

HMNZS NGAPONA ASSOCIATION INC

LONGCAST

20 September 19 - Ngapona Assn Lunch at Tauranga RSA
11 October 19 – Navy Club, Remuera Club at 1200
18 October 19 - Ngapona Assn Lunch at Glen Eden RSA
18 October 19 – Trafalgar Day Luncheon at Te Atatu RSA
8 November 19 - Navy Club, Remuera Club at 1200
15 November 19 - Ngapona Assn Lunch at Grey Lynn RSA
15 – 17 November 19 – Terra Australis Conference at DNB
13 December 19 - Navy Club, Remuera Club at 1200
13 December 19 – Maritime Societies' Annual Dinner, Northern Club at 1830
20 December 19 - Ngapona Assn Xmas Lunch at Orakei RSA

Hi Folks

FINAL CALL

The Ngapona Assn September lunch will be held in the Tauranga RSA at Greerton this Friday, 20th September.

If you have not already made a booking for transport there may still be a spare seat.

Please phone Richard Maddix **021 369 904** or **09 278 7789** or email richardmaddix@gmail.com as soon as possible.

Transport will leave from the Birkenhead RSA at **0745** and the Remuera Club at **0815**. Don't be late because we can't wait.

To those who are in Tauranga, or are making their own way down, see you there about 1200.

TRAFALGAR DAY LUNCHEON HAVE YOU REGISTERED YET? - DO IT NOW

To all matelots past and present, who have served under any of the white ensigns. The President and Quarterdeck Division of the Te Atatu Memorial RSA will host a luncheon on Friday 18 October 2019 to celebrate in true naval fashion the 214th Anniversary of the Battle of Trafalgar and you are invited to attend. See the attached Registration Form for further details. Please note this luncheon is restricted to 100 attendees and applications close Friday, 4th October 2019.

Don' miss out!

(See attached application form)

COULD THIS HAPPEN IN NZ WATERS?

The U.S. Coast Guard is leading the investigation into what caused the South Korean ship **GOLDEN RAY** to capsize early Sunday soon after it departed the Port of Brunswick, about 70 miles south of Savannah in the USA. The ship's pilot and 23 crew members were all safely rescued, including four men trapped for 36 hours before they could be extracted through a hole drilled into the hull. Measuring 656 feet long and 83 feet wide, the **GOLDEN RAY** is roughly the size of a 70-story office building. Such vehicle carriers tend to be ungainly and bulky, making them "like a floating shoebox," said Joseph Murphy, a retired ship captain and professor of marine transportation at Massachusetts Maritime Institute. Keeping those ships upright requires a balancing act that involves distributing the weight of its cargo and fuel as well as water in the ship's ballast tanks, which fill to add weight and help lower a vessel's center of gravity.

Coast Guard Capt. John Reed has said the **GOLDEN RAY** was making a turn before it capsized. Satellite data recorded by the ship-tracking website Marine Traffic shows an inbound ship passing the Golden Ray around the same time it overturned in St. Simons Sound. If the ship was turning at a high enough speed, the **GOLDEN RAY** may have listed just enough to set off a chain reaction of events that ultimately pulled the ship down, said Brandon Taravella, a professor of at the University of New Orleans' school for naval architecture and marine engineering.

The **GOLDEN RAY**, capable of carrying 7,400 cars was built in 2017 and set sail under the flag of the Marshall Islands, according to the Hyundai Glovis and industry sources. Among the 4,200 vehicles carried, 20 percent are believed to be Kia Motors manufactured from a Georgia plant headed for the Middle East and rest in other finished cars assembled in the United States.



SHIP OF THE WEEK - HMNZS ARBUTUS

Like her sister ship, HMNZS *Arabis*, HMNZS *Arbutus* was a Flower-class anti-submarine escort and was gifted to the NZ Government by the British War Cabinet. *Arbutus* was laid down in May 1943 and launched at the George Brown & Co shipyards at Greenock, Scotland on 26 January 1944. She was commissioned into RNZN service on 16 June 1944 and was completed by 5 July 1944.

The workup period for *Arbutus* was completed by 23 July 1944 and she sailed for New Zealand on 1 August 1944.

She reached New Zealand via the Panama Canal, San Diego and Fiji where south of Viwa Island she was run aground on a shoal on 7 October 1944. She was doing at 15 knots at the time the shoal was struck and it caused major damage to the ship including the loss of the rudder. Two United States Navy vessels rescued her and took her under tow to Suva where HMNZS *Aroha* took her on 20 October 1944 for Auckland. Close to Auckland, the tugboat William C. Daldy took on the tow and she arrived in Auckland on 27 October 1944. The commanding officer was court-martialled for the incident. *Arbutus* was taken to Lyttelton where she was repaired by April 1945 and returned to Auckland early May 1945.

In April 1948, she left New Zealand in company with *Arabis* and sailed via Australia, Singapore and the Mediterranean, arriving in Portsmouth on 29 June 1946. The ship's company used her as accommodation while they commissioned the Loch-class frigates. HMNZS *Arbutus* was paid off from RNZN service in September 1948 and she was broken up in 1951.

A design for the ships badge was created by HMNZ Dockyard in 1947 and although it was approved it was never formally adopted.



DID YOU KNOW?

On 16th September 1966, HMNZS Waikato was commissioned. To help celebrate the commissioning, Waikato Breweries donated 40 dozen bottles of beer to the ship's company.



CORRECTION

Many thanks to all those who noticed my error in last week's 'Did You Know?' . At least I now know that many of you read my ramblings right to the end.

Take care

Jerry Payne

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Editor

HMNZS Ngapona Assn Inc

"There are good ships, and there are wood ships, the ships that sail the sea."

"But the best ships are friendships, and may they always be."

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