

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

9 September 21 – Merchant Navy Day - Tauranga

10 September 21 – Navy Club Lunch

17 September 21 – Ngapona Assn Lunch at Te Atatu RSA

Hi Folks

CANCELLATION

As expected, the Combined Services Day at Whangamata RSA has been cancelled.

POSSIBLE SALE OF RNZN INSHORE PATROL CRAFT

The Irish Department of Defence has confirmed that it is currently exploring the possibility of purchasing two New Zealand navy ships to be used for fisheries protection duties in the Irish Sea. The Irish Examiner understands that the ships are 'Lake Class' 55 m (180ft) inshore patrol vessels. The Royal New Zealand Navy was supplied with four of them by British shipbuilders Brooke Marine. Two have since been decommissioned. In a statement, the Department of Defence said: "A potential acquisition by Ireland of two Royal New Zealand Navy Inshore Patrol Vessels is currently being explored. No contractual agreement has been signed (as of yet), and in accordance with normal practice the Department does not comment on commercial discussions. "The ships being looked at are much smaller than the more modern vessels used by the Irish Naval Service. The navy needs larger vessels to patrol the Atlantic, particularly due to the rough weather that can be experienced there. However, the weather is not as bad in the Irish Sea and, therefore, smaller vessels like the 'Lake Class' inshore patrol boats would be ideal there. Also, and just as importantly, the New Zealand ships need smaller crews than the larger Naval Service vessels. Typically, a Naval Service ship needs a crew of around 45 personnel. The Lake Class ships can be crewed with just 25 people. Personnel shortage The Naval Service is critically short of personnel and would be unlikely to be able to adequately crew new ships of a larger size. At present, the Naval Service is short around 200 personnel of the 1,094 minimum it's supposed to have. If the purchase goes through, it is likely the ships will be permanently based on the east coast, around Dublin and Dún Laoghaire. Minister for Defence Simon Coveney wants to put the vessels on fisheries patrols in the Irish Sea in light of Brexit
Source: The Irish Examiner



CHRISTMAS PRESENTS COULD BE LATE

Several Chinese ports are facing congestion as vessels due to call at Ningbo are being diverted and cargo processing is slowed partly due to stricter disinfection measures under China's "zero-tolerance" coronavirus policy. On Tuesday, more than 50 container vessels were queuing at Ningbo port, China's second largest marine centre, Refinitiv data showed, up from 28 on Aug. 10 when a COVID-19 case was reported at one of its terminals. Leading international shipping groups have warned their clients of delays and route adjustments.

China's economy is losing momentum as a result of new coronavirus restrictions and global supply chains face further strains with the curbs adding to queues at major Chinese transportation hubs, already stretched by a resurgence of consumer spending, shortage of container ships and logjams at ports.

Source: Reuters

PLEASE SEND US YOUR PROSPECTIVE RECRUITS!

Finally, the Navy is once again actively recruiting and training reservists: both Officers and Ratings in the Maritime Trade Operations branch, as well as Legal Officers and Public Affairs Officers. A really good source of recruits are friends and family of serving or ex-Navy personnel – that's you! So please think of those you know who might benefit from the training and the opportunities to serve afforded by the Reserves. Experience shows that Reservists often stay in the Navy much longer than regular force recruits, and that the roles they take up can benefit from more life experience outside the Navy so do not limit your recruiting efforts to only school leavers and those in their twenties – although they will be very welcome too. We have also found that the pipeline to get recruited and ready for training varies with

circumstances – so it is never too soon for a prospective recruit to start the process even if they are not yet sure about when they can commit to the initial training. We'll post the odd reminder and update from time to time but please treat this now as an ongoing and standing interest from the Navy for referrals of prospective recruits This also means that Ngapona will be a busier and even more dynamic unit than it has been in recent times, with an increased need for experienced sailors and officers to support our growth – fleshing out our pyramid as we bring on JRs and JOs - so if you have been tempted to re-engage with the Navy on a part time basis this might give you the added purpose and motivation required. Email simon.aimer@nzdf.mil.nz or call the XO on 021 67 44 59 to see where the best fit with your interest and availability and the unit requirements lies.

THIS IS A WORRY

A commercial heavy lift ship that the Chinese navy temporarily converted into a small helicopter carrier last year is back in action this month, supporting army scout helicopters. Here's the chilling part for Taiwanese, Japanese and American military planners: China has access to dozens of similar ships. In wartime, any or all of them could become helicopter carriers. The People's Liberation Army Navy for decades has planned to take up civilian vessels during a crisis and press them into front-line service as auxiliaries. China's merchant marine is huge—tens of thousands of vessels strong—and Chinese law mandates that civilian managers prep their ships for wartime use. For Beijing, taking up ships from trade could solve a vexing problem. To have any chance of success during an invasion of Taiwan, the PLA might need to mobilize millions of troops and thousands of armoured vehicles.

Source: Forbes



LIGHT HOUSE OF THE WEEK – JACK’S POINT (TUHAWAIKI POINT)

Position: 44.27.0S 171.16.0E

Characteristics: FIW 10s

Range: 9NM

Structure: Cast iron tower

Tuhawaiki Point, or Jacks point, gets its name from Hone (Jack) Tuhawaiki, a Maori chief. Steering his boat through a stormy sea, while approaching Timaru, he was thrown overboard by a huge wave and tragically drowned near the rocks at the base of the clay cliffs in 1844. History reveals him to be a fascinating character, belonging to the Ngai Tahu and Kai Tahu tribes.

The Tuhawaiki Point Lighthouse was constructed on site in 1903 by the Timaru harbour board. It was built to overcome the ineffectiveness of the harbour light.

The lighthouse originally resided on Somes Island in 1866.

In 1903, the tower was fitted with an incandescent light. This was a relatively untried lighting method in New Zealand at that time. The incandescent light worked by oil vapour at high pressure being sprayed into a mantle, which once ignited produced a brilliant white light. These lights required less maintenance than oil burning lights.

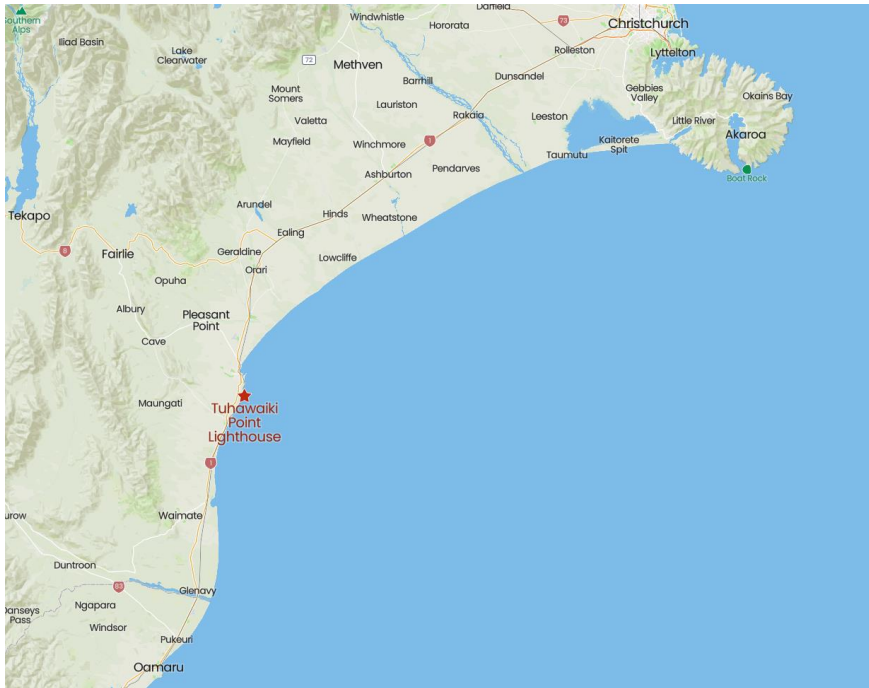
Tuhawaiki Point Lighthouse is now fitted with a flashing beacon which is illuminated by a 100-watt tungsten halogen bulb.

The light is powered by mains electricity backed up by battery power in the event of power failure.

The light is monitored remotely from Maritime New Zealand’s Wellington office.

Tuhawaiki Point Lighthouse had a sole keeper, who lived on station until the light station was fully automated in 1930. The light was maintained by harbour employees from the nearby port of Timaru.





Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

021 486 013

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