners.

Luerssen Australia is the Prime Contractor working with key shipbuilding partners ASC in South Australia and Cvmec in Western Australia to deliver the OPV capability for Defence.

The program of 12 vessels will replace and improve upon the capability delivered by the Armidale Class and Cape Class Patrol Boats.

The Arafura class patrol vessels are 80 metres in length with a displacement of 1640 tonnes, They will have a crew of 40, a maximum speed of 20kn with a range of 4000 nautical miles.



Australian Arafura Class OPV

SHIP OF THE WEEK – HMNZS MAORI (Q409, P3570)

HMNZS *Maori* was a Fairmile B Motor Launch of the Royal New Zealand Navy. She was constructed in Auckland during the second world war for about £35,000. Originally commissioned on 20 December 1943 with pennant number Q 409, she was part of the 80th Motor Launch Flotilla. Early in 1944 she went to the Solomon Islands where she served under the operational control of COMSOPAC. In 1947 she was sold to a private buyer.

In 1953 she was repurchased by the RNZN and recommissioned as HMNZS *Maori* (P3570).

In 1963 she was sold again and became the Auckland-Waiheke ferry *Iris Moana*.

Vital stats

Length: 107 feet

Beam: 18 feet

Draft: 6.6feet

Hull: wood

Owners: North Shore ferries 1965-1981; Devonport Steam Ferry Group of Companies, 1981-late 1980s
Built by: Associated Boat Builders, Auckland in 1943
Gross tons: 147
Engines: 2 x 6-cylinder diesels, Gardner, UK
Passengers/crew: 226/3

The *Iris Moana* apparently left New Zealand for Sri Lanka sometime in 1992. On August 28, 1995, it was hijacked by naval forces of the Liberation Tigers of Tamil Eelam, (LTTE) also known as the Tamil Tigers, while transporting 144 civilian passengers and crew from Trincomalee to either Karaitivu or Jaffna. The ship was hijacked to lure the Sri Lankan fleet into an ambush.

When Sri Lankan naval forces moved in the next day to rescue the ship, LTTE ground artillery, including fire from a captured tank, and rocket propelled grenade fire sank one Super Dvora class Fast Attack Craft (FAC). A suicide ram (a small speedboat that was custom built and packed with explosives for kamikaze missions) sank a standard Dvora class FAC. It was a major Sea Tiger success and a tragic day for the Sri Lankan Navy. Most of the passengers were quickly released by the LTTE, but some of the crew were held for a couple of years because the LTTE suspected that they were members of a rival Tamil faction.

Sadly for the *Iris Moana*, she was abandoned on the beach and has become one of the many visible shipwrecks from that war.





DID YOU KNOW?

On 18 May 1996 the NZ frigate, HMNZS *Te Mana*, was laid down at Williamstown, Australia.

During the mid-1980s, the RNZN began considering the replacement of the Leander class frigate. Australia was going through a similar process and it was decided to collaborate on the acquisition in early 1987. In 1989, it was announced that Melbourne base AMECON (which became Tenix Defence) would build the modified MEKO 200 design frigate. The Anzacs are based on Blohm + Voss' MEKO 200 PN frigates, modified to meet Australian and New Zealand specifications and maximise the use of locally built equipment. The first Anzac frigate, HMAS *Anzac*, was commissioned in May 1996.

Te Mana was laid down at Williamstown on 18 May 1996 and was assembled from six hull modules. She was launched on 10 May 1997, and commissioned on 10 December 1999. Many of the components used in the ships were constructed in New Zealand. Work on options for the replacement of the frigates will begin well before they reach the end of their service life in the mid-2020s.

The two Anzac class frigates, HMNZS *Te Kaha* and HMNZS *Te Mana*, are the main fighting ships of the Navy and play a vital role in protecting New Zealand, its exports, maritime resources and those of our allies.

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