



LONGCAST

- 10 March 23 – Navy Club
- 17 March 23 - Ngapona Assn Lunch at Waiheke RSA
- 2 April 23 – Daylight Saving ends
- 7 April 23 – Good Friday
- 10 April 23 – Easter Monday
- 14 April 23 – Navy Club
- 21 April 23 – Poppy Day
- 21 April 23 - Ngapona Assn Lunch at Avondale RSA
- 25 April 23 – ANZAC Day
- 12 May 23 – Navy Club

Hi Folks

We had a great turnout for the lunch at Swanson last Friday. Good to see some of our less-regular members there. Swanson always puts on a great meal. Our next lunch is at the Waiheke RSA on Friday 17 March. This is one of our most popular events, make sure you make a note in your diary now. Watch out for travel details in the next newsletters.

NEW RESEARCH VESSEL FOR AUSTRALIA

The Australian Institute of Marine Science (AIMS) has selected Glosten and

One2three Naval Architects to design their new state-of-the art research vessel. The Glosten-led team includes One2three Naval Architects from Sydney and Maritime Survey Australia (MSA) from Melbourne. The new vessel will be bigger and more capable than its predecessor, with a larger working deck, room for more scientists on board, and the ability to act as a multi-technology and sensor platform, coordinating a range of autonomous systems. The design team will produce three concepts for consideration by AIMS, including multi-hulled options. “Our research vessels are integral and essential to Australia’s marine research capability, giving our scientists access to the diverse habitats that make up our remote and extraordinary tropical waters and enabling them to conduct experiments at sea,” said AIMS CEO Dr. Paul Hardisty. The new research vessel will replace the R/V CAPE FERGUSON , which joined AIMS’ research fleet in 2000 and has been the work horse of AIMS’ field research and monitoring programs in northern Australia. It has typically travelled more than 15,000 nautical miles annually, during more than 270 days at sea each year, but is now at the end of its operational life.

Source: maritimeeconomy



USN SHORT OF PARTS

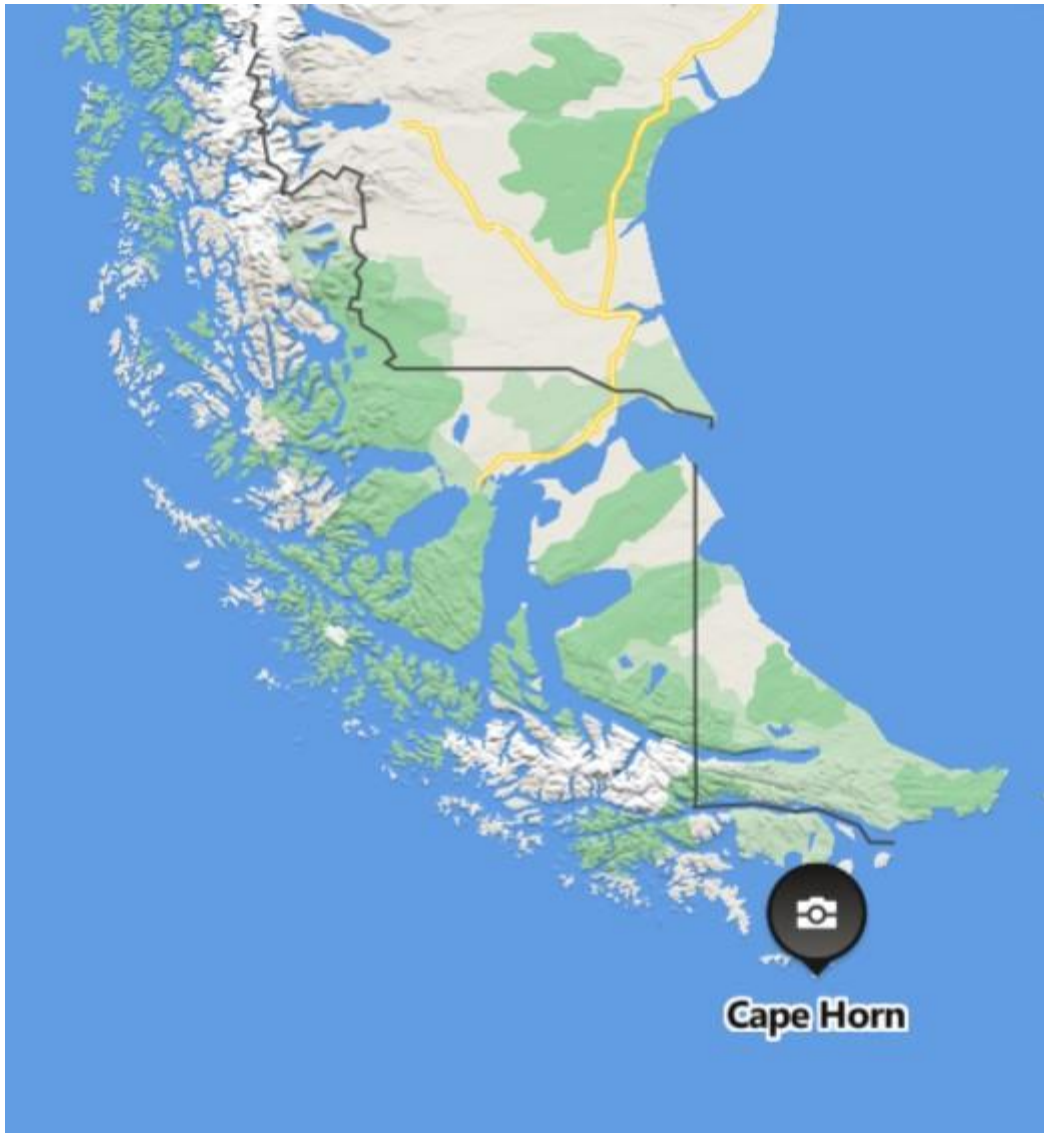
Shortages of spare parts is driving US sailors to take more and more parts from other ships. The US Navy is so short of spare parts that crews are increasingly taking a drastic step: Cannibalizing parts from some ships to keep other ships going. The result is more ships that are down for maintenance and unable to perform their missions, according to a report submitted to Congress by the Government Accountability Office. The spare parts shortage only exacerbates

an already dismal Navy maintenance situation, with overburdened and understaffed shipyards unable to perform necessary overhauls on schedule.

Source: businessinsider

CAPE HORN

Cape Horn (Spanish: Cabo de Hornos,) is the southernmost headland of the Tierra del Fuego archipelago of southern Chile, and is located on the small Hornos Island. Although not the most southerly point of South America (which are the Diego Ramírez Islands), Cape Horn marks the northern boundary of the Drake Passage and marks where the Atlantic and Pacific Oceans meet. Cape Horn is the southernmost headland of the Tierra del Fuego archipelago of southern Chile and is located on the small Hornos Island. It marks both the northern boundary of the Drake Passage and where the Atlantic and Pacific Oceans meet. Cape Horn was identified by mariners and first rounded in 1616 by the Dutchman Willem Schouten and Jacob Le Maire, who named it Kaap Hoorn after the city of Hoorn in the Netherlands. For decades, Cape Horn was a major milestone on the clipper route, by which sailing ships carried trade around the world. The waters around Cape Horn are particularly hazardous, owing to strong winds, large waves, strong currents and icebergs. The need for boats and ships to round Cape Horn was greatly reduced by the opening of the Panama Canal in August 1914. Sailing around Cape Horn is still widely regarded as one of the major challenges in yachting. Thus, a few recreational sailors continue to sail this route, sometimes as part of a circumnavigation of the globe. Almost all of these choose routes through the channels to the north of the Cape. (Many take a detour through the islands and anchor to wait for fair weather to visit Horn Island, or sail around it to replicate a rounding of this historic point.) Several prominent ocean yacht races, notably the Volvo Ocean Race, Velux 5 Oceans Race, and the solo Vendée Globe and Golden Globe Race, sail around the world via the Horn. Speed records for round-the-world sailing are recognized for following this route.



ROYAL NAVY SHIPS IN NEW ZEALAND

HMS FALCON

Built in Plymouth Dockyard and commissioned 30 March 1855. A Cruiser class sloop.

Armament: 1 32 pounder gun. 16 32 pounder carriage guns.

Propulsion: Sail/Steam

Length: 160 feet

Beam: 31 feet 10inches.

HMS *Falcon* served in the Baltic Sea during the Crimean War participating in the blockade off the coast of Courland. She transferred to the North America and West Indies Station serving there until 1857. *Falcon* refitted in Portsmouth in 1858 and was involved in the rescue of survivors from the troopship *Eastern Monarch* which had exploded off Spithead. She joined the West Africa Station from 1859 to 1862 participating in an attack on the king of Baddibo, bombarding Saba and capturing the town in February 1862. The crew suffered six killed and 15 wounded during this action. After refitting in Portsmouth during 1863 she transferred to the Australia Station.

HMS *Falcon* participated in the New Zealand Wars. She assisted in the transfer of troops from Auckland to Tauranga in preparation for the attack on Gate Pa and many of her ship's company were to form part of the Naval Brigade attacking this fortification. *Falcon* participated in the bombardment of Tai Rawhiti.

HMS *Falcon* departed the Australia Station in November 1867. She was paid off in the UK in 1868 and was sold for breaking up at Plymouth in 1869.



HMS CORDELIA

Built at Pembroke Dockyard and commissioned 11 April 1857. A Racer Class sloop.

Complement: 120

Armament: 1 32 pounder pivot gun; 10 32 pounder carronades

Propulsion: Steam, sail

Length: 151 Feet

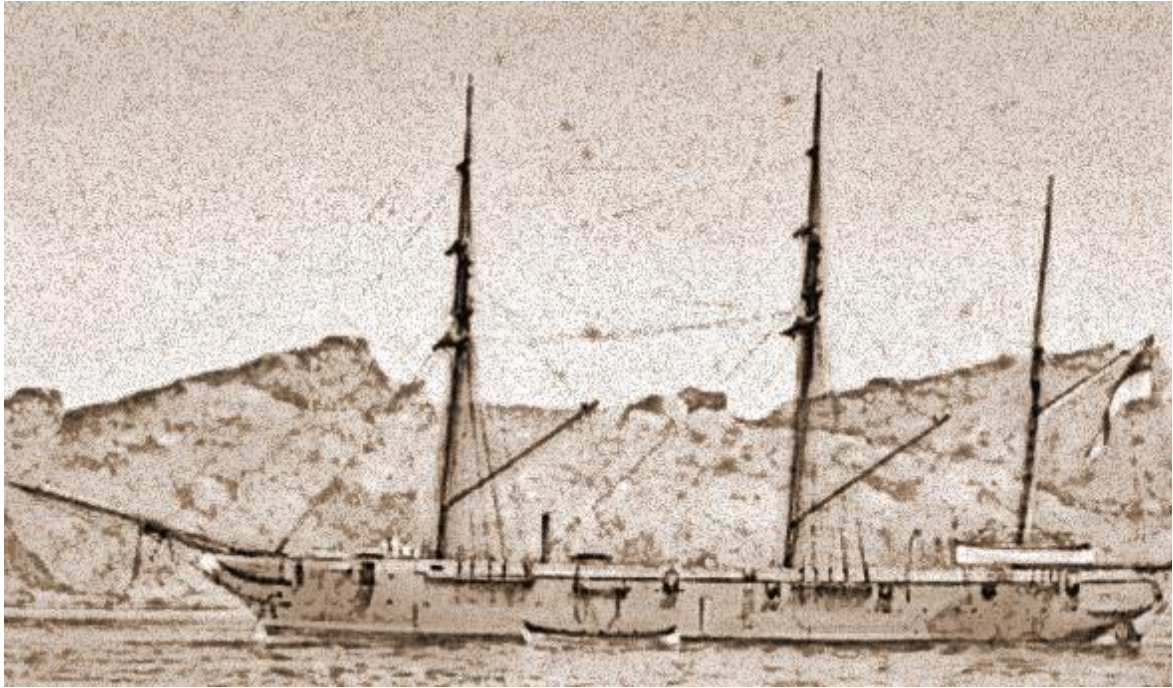
Beam: 29 feet 1 inch

Displacement: 861 tons

Powered by sails rigged as a Barque, and a 2-cylinder horizontal, single-expansion engine driving a single 10 ft (3.05 m) diameter screw achieving some 10 knots in speed. The 'Barque', or 'Bark's' main identifying feature is the rigging of the sails. The rear mast sails are rigged in line with the ship whereas the main masts are rigged with square set sails running at right angles to the line of the ship, or keel.

Commissioned under the command of Commander Charles Harcourt-Vernon and initially set to the East Indies Station until being assigned to the Australia Station in 1859. Saw service in the First Taranaki War in 1860. This war erupted over the sale of land at Waitara. During the conflict some 3500 imperial troops were involved as well as local militia. *Cordelia* returned to Plymouth in April 1862. Recommissioned June 1864 and served in the North American and

West Indies Station. Sold 12 May 1870 for breaking up at Plymouth.



Regards

[Jerry Payne](#)

Editor

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