

## LONGCAST

25 October 21 – Labour Day

12 November 21 – Navy Club Lunch

19 November 21 - Ngapona Assn Lunch at Grey Lynn RSA

Hi Folks

### **SOUTH CHINA SEA**

The South China Sea is a highly contested region and faces claims from China, Malaysia, Taiwan, Vietnam and the Philippines. Diplomatic relations between the nations are already extremely strained. Over recent months, Beijing has asserted its dominance in the region and has built several military bases on some of the atolls. In a show of strength to Beijing, HSM *Queen Elizabeth* and her carrier group are due to sail through the contested region. Now, all eyes are on Beijing as the UK Carrier Strike Group 21 has entered the region through the Bashi Channel. This comes after China and Taiwan are on the brink of war after a record-breaking 38 Chinese military planes have been spotted in Taiwan's Air Defence Identification Zone (ADIZ).

### **NORTHWEST PASSAGE**

HMCS Harry DeWolf — the first Canadian naval ship to cross the Northwest Passage since the HMCS Labrador in 1954 — sailed to CFB Esquimalt on Monday for maintenance.

The new Arctic offshore patrol vessel left Halifax on Aug. 3 on its maiden operational deployment and made stops at communities along its route, including Iqaluit, Pond Inlet, Grise Fjord, Cambridge Bay, Kugluktuk, Hershell Island, Prince Rupert and Vancouver before arriving at Ogden Point on Sunday.



## SINGAPORE NAVY MUSEUM

Singapore's Navy Museum is set to undergo a revamp that is set to be completed by August next year. The museum will be redesigned to tell Singapore's larger maritime story, rather than the current format which centres more on the Navy's capabilities and history, according to procurement documents seen by The Straits Times. Located in Changi Naval Base, the museum was opened in May 2012 to replace the Republic of Singapore Navy Museum that had stood in Sembawang Camp for 24 years.



## LAST REFUEL FOR HMAS SIRIUS

HMAS *Sirius* arrived at the Sembawang in Singapore for refuelling for the last time. *Sirius* (O 266), (formerly MT *Delos*), is a commercial tanker purchased by the Royal Australian Navy and converted into a fleet replenishment vessel to replace HMAS *Westralia*. She is named in honour of HMS *Sirius* of the First Fleet. Launched in South Korea on 2004, and converted in Western Australia, HMAS *Sirius* was commissioned in 2006; three years before a purpose-built vessel would have been built, and at half the cost. The tanker is expected to be replaced by NUSHIP *Stalwart* in December this year.



## SHIPPING COSTS

Companies have resorted to raising prices and chartering container ships due to rising shipping costs, with the shipping container cost from China to US hitting a record high in September, reports FOXBusiness. The median cost of shipping a standard container from China to the west coast hit US\$20,586, doubling what it cost in July, which was twice what it cost in January.

## OH DEAR!

The ill-fated *Ever Given* reached east China's coastal city of Qingdao on 4th Oct for repairs..!

*Ever Given* is the giant container ship which blocked the Suez canal for six days in March this year.



## AIRCRAFT CARRIERS SOLD FOR A CENT EACH

The US Navy Sold 2 Obsolete Aircraft Carriers to Scrap Dealers for a cent each. A U.S. Navy suborganization, said it had agreed to sell the USS *Kitty Hawk* and the USS *John F. Kennedy* to International Shipbreaking Limited, which is based in Brownsville, Texas, USA Today reported. Towing and ship-breaking is a costly process, and the Navy has previously paid ISL large sums of money to recycle its ships, the Brownsville Herald reported. "The contract values reflect that the contracted company will benefit from the subsequent sale of scrap steel, iron, and non-ferrous metal ores," said Alan Baribeau, a spokesman for the Naval Sea Systems Command in a statement cited by USA Today. Both ships were launched in the 1960s and were capable of carrying dozens of aircraft. The *Kitty Hawk* was deployed in the Vietnam War, and the *John F. Kennedy* featured in the Gulf War. The *Kitty Hawk* was decommissioned in 2017 and the *John F. Kennedy* in 2009. Both have spent their time since being maintained in naval yards. The ships are due to be towed to Brownsville for scrapping in the coming months, an ISL spokesperson told the Brownsville Herald.

Source: *Military.com*

## LIGHT HOUSE OF THE WEEK – PUYSEGUR POINT

Position: 46.09.5S 166.36.6E

Characteristics: Fl W 12s

Range: 19 NM

Structure: White cast iron tower

The construction of the wooden lighthouse at Puysegur Point was difficult because no suitable landing area could be found near the site. All materials and equipment had to be landed some 3 kilometres away and a track cut through heavy bush to transport everything to the site. This same access was used until 1977, after which a helicopter was used to bring in supplies.

The Puysegur Point Lighthouse was completed in February 1879. The light was first lit in March that same year.

In 1942 the tower at Puysegur Point burnt to the ground. According to the official report, the fire was lit “by a demented person, a hermit of the area”. The tower was completely destroyed. A fire was also lit in one of the keeper’s houses, however, it was put out before much damage was done.

In January 1943, the lantern room from Godley Head was installed to replace the wooden one. A new light powered by diesel-generated electricity replaced the original oil-powered light.

In 1980 the keepers were withdrawn and the lighthouse was replaced with two automatic lights; on Cape Providence and Windsor Point. In 1987 the Windsor Point light was shut down and the Puysegur Point light was re-established.

The station was one of the last to be automated. The last keepers were withdrawn in 1990. In 1996 the original light was removed and replaced with a modern rotating light within the original tower. The new light is fitted with a 35-watt tungsten halogen bulb and is powered from battery banks charged from solar panels. The light is monitored remotely from Maritime New Zealand’s Wellington office.

After only a year of operation, the principal keeper noted the job was harder at Puysegur Point than at most stations.

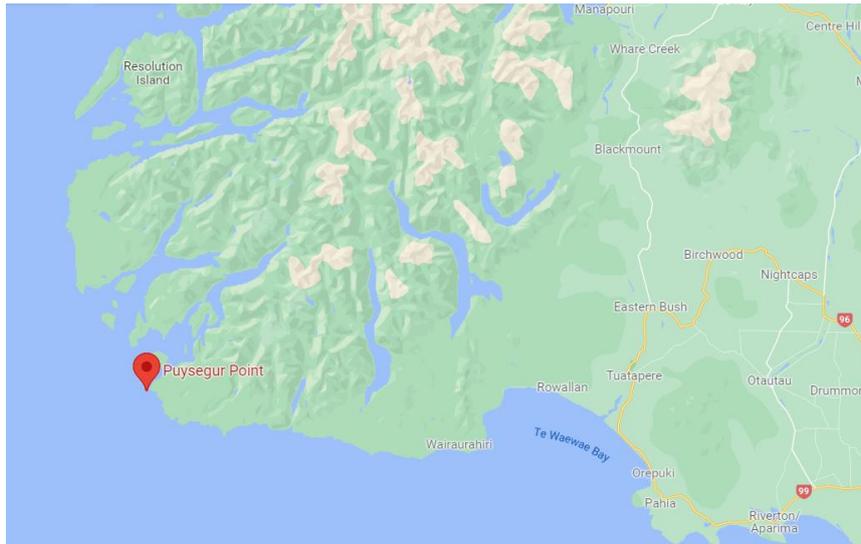
“We often have to work in very bad weather, besides being tormented with thousands of sand flies while working. Therefore, I hope, Sir, you will grant us a rise in salary for each of us is doing our best to deserve it!”

Instead of a pay rise, all government salaries were decreased shortly afterwards.

Hard work and poor health were often symptoms of living at Puysegur Point. In 1933 the assistant keeper requested a transfer because of his and his wife’s deteriorating health.

“Both my wife’s complaint and the pains in my shoulder blades I think are forms of rheumatism and as neither of us have had anything like it before, we attribute it to the very damp climate here, together with the absence of fresh fruit and vegetables, milk and meat. And I think that the climate at Puysegur Point is seriously endangering our health.”





Regards

**Jerry Payne**

Editor

HMNZS Ngapona Assn

021 486 013

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