

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
8 October 21 - Navy Club Lunch
15 October 21 - Ngapona Assn Lunch at Glen Eden RSA
25 October 21 – Labour Day
12 November 21 – Navy Club Lunch
19 November 21 - Ngapona Assn Lunch at Grey Lynn RSA

Hi Folks

MESSAGE FROM YOUR PRESIDENT

The novelty of the current lock-down has now worn off and that the stress levels for some members may now have risen.

I understand that this is a time when we need to help each other. If you would like some help don't be reluctant to raise your hand.

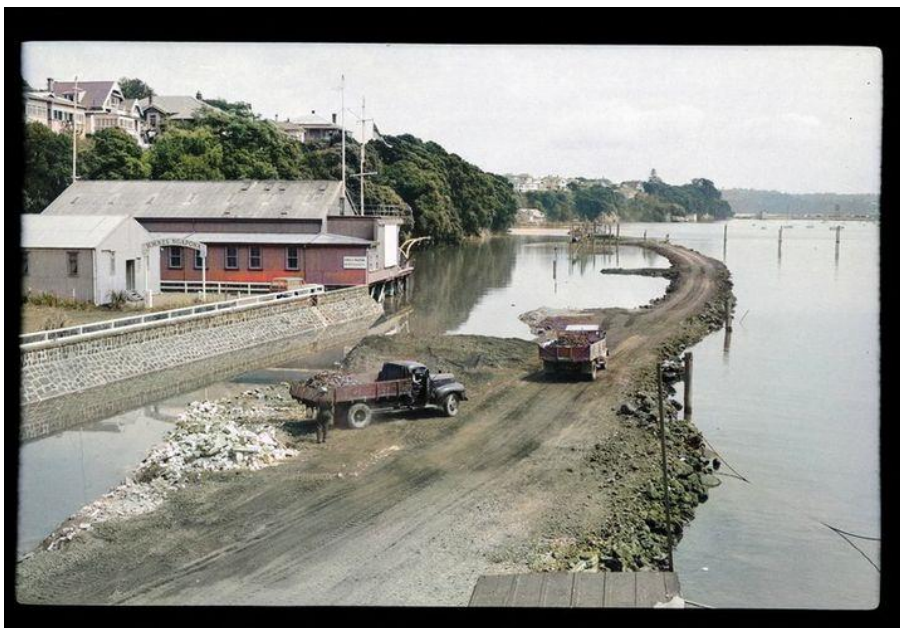
As an Association we have many contacts who can assist in many ways. Reply in confidence to this email if you need a hand, or just want someone to talk to.

Regards

Jerry

DO YOU REMEMBER

Apart from Greg Casey, does anyone remember when the ML berthed alongside?
Thanks to Deborah Paterson for the photo.



REMEMBER THOSE MCM SURVEYS?

The UK Royal Navy recently took delivery of the final one of three autonomous surface vehicles (ASVs) that were developed under a technology demonstration project intended to introduce a new series of uncrewed mine countermeasures (MCM) platforms.

The 15- by six-metre RNMB *Hebe*, named after the ancient Greek goddess of youth, has now joined sister vessels RNMB *Harrier* and RNMB *Hazard* as part of the Royal Navy's crewless mine hunting programme dubbed Project Wilton. The navy expects *Hebe* and other similar unmanned systems will completely take over the MCM role from traditional manned vessels, which will be retired from UK service within the current decade in line with the Ministry of Defence's 2021 White Paper.



MORE DELAYS

The number of ships at anchor, waiting for berth space to open up at America's two largest container ports has hit a new record today with more than 40 ships now forming queues further and further away from the terminals at Los Angeles and Long Beach. The extraordinary congestion seen at America's main two west coast ports is far worse than the port lockout days of 2002 and 2004.



NO CABLES NEEDED

PowerX will design and build an automated Power Transfer Vessel with a massive battery payload that is integrated with the ship's controls to transport offshore wind power to shore. An undersea power cable typically requires expensive construction that comes with substantial environmental impacts. Comparatively, the Power Transfer Vessel stands out as it is resilient to natural disasters, requires less time and cost for development, leaves minimal impact on the environment, and therefore is able to expand the potential of offshore wind power significantly.

Most of the world's energy is transported by ships, in the form of fuel such as oil, gas, and coal. 84.9% of Japan's power is generated by burning carbon-based fuels imported by ships). As the world shifts away from fossil fuels, the energy ship of the future will carry electricity from clean and renewable sources, replacing the fuel-carrying carbon ships of today. The very first model of the Power ARK series, "Power ARK 100" is a 100TEU trimaran specially designed for transferring renewable energy in Japan's coastal waters. Upon its completion in 2025, Power ARK 100 will carry 100 grid batteries, hence 200MWh of power (equivalent to the total electricity consumption by 22,000 Japanese households in a day). The vessel can travel up to 300km when running only on electricity and will be able to unlock long-distance, intercontinental clean power transmission when it is powered by both electricity and sustainable biodiesel fuels.



STEALTH TRIMARAN LAUNCHED FOR INDONESIAN NAVY

Stealth wave-piercing trimaran carbon fast attack craft (DNVGL Patrol Boat) KRI Golok (688) built by PT Lundin Industry Invest (also known as North Sea Boats) was launched today with a ceremony held at the shipyard in Pantai Cacalan, Jawa Timur. The fast attack craft (FAC) employs a modern "Wave Piercing" trimaran design. This allows the vessel to cut-through waves rather than rise up and over them, and the increased beam provides inherent stability. This combination of features reduces both pitching and rolling, creating a stable weapons platform, and enabling the vessel to comfortably and safely maintain higher average speeds in adverse conditions. The fast attack craft has "Stealth" design characteristics, and incorporate features that minimise detection by reducing Radar, Infra-Red, Acoustic and Magnetic signatures. Stealth properties are further improved as there are no reverse-

angle bow overhangs to reflect radar signals, as seen on conventional hull forms. The total length of the KRI Golok (688) is 62.53 meters. It has a width of 16 meters, a height of 18.7 meters, and a weight of 53.1 tons. This stealth trimaran has a top speed of 28 knots and a cruising speed of 16 knots. It is equipped with a 30 mm cannon and a 12.7 mm gun. It can carry 25 crew members. The boat made of composite material which has the advantages of high specific strength and has excellent fatigue/corrosion resistance.

The Klewang-class trimaran was designed in partnership with New Zealand based naval architects LOMOcean Design Ltd. over a period of 24 months. The ship has been designed to operate in sea states with 6-meter-high waves.



LIGHT HOUSE OF THE WEEK – KATI KI POINT

Position: 45.36.1S 170.86.4E

Characteristics: FIW 12s

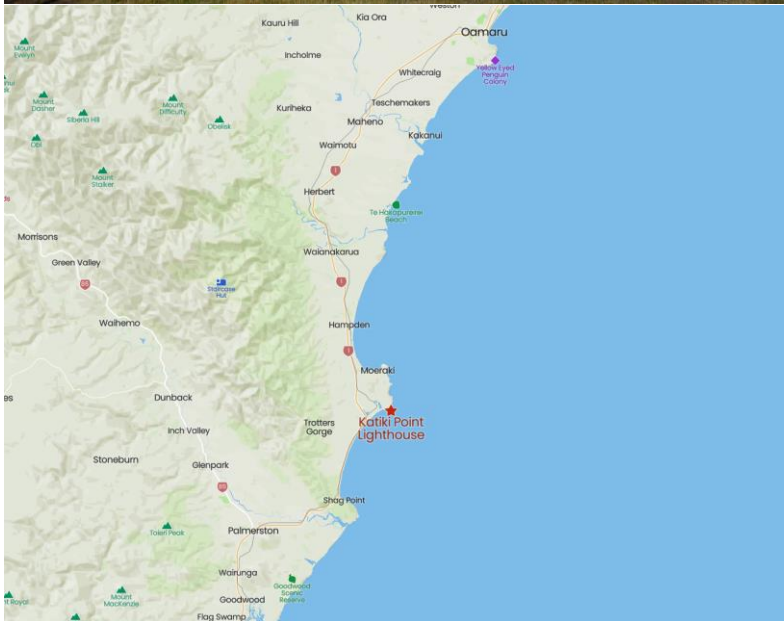
Range: 14NM

Structure: Wooden tower

The Katiki Point Lighthouse, also known as Moeraki Lighthouse, shone for the first time in 1878, following several accidents on the dangerous reefs around the area, to make the area safer for ships that sailed past on their way to Port Chalmers, Dunedin. The lighthouse was built between the settlements of Moeraki and Katiki, on the tip of the Moeraki Peninsula, which is known as Katiki Point or Moeraki Point. The point has a long history of wrecks, notably the wrecking of the ancestral waka atua on a return trip from Hawaiki, leaving some of the cargo being on the beach at Katiki, below the lighthouse. Tradition holds that the remains of the cargo are the Moeraki Boulders. Just before the light was to be lit for the first time, a storm shook the tower to the extent that the lamp glass broke. A new one had to be ordered, and the tower was strengthened, before the light was lit on 22 April 1878. The wooden tower stands 26 feet (8 m) high and 190 feet (58 m) above sea level. The light flashes on for 6 seconds and off for 6 seconds, and can be seen for 10 nautical miles (20 km). The light-emitting diode beacon is supplied by mains electricity, with a battery for standby power. The original lens operated with a 1000-watt lamp supplied by mains electricity, with a diesel generator for standby power. It can still be seen in the lantern room at the top of the tower.

The light was fully automated in 1975 and the lighthouse keeper was withdrawn. The operation of the light is now fully automatic and is monitored by a computer and Maritime New Zealand staff in Wellington. The lighthouse was restored by Maritime New Zealand in 2006.

A charitable trust - Penguin Rescue - operates from the lighthouse. Volunteers care for two penguin colonies, by monitoring the breeding and survival of Yellow-eyed Penguins as well as rehabilitating sick, injured and starving Yellow-eyed Penguins and other species such as Little Penguins, Snares Crested Penguins, Fiordland Crested Penguins, Rockhopper Penguins and the occasional Royal Penguin.



Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

021 486 013

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