

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

25 April 20 – ANZAC Day

27 April 20 – ANZAC Day observed

15 May 20 – Ngapona Assn Lunch at Pt Chevalier RSA (tbc)

1 June 20 – Queen’s Birthday

12 June 20 – Navy Club Lunch – Remuera Club (tbc)

19 June 20 - Ngapona Assn Lunch at Howick RSA

10 July 20 – Navy Club Lunch – Remuera Club

17 July 20 - Ngapona Assn Lunch at New Lynn RSA

25 July 20 - Ngapona Assn Formal Dinner at Pt Chevalier RSA

Hi Folks

As we enter what we hope will be the final week of Level 4 lockdown you are probably finding that the novelty is now wearing off!

Unfortunately when we drop to Level 3 not many of us will see a great difference. We all need to do the ‘hard yards’ to knock this thing on the head. The final lap is always the hardest.

Stay strong and we will win.

Ed

MESSAGE FROM CHIEF OF NAVY – RADM DAVID PROCTOR

The RNZN and Alert Level 4

1. During Alert Level 4, the Royal New Zealand Navy, like all other organisations, has been adhering to NZ Government direction and guidance. This has impacted on some of our activities, however, we have maintained our commitment to essential Government outputs. We have supported the NZ fight against COVID-19 as part of OP PROTECT, and our personnel have been contributing to the all-of-Government effort through Task Group North.
2. The RNZN has been looking at what activities are able to restart at Alert Levels 3, 2 and 1 while continuing the fight against COVID-19. No matter what activities we restart, the practices we have learned to date will continue. Safety has always been, and will continue to be, an essential part of everything we do.

AOTEAROA

3. The South Korean Government's approach to COVID-19 did not involve a national 'lockdown' like New Zealand's Level 4, meaning AOTEAROA's sea trials were able to progress and were completed with overall success. There were, and remain, some challenges around getting Original Equipment Manufacturers into South Korea due to border restrictions, and the supply and logistics chain has also been impacted. I am confident the Project team is doing everything possible to minimise delays and AOTEAROA will be Commissioned into the Royal New Zealand Navy, and commence her introduction into service in New Zealand waters, in the near future.

CN wishes all our members to stay safe and take care. Ed

MESSAGE FROM CDF - Air Marshal Kevin Short (Edited)

What has NZDF been doing?

The NZDF has been active throughout the early stages of Alert Level Four, though many of the things we have been doing haven't been highly visible. That is also a reason for some optimism. That large numbers of NZDF personnel have not yet been needed to provide widespread support to New Zealanders is a positive sign that our country is coping well with the challenge of COVID-19.

Notwithstanding that, we have around 70 staff embedded across a range of Government agencies, in the main using our planning and crisis management skills to support the All-of-Government effort. These personnel have worked tirelessly, and their crucial skills have been highly valued.

More broadly, the NZDF's preparations and response planning is a community focused operation, with regionally based Task Groups established to ensure the right support can be provided at the right place, and in a timely way. We are ready to step up when needed.

In the midst of all of this, of course, we continue to deliver our core outputs. The damage of Tropical Cyclone Harold moving through the Pacific is a reminder that COVID-19 does not put 'on hold' our need to respond to other crises. Similarly, it does not remove the fact that NZDF personnel remain operationally deployed around the world. More than ever, at this time of global crisis, I thank them for their service, particularly with the challenge of being deployed away from family and friends.

How is NZDF coping?

At the time of writing this, the NZDF has had a total of 20 confirmed cases of COVID-19, of which 10 have now recovered. All positive cases have been managed by Regional Public Health, and all close contacts deemed at risk – including within the NZDF – have been notified and proactively managed. We are following all of the public health protocols around dealing with confirmed and suspected cases, and self-isolation requirements. As you would expect, we have not gone into detail of our cases because our people have a right to confidentiality around their medical issues. The small number of coronavirus cases in the NZDF has not impacted our readiness levels or our ability to support New Zealand's response to COVID-19.

Air Marshal Kevin Short
Chief of Defence Force
NEW ZEALAND DEFENCE FORCE
www.nzdf.mil.nz

SHIP OF THE WEEK – HMNZS MAKO (Q1183, P3551)

Q1183 was one of the first of the 16 Harbour Defence Motor Launches (HDMLs) to be delivered to the RNZN in 1943. Together with Q1184, she arrived in Wellington as deck cargo on the freighter SS *Frank Joseph Irwin* on 18 January 1943. They were both fitted with 6 cylinder Gray marine diesels. She was commissioned on 9 March 1943 and was the lead vessel in forming the 124th MI Flotilla at Auckland, undertaking anti-submarine patrols in the port approaches and the Hauraki Gulf northwards to Cape Brett. On 30 June 1945, she paid off in Auckland, was disarmed and placed in reserve on a mooring at Pine Island. She was re-commissioned on 15 July 1946 for fishery patrols and was reclassified as a Seaward Defence Motor Launch (SDML) in 1948 and named *Cook*. In 1949, she was renamed *Maori* and renumbered P3551 until being commissioned as HMNZS *Mako* in July 1955. On 21 August 1950 she was decommissioned and was assigned to the 'Tamaki Run'. This was transporting personnel and stores to and from the training establishment HMNZS *Tamaki* on Motuihe Island. P3551 returned to Fisheries Patrol work when she was recommissioned on 26 January 1951. During a refit in 1958 the engines of *Mako* were replaced by Foden 12 engines [each a set of paired Foden 6 engines] of 220 bhp but there was no noticeable increase in speed for the extra power produced. Radar was also fitted around this time.

Mako was transferred to RNZNVR duties in 1972. The vessel served for twelve months then was sent for a refit. In 1975 *Mako* was decommissioned and dismantled and parts used to maintain the SDMLs still in commission. She was sold into private ownership in 1976. *Mako* is now based in Brisbane and is currently undergoing a refit after a recent sale.

Interesting to note that at one stage she was owned by Keith Nicholson, current owner of ex HMNZS *Paea*.



DID YOU KNOW?

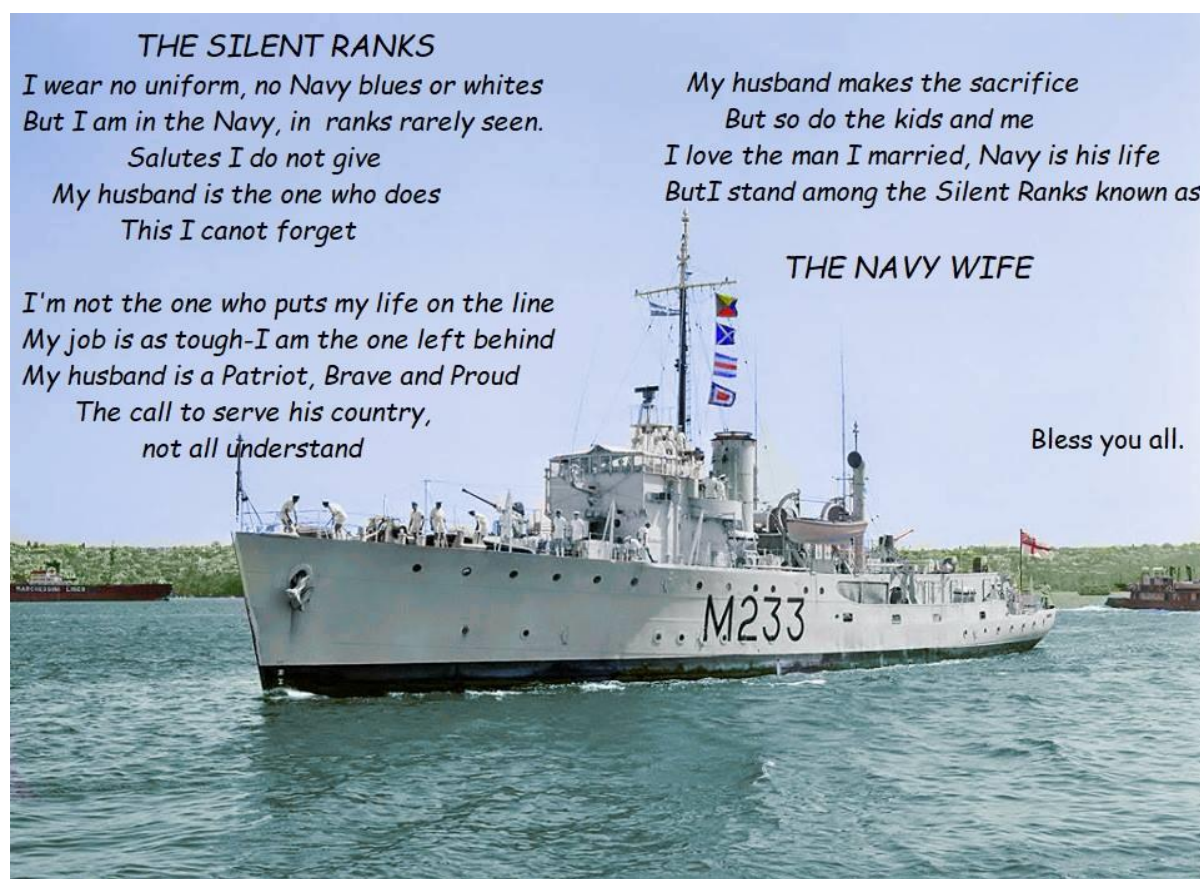
Piping Hot - this expression had its origins in the way food was collected from the ship's galley for the mess after a 'pipe' was sounded. The sooner it was collected after the 'pipe' the hotter it was.

Swinging the Lead - an expression that describes the act of wasting time. It comes from the task aboard ship of dropping a sounding weight (made of lead) over the bows to determine the depth of water. It was seen as a way to avoid the more arduous tasks involved in bringing a ship into harbour.

Bigwig - Up until the nineteenth century naval officers were expected wear a wig to emphasise their importance and their position within the Navy. The size of wig would indicate the rank of the officer hence senior officers would be called 'bigwigs' by those on the lower deck.

Flimsy - the naval connection to this term for something that is thin, weak, without substance or not up to the task comes from certificates of conduct a commander of a ship would provide for an officer who was 'turning over' or moving to another ship. This certificate was produced on a thin type of paper resembling thin film, and recorded the officer's service, rank, and comments on his conduct from the commanding officer. Hence they became known by the term flimsy.

THOUGHT FOR THE WEEK



Posted by Dennis Clayton a former AB RP

Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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