



LONGCAST

- 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

NGAPONA ASSN MONTHLY LUNCH

Our lunch this month is this Friday at the Pt Chev RSA. There is a new caterer since we had our last lunch there and I am reliably informed that the food is excellent. Look forward to seeing you there.

MEMBERSHIP OF THE NGAPONA ASSN

Full membership is open to serving and ex members of HMNZS Ngapona. Associate membership is open to all others who have an interest in nautical affairs (subject to approval by the Executive Committee.) Join us for the comradery enjoyed by our members. Joining fee is only \$40.00 and no annual subscription.

Membership for serving members of Ngapona is free. Refer www.ngapona.org.nz The Ngapona Association Annual General Meeting is going to be held at the Birkenhead RSA at 1500 on 9 July 23. The Assn. will have small eats available. All Ngapona Reserve Personnel who are Assn. Members are encouraged to attend. Any other personnel posted to Ngapona are also invited. It is a good opportunity to join for some kai and come and meet the Assn. and join. It's free for serving members of Ngapona!!!

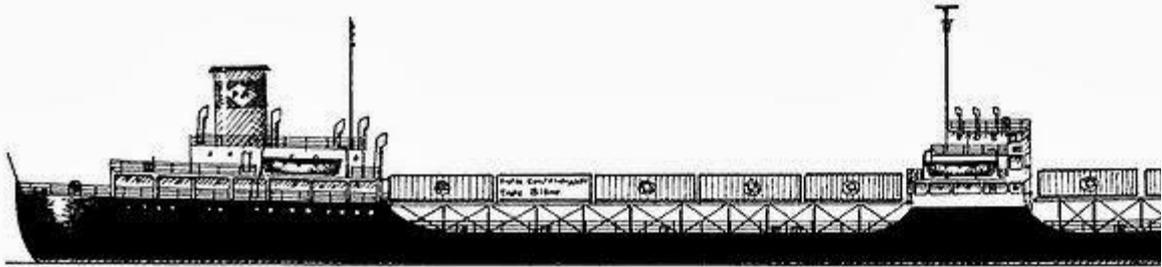
HMNZS PEGASUS 95TH ANNIVERSARY DINE & DANCE

The HMNZS PEGASUS Ships Fund intends to hold a Dine & Dance at the Redwood Hotel, Main North Road, Christchurch on Sat 10 June 23 to commemorate their 95th Anniversary. Tickets are \$50.00 per person and include a 3-course meal, band, and a drink on entry. Tables are available for larger groups (10 or 6 seats) and it is open to members of the NZDF, and their partners and friends as well as ex RNZN/Naval Reserve personnel. The Redwood Hotel has accommodation attached (\$120.00 - \$140.00 per night) plus a bar and restaurant. Rig – Formal/Semi Formal (Mess Kit can be worn + fancy dresses). It is also planned to have a silent auction available. Pegasus advise they have already had some good prizes provided. Tickets will be available from 1 May. Register your interest with numbers to Dianne.Fowler@nzdf.mil.nz ASAP and you will receive information regarding payment in due course.

SIXTY-SEVEN YEARS AGO

IN the last week of April, the shipping community remembered the invention of the shipping container, one of the biggest milestones in modern maritime history, noted Fort Lauderdale's Maritime Executive. "On April 26, 1956, the first commercial containership, the IDEAL X, made its maiden voyage from Newark to Houston. It was a culmination of a revolutionary business idea by the trucking tycoon Malcolm McLean, who at the time was looking to develop a low-cost freight business. Mr McLean's journey in the logistics industry began in 1934, when he formed the McLean Trucking Company as a sole driver moving gasoline to a service station he managed in Red Springs, North Carolina. By 1950, McLean Trucking had become one of the largest transport companies in the US, with annual revenues of US\$15 million, according to shipping expert John McCown, a close confidant, who wrote "Giants of the Sea" chronicling the container story Mr McLean's vision for efficient shipping was hatched sometime in 1937, after he spent hours at an export hub in Hoboken, New Jersey waiting for his full truckload of cotton bales to be unloaded. "As he waited for hours, he watched each truck pulled alongside the ships and gangs of men first unloaded the truck and then placed the goods in cargo nets to be winched onboard the vessel," recounted Mr McCown. "He saw that a similar process in reverse was occurring on the ship. The same slow, laborious process unfolded with one truck after another. Mr McLean was struck by the inefficiency he was witnessing." Inspired by the observations he made at Hoboken; Mr McLean set out to overhaul the laborious breakbulk shipping that existed at the time. He believed there was a tremendous cost benefit to be realised by efficiently moving full loads of cargo. This would lead Mr McLean to acquire Waterman Steamship Corporation in 1955, a shipping company based in Alabama. He wanted to leverage the company's subsidiary Pan-Atlantic Steamship as a suitable platform to implement his idea of moving truck trailers on vessels. He then begun conversion of T-2 tankers into container vessels. One of the tankers built in 1945, originally named Potrero Hills, then renamed Ideal X after conversion, became the first manifestation of Mr McLean's idea of container shipping. The Ideal X had been converted to carry 58 containers on deck and still had capacity to carry 15,000 tons of petroleum cargo in the tank holds. Malcolm wanted 33 foot long by eight-foot-wide containers, as at the time these were the dimensions allowed with highway trailers in the US. The International Standards Organisation would later standardise the shipping container in 1968 to the dimensions of 20 feet long, eight feet wide and eight feet high. Forty-foot and 53-foot containers are

now standard as well.



SABOTAGE PROBE

An inquiry has been launched into "intentional damage" of a Royal Navy warship at a Scottish shipyard. Defence contractor BAE Systems said repairs were being assessed after about 60 cables were cut on HMS *Glasgow*. The Type 26 frigate is currently being fitted out at BAE's yard at Scotstoun on the River Clyde in Glasgow. It is the first of eight Type 26 vessels being built. A BAE spokesperson said work had been temporarily paused for an investigation. The next two Type 26 ships, HMS *Cardiff* and the HMS *Belfast*, are already under construction by BAE Systems on the Clyde. In November, Prime Minister Rishi Sunak announced BAE Systems has been awarded a £4.2bn contract to build five more Type 26 frigates, on top of the three already under construction. In total, Scottish shipyards have orders to build 13 Royal Navy frigates. Eight Type 26s are being constructed by BAE Systems on the Clyde, while five Type 31 vessels are being built by Babcock at Rosyth in Fife.

Source: BBC



CHINA WORKING ON PERMANENT PRESENCE IN INDIAN OCEAN

Chinese research vessels--they're technically spy ships-- have been regularly coming to the Indian Ocean and there are warships here too, ostensibly for anti-piracy efforts, but Beijing is working on a permanent presence, in a slightly different way, highly placed sources said. Off the Makran Coast-- the coast of Baluchistan-- the Chinese have been placing marine buoys to pick up information about the water profile among other things. They are sensors and they will convey information to a ground station the Chinese are building in the Sir Creek area, which is not far from the Indian coast. Once the station is ready, it will pick up the information from the sensors and send it back to China. The site surveys are over and Chinese technicians have been in the area. India is also aware of a Chinese desire to do something similar in Sri Lanka, but it hasn't got off the ground as yet. In the past, Chinese spy ships have docked in Sri Lankan ports, to which India reacted quite strongly. China has also given Pakistan a research ship--the RIZWAN-- a 92 metre long, 4,000-ton vessel. With that, sources said, Pakistan can do the research work and pass on the information to China. The information about the temperature, depths, salinity and other features of the waters of these areas are of great importance for submarine activity and in the near future, the Chinese navy could well send more of them into the Indian Ocean Region. Four Chinese made frigates are with the Pakistan Navy, but Chinese made submarines are almost ready, but yet to reach Pakistan. This is a setback for both China and Pakistan. Initially, China had hoped to get engines for the submarines from the West, but the Germans, who were asked, do not seem keen any more.

Source: timesnownews

NAVAL AUXILIARY PATROL SERVICE

Z18 Kopuru

Crew: H. Baxter, Skipper and Signal Boy; H. Attwell, Deputy and Barman;
P. Terrel. Demi-Semi Engineer; W. Morrison, Chips and Spiritual Leader; R. Dunning, 1st L.A. and Cook;
W. Dale 2nd L.A. and Writer, W. Fullerton, 3rd L.A.
and Gunner; G. Metcalfe, 4th L.A. and Slushey; Lieut-Com. S. Hicks, L.A. 3rd
Class, Temp. — very (one trip only, resignation accepted). H. Fleet and H. Smith
subsequently joined Air Force (Marine Section).



Z19 JOAN

“JOAN was built by Bailey & Lowe in December 1918 as IMANOTA for William Lang Casey of Hamilton Road, Herne Bay, the then President of the Victoria Cruising Club. She was 42ft x 11ft and was fitted with a Millar engine. Casey sold her to James Donald in early 1922 and he renamed her MARION D, although the name didn't stick very well and she was often referred to as IMANOTA for years afterwards. During the winter of 1922 Donald re-powered her with a 30hp (rated) 3 cylinder Twigg and had the dodger built on. Donald owned her until just before WW2 when Athol Umfrey Wells of King Street, Panmure bought her and renamed her JOAN, probably after a daughter because his wife was Gladys. During WW2 she was with NAPS as Z19 under Wells' command and the Twigg was replaced by a Gardner in 1944. Athol Wells owned her for many years, I think until he died in 1975. A chap called Walker owned her in the mid-eighties.

Skipper, Athol Wells; Deputy, Max Colebrook; Crew: Peter Buddle,

C. Hodge, C. Leighton, F. Rogers, Bob Stewart, Guy Tattersfield.

This ship has served as General Duty Boat, Boom Patrol and Inner Patrol. Some good guys are aboard. It has been referred to as the tombstone, but we fear this is merely vindictive.

"All's well that ends well"— after refit.



Z20 Rongotai

Dawn Wilschefski – advised that she was the only daughter of Les Waldron & can confirm that Rangotai was launched Christmas Day 1939. Her design was Hughie Coxsmith. Her Grandfather James Reid was probably consulted during the process. When the Niagara went down her dad was in Russell but made the trip back in time to join the other boats out on rescue duty. He was also part of the Naval Auxiliary Patrol that started in Whangarei a few months after the sinking but when the Navy took over the organization Rongotai was transferred to Auckland where she served on the boom patrol, specifically from Whangaparoa to Cape Colville. When her dad died in 1963, her brother Bert bought Rongotai and used her for family pleasure for a while. He tried to sell her at an exorbitant price but finally used her for a trade in for a Wellington boat (name forgotten) Last she heard of, Rongotai was working as a “slow” cruising boat for tourists in the Marlborough Sounds. Her Dads reason for building her was (a) family pleasure and (b) for deep sea fishing as a founding boat for the Whangarei Deep Sea Anglers.



Z21 ROYAL SAXON

ROYAL SAXON was built by Colin Wild for Whangarei surveyor Harold Frederick Saxon Charlesworth and launched in October 1930.

She was 33ft loa, 9ft 6in beam and drew just under 4ft. Her original engine was a 35hp Kermath.

In late 1936 Charlesworth sold her to Mrs. G Kendall of Hamilton who kept her on the Waitemata. The Sanders brothers bought both ROYAL SAXON and MOVARIE in 1940. They kept MOVARIE until they bought LADY CROSSLEY in 1956 but sold ROYAL SAXON in 1943 to Gordon Hunter. ROYAL SAXON was a patrol vessel with NAPS from around 1942-1943, under skipper J G Brook as Z21.

Gordon Hunter sold her to R & J F Phillips-Turner in 1945, they sold her to W G Gottwaltz of Thames in 1947; he sold her to J G Browne of Katikati in 1948; he sold her and she was owned in 1973 by Dr. W R Trotter of Epsom. She was owned in Motueka when I saw her and photographed her about 11 years ago nosing her way into the Sandfly (Falls) River on the Tasman Bay coast, still in lovely condition.



Regards

Jerry Payne

Editor

HMNZS Ngapona Assn

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