



LONGCAST

- 12 May 23 – Navy Club
- 19 May 23 - NGA Assn Lunch at Pt Chev RSA
- 5 June 23 - Monarchs Birthday
- 16 June 23 - NGA Assn Lunch at Henderson RSA
- 9 July 23 - Ngapona Assn AGM at Birkenhead RSA
- 21 July 23 - Lunch at the Bays Club

Hi Folks

CEREMONIAL GUN SALUTE

On Sunday 7 May 23 at 1200, a Royal 21 Gun Salute was fired from the Philomel Training Jetty for His Majesty King Charles III Coronation.

GOD SAVE THE KING

KAITAKI FAILED COMPONENT

The KAITAKI, with 864 people on board, lost power to all four engines on January 28 and was blown a nautical mile towards the rocky south coast of the North Island. A preliminary report into the failure aboard Cook Strait ferry the Kaitaki has found the less-than-\$1000 rubber component that failed and sent nearly 900 people drifting towards a rocky coast was 18 years old and overdue for replacement. The Transport Accident Investigation Commission (TAIC) is investigating the January failure of the Interislander ferry's four engines but, with those findings still long away, it on Friday issued a preliminary report in the interests of safety. The report shows that Interislander replaced all dodgy parts on the Kaitaki after the January mayday on Cook Strait but expressed concern that similar parts remain in operation on other ferries "that

do not meet the manufacturer's guidance and are at increased risk of failure". This is denied by KiwiRail, which insists it is now working within manufacturer guidelines. Anchors were deployed and a mayday was issued, triggering a large emergency response. Engineers on board managed to start engines and the escorted ship limped into Wellington Harbour. The TAIC report found the root cause of the problem was a rubber expansion joint which ruptured in the cooling system. The part was manufactured in 2005 but installed on the KAITAKI in 2018. It was two months overdue for replacement. The captain and crew of Cook Strait ferry the KAITAKI took charge when the Interislander ship lost power in late-January.

Source: Stuff



New and old coupling

DIFFERENT MAKEUP FOR THE RAN

Australia's Defence Strategic Review (DSR) has effectively postponed decisions on the future makeup of the Royal Australian Navy (RAN), pending the outcome of a new surface combatant review. The review isn't expected to report until September this year but the Australian Minister for Defence, Richard Marles, has already hinted at a major shakeup of the surface fleet. Speaking to reporters after the release of the DSR, Marles said that there were two main takeaways from the review. He noted that with the switch to nuclear powered submarines (SSNs), the currently envisioned fleet would need changes as it was designed to operate alongside diesel-powered ones (SSKs). This is understood to refer to a shift of navy-wide antisubmarine warfare (ASW) capabilities from the surface fleet to the more capable SSNs. Marles also commented on the DSR's finding that Australia needs to embrace a two-tiered system of surface combatants, suggesting that there is a global trend towards a larger number of smaller ships: "The surface fleet, as it's currently constructed, was determined at a time when Australia was still pursuing an [SSK]. Now that we are going to be operating [SSNs] that is a dramatically different capability, and it obviously has some implication in terms of the overall structure of the Navy.... The second is that the DSR has observed that navies around the world are moving in the direction of having a larger number of smaller vessels. Now, with those two ideas in mind, we are thinking about the long-term structure of our surface fleet [into the 2030s]." The ambition to move towards smaller and less ASW-focused warships seemingly challenges the survival, at least in its current state, of the nine-ship Hunter-class frigate program. The Hunter is both a large warship and an ASW focused one. If the impending review aligns with the Defence Ministers' comments, and there is no reason to suspect otherwise, these traits are both liabilities for the program. Nevertheless, at least for now, work will continue on the Hunter with Marles reassuring

journalists that “current work” underway in Osborne will continue.

QUEEN ANNE LAUNCHED

Carnival Corporation’s tradition-steeped U.K. luxury cruise brand Cunard celebrated a major milestone yesterday with the float out of its newest ship, *Queen Anne*, at the Fincantieri Marghera shipyard in Venice, Italy.

The 249th ship to sail under the Cunard flag, *Queen Anne* officially touched water for the first time exactly 365 days before she is scheduled to set sail on her maiden voyage to Lisbon on May 3, 2024.

Based on the Holland America Line Pinnacle-class platform, the 14-deck cruise ship measures 322.51 meters (1,058.1 feet) long by 35.60 meters (116.8 feet) beam and will carry up to 3,000 passengers.

The float out completes the first comprehensive phase of construction the new Cunarder which now transitions to focus on building the ship’s luxury interiors.



BANKRUPT RETAILER FILES COMPLAINT

Continuing the ongoing complaints from shippers against carriers over the service problems during the past few years, bankrupt retailer Bed Bath & Beyond has filed a blistering complaint against Orient Overseas Container Line (OOCL) and OOCL (Europe) with the Federal Maritime Commission (FMC). Saying the retailer was “coerced,” “exploited” with price inflation in container shipping, and “deliberately” denied space, Bed Bath and Beyond details more than \$25 million in excess costs above its contracts and approximately \$6.4 million in D&D fees it contends resulted by OOCL’s business practices between 2020 and 2022. While retailers and shippers have filed FMC complaints over the failure of the carriers to provide service under their contracts or excessive detention and demurrage (D&D) fees, Bed, Bath & Beyond comes out swinging in its complaint alleging systematic failings, deliberate acts, coercive behavior forcing premium pricing, and a shipping company in a “profit-maximizing frenzy,” during the surge in container volumes over the past three years. Once a popular retailer at the beginning of 2020, the company was operating nearly 1,000 Bed Bath & Beyond stores and a total of 1,500 retail stores in addition to its robust online business. Issues that had been building for years in its business were compounded by the pandemic. In 2018-2019, the company slipped into the red reporting losses that continued to mount until April 23, 2023, when it filed for liquidation under U.S. bankruptcy laws. Bed Bath & Beyond reported as of

November 2022 it had \$5.2 billion in debt.

Source: MAREX

NAVAL AUXILIARY PATROL SERVICE

Z14 WAIRUANA

Skipper, W. R. Miller, Deputy Skipper, W.S. Robertson, who became Skipper from October, 1942. Crew: K. Hedlund, F. H. Chapman, G. Nicholson, F. Vaughan, C. Myers, J. Douglas, G. Wilson, M. Smith, J. Young, G. Wilson, M. Smith, J. Young.

Carried out regular Boom Patrol and many other commissions. The Skipper says his crew were very good at times and that the ship was capable of a speed of ten knots with a clear run downhill. One rough night some City Fathers and high Navy and Army Officials did not enjoy a trip in her.

(From NAPS Booklet)



Z15 REHIA

Rehia Z15 is a 36' launch designed and built in 1939 by Colin Wild, a well-known wooden boat craftsman¹². It was launched on 26th January 1939 for Gordon Bartleet but was bought by Frank Pidgeon of the Ace Tyre Co shortly after¹. Rehia has found new owners after an extended spell on time and is undergoing a rolling restoration since changing ownership back in late 2021³⁴. I hope this helps. Let me know if you have any other questions. Received message. Rehia Z15 is a 36' launch designed and built in 1939 by Colin Wild, a well-known wooden boat craftsman. It was launched on 26th January 1939 for Gordon Bartleet but was bought by Frank Pidgeon of the Ace Tyre Co shortly after. Rehia has found new owners after an extended spell on time and is undergoing a rolling restoration since changing ownership back in late 2021.

Skipper, Frank Pidgeon, who handed over to Skipper Ron Hunt when he departed for Christchurch; Deputy Skipper, Arthur Bourke. Crew: Gordon Murray, Bob Nicholas, Max Taylor, Max Colebrook, Murray Walbran.

This ship has served both at Boom Patrol and Boom Control. It is

rumoured they are a nice team of boys, usually looking their best when the Baroona passes. A small ball game takes place occasionally, and as for cooking, butter and honey are useful, but no one has anything on the Supa Rhubarb King. A Special Xmas Fund is now under way, and if reports are bona fide some startling records have been pulled off.

(From NAPS Booklet)



Z16 WHITE HEATHER

Skipper: Bill Hillson, Deputy Skipper: Fred Rogers, Crew: Tom McKnight, John McKinnon, Merv Olsen, Ross Norgrove. Crew transferred to Z13 Defender when boat was sold.

Very little else can be found about this launch.

Z17 PAIKEA

PAIKEA was launched on 26th January 1921. She was fitted with a 120-150hp Model M Van Blerck 6-cylinder petrol engine (not a straight-eight Packard as is often said). Paikea had Chas. Collings' "concave-convex" type of hard chine design which he made famous with his various Fleetwings and whale-chasers. Indeed, she was a refinement of the Fleetwing whose image appears in the Collings & Bell section of Waitemata Woodys. She was good for 20 knots and can still do it with her present big Iveco/Fiat as Harold Kidd experienced at Sandspit. He commented she goes like hell and stable with it. Alf Court sold her to Hec Marler in 1925 and he sold her to R B & S S Wilson just pre-WW2. She was in NAPS during WW2 as Z17.



Regards

[Jerry Payne](#)

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