

LONGCAST

20 April 22 – Navy Club visit to Waihi Beach RSA
22 April 22 - Ngapona Assn Lunch at Henderson RSA
25 April 22 – ANZAC Day
13 May 22 – Navy Club
20 May 22 - Ngapona Assn Lunch at Te Atatu RSA
6 June 22 – Queen’s Birthday

Hi Folks

Sorry this newsletter is a little shorter than usual, I have just returned from crewing a yacht from Wellington to Tauranga and have run out of time. I will give a more detailed report of the voyage next week.

Editor

NGAPONA ASSN – MONTHLY LUNCH

Our Lunch this month will be held at the Henderson RSA on Friday, 22nd April. This is a week later than usual due to Easter Weekend. We have arranged a guest speaker this month, Teresa Cousins, who will speak about Veterans Affairs, and the support that is available to you. This is an important topic and there will be plenty of opportunities for questions.

RN SAIL TRAINING FACILITY

The British Army is about to take command of military’s sail training site. The centre had been run by the Royal Navy, offering trips out to sea for personnel from all three arms of the military.



The Royal Navy has relinquished command and the Army is taking over. In its Golden Jubilee year, command of the Joint Services Adventure Sail Training Centre has today been transferred from the Royal Navy to the Army. It is hoped the landmark change will ensure the future of the Gosport-based facility. The Army is looking to get things back on track after the coronavirus pandemic hit the centre hard.

The centre is now pledging to redouble its adventurous sail training – starting in local waters and gradually building back up to more challenging trips.

4000 students can come through the centre each year – using 32 various classes of yacht.

Although the Army now commands the site, it remains open to personnel from all three services, as it has done for the last 50 years.

The facility has operated from Gosport since 1972 and remains one of the largest providers of sail training in the world.

EX HMNZS KAHU FOR SALE

It's not uncommon for former military vessels to be converted after a lengthy service so that they can gain a second life as pleasure crafts. M/Y Kahu, built in 1979 at Whangarei Engineering & Construction, was only used to patrol missions before it went on a different path decades later. In 2011 it underwent an extensive refit at Fitzroy Yachts after being purchased by the shipyard's owner with the purpose of turning it into a premium family explorer.

The refit of the "Moa" class vessel with a length of 122 feet (37 meters) added to approximately 100,000 hours. Its owner at the time, Peter White-Robinson, told Superyacht Times that in addition to the upgraded electronics and navigation system, Kahu boasted a lot of new equipment, including stabilizers, a third generator, and a sewage treatment plant.

In terms of performance, the results were impressive – the former Navy vessel increased its range from 1,300 miles (2,000 km) to 8,000 (12,870 km) at a speed of 8 knots (9 mph/14.8 kph), with a fuel capacity that was almost double.

In terms of design, although all of its six cabins remained below deck, they were equipped with bathrooms and beautifully decorated. The galley became an ultra-modern family kitchen, and guests were able to enjoy a generous salon and a jacuzzi. But the fresh luxury yacht didn't get to explore too much before it was sold

once again due to the shipyard and its owner's financial troubles.

Now, a decade later, it's headed for auction. It turned out that its exploring capabilities were being used for all the wrong reasons - last year, it was intercepted in international waters, and its crew was arrested in a counter-narcotics operation.

Sadly, the ship that was initially a patrol boat had become the exact opposite.

As the owner who was using it for illegal activities is now awaiting a sentence in the UK, Kahu is getting ready to go under the hammer. With an estimated worth of \$1.3 million (£1 million), this venerable ship will hopefully gain back its dignity.





CAPT BLYGH R.N.

Trial of *Bounty* Mutineers

12 Sept 1792. HMS *Duke Portsmouth*. The court martial of the *Bounty* mutineers is held with Captain Bligh absent. Eleven Captains were on the adjudication panel. The ten mutineers would stand trial together. A person was considered guilty of mutiny in those times whether or not a man actively participated or took no action to oppose, the mutiny. If convicted, the sentence would be death.

Without Bligh being present, the court could only use his report by which to put the case for the prosecution. Key witnesses for the prosecution were *Bounty* loyalists. In the event, the four who were detained on board the *Bounty* against their will, Norman, McIntosh, Coleman and Byrn were acquitted. For three others, Burkett, Millward and Ellison, the evidence against them was damning. They were found guilty.

Morrison, Muspratt and Heywood, after due regard to the evidence and in consideration of 'various circumstances', were acquitted.

29 Oct 1792. Burkett, Millward and Ellison are hanged aboard. HMS *Brunswick* at Portsmouth.

Midshipman Heywood remained with the Navy. He was granted his first command at age 27 and Post Captain at age 31. He retired after 29 years of honourable service as a hydrographer. It is interesting to note that one of the Captains who supported his early promotion to lieutenant was Captain Hugh Cloberry Christian, a relative of Fletcher Christian. Christian also had a successful career reaching the rank of Rear Admiral.

Heywood was to make what were to be described as 'beautifully drafted charts' of the eastern coasts of Ceylon and India and similarly for the coast of Morocco, the River Plate, parts of Sumatra and North West Australia. His skill may well have been a result of Bligh's teaching.

(to be continued)



Admiral Hood who presided over the Court Martial onboard HMS Duke in Portsmouth

Regards

Jerry Payne

Editor

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