



## LONGCAST

20 October 23 - Ngapona Lunch at Papatoetoe RSA

23 October 23 – Labour Day

10 November 23 - Navy Club

11 November 23 - Armistice Day

18 November 23 - Ngapona Christmas Lunch at Birkenhead RSA (Saturday)

8 December 23 – Navy Club

15 December 23 - Ngapona Lunch at Grey Lynn RSC

### Hi Folks

#### **NGAPONA ASSN – CHRISTMAS LUNCH**

This year our Christmas Lunch will be held on Saturday, 18<sup>th</sup> November, at the Birkenhead RSA.

It is most important that we have numbers as soon as possible for catering purposes.

Please reply to this email with your name and number attending.

There will be the usual festivities, raffle for a picnic hamper, 'Up Spirits' etc.

Menu and costs will be advised shortly.

#### **ARMISTICE IN CAMBRIDGE 10 - 12 NOV 23**

HMNZS Ngapona will again be participating in "Armistice in Cambridge" over the weekend of 10-12 Nov at Lake Karapiro. Personnel from Ngapona will be crewing a J3 RHIB, running a children's activity and liaising with the public. On the Sunday an Armistice Day

Memorial Service will be held at the Cenotaph in Cambridge. This year's event at Lake Karapiro is being held in conjunction with another event, The Great Summertime Festival. Final details and timings of the joint event are coming together, and it is promising to be a great weekend.

### **NZ TO SEEK NEW NAVY SHIPS**

New Zealand's Defence Ministry has issued a request for information to replace nearly the entire naval fleet, which currently includes nine ships in six different classes. The Royal New Zealand Navy's flagship — its 568-foot replenishment vessel HMNZS Aotearoa — has been in service for three years, but the remaining eight ships — two frigates, two inshore and two offshore patrol vessels, a sealift ship, and a dive and hydrographic ship — will reach the end of their service lives in the mid-2030s. "The majority of the Royal New Zealand Navy (RNZN) fleet is due to reach the end of service life by the mid-2030s. The need to invest in replacement capabilities has already been signalled in the previous Defence Capability Plan (2019)," per the RFI, released Sept. 7. "Rather than taking a 'like for like' approach to replacement, there is a unique opportunity to consider alternative fleet configurations, alternative ways to operate, and alternative approaches to support the fleet in the upcoming Defence Capability Plan." The closing date for the RFI is Nov. 15, 2023. The two Anzac-class, 387-foot frigates have been in service since 1997 and 1999 respectively, and each have received a midlife update. The two 180-foot inshore patrol vessels were commissioned in 2009, and the two 279-foot offshore patrol vessels have served since 2010. The sealift ship, the 430-foot HMNZS Canterbury, entered service in 2007. And the 278-foot hydrographic dive and survey vessel HMNZS Manawanui has served since 2019, but was originally launched in 2003 to support oil rigs in the North Sea. The Defence Capability Plan, which details investments in the country's military, is scheduled for 2024.

*Source: By Nick Lee-Frampton, the New Zealand correspondent for Defense News.*

### **NORTH KOREA LAUNCHES NUCLEAR SUB**

North Korea has unveiled a new "tactical nuclear attack submarine", the state-run Korean Central News Agency (KCNA) reported on 8 September. The submarine was launched and handed over to the Korean People's Navy (KPN) on 6 September in a ceremony at the Sinpo shipyard on the country's northeast coast that marked the country's 75th founding anniversary and was overseen by leader Kim Jong-un. The submarine has a hull number

of 841 and is named Hero Kim Kun Ok, after a former North Korean naval leader. Kim was reported by KCNA as saying that the submarine would undertake combat missions and be one of the “core underwater offensive means” of the North Korean naval forces. It is unclear whether the new submarine is fully operational.

### **WARSHIPS FOR SALE**

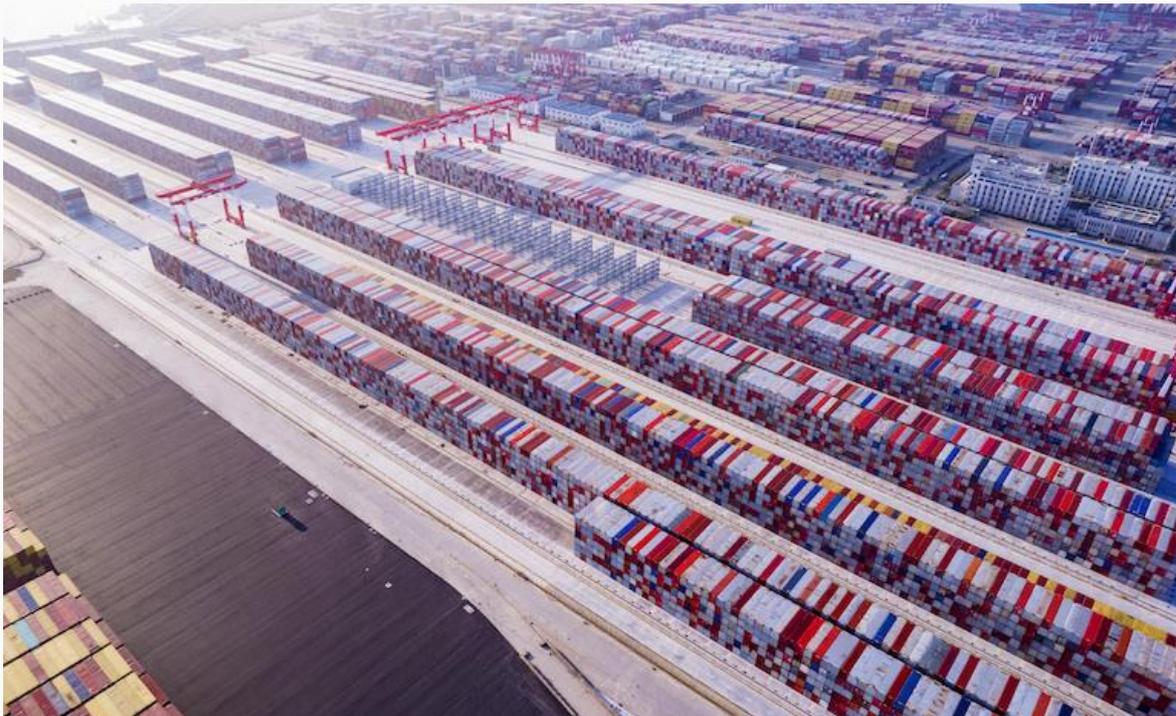
HMS MONMOUTH and HMS MONTROSE have been added to the list of former Royal Navy warships that are up for sale so they can be scrapped and salvaged for spare parts. It marks the final end to a service at sea and the many memories they held for the ships' companies who served aboard them over the years. The Defence Equipment Sales Authority is inviting interested parties to buy the remains of the two Type 23 frigates along with HMS Bristol and HMS Walney for the purpose of recycling only. All four vessels are being moored at His Majesty's Naval Base, Portsmouth, and will be sold from there. Viewings for the warships are expected to take place later this year. Stalwart HMS Montrose decommissioned after 30 years of service. The sale of the two Type 23 frigates marks the final chapter in their respective 30-year careers. During her time at sea, HMS MONTROSE clocked up more than 400,000 miles while on duty, and during her deployments in the Gulf and Indian Ocean she became noted for her success fighting drug-smuggling operations. Over a four-year period, she made 10 drug busts, seizing 16 tonnes of illegal narcotics, seized illegal shipments of missiles and cruise missile engines, and helped safely guide more than 100 merchant vessels through potentially dangerous maritime choke points. HMS MONMOUTH, meanwhile, travelled in excess of half a million miles and visited over 200 ports. She was also one of the last Royal Navy ships to sail into Brisbane in Australia in 1995. Another British naval ship would not return for another 30 years. She was decommissioned in the summer of 2021. Some pieces of the naval ships have been priced as low as £1,000, others as high as £1.5m. The Ministry of Defence (MOD) will not pay for the recycling of the ships once they have been sold.

*Source: Forces*

### **CHEAP 40-FOOT CONTAINERS FOR SALE**

Containers pile up as China oversells to Russia RUSSIA is grappling with over 150,000 shipping containers, presenting challenges for rail depots, reports Singapore's Straits Times. This surplus reflects a significant influx of Chinese goods into the country, but a notable lack of goods flowing out. These findings stem from an analysis recently published

by Container xChange, a Germany-based trading platform. Container xChange CEO Christian Roeloffs emphasized the substantial movement of cargo from China to Russia while highlighting the scarcity of cargo making its way back from Russia to China. This imbalance in supply and demand is having a profoundly adverse impact on container logistics businesses. Unlike the cargo congestion observed off the coast of Los Angeles three years ago, which primarily resulted from an influx of imports during the COVID-19 pandemic, Russia's container surplus is more closely linked to geopolitical factors. Despite facing sanctions from Western economies following its Ukraine invasion, the Moscow government anticipates that trade volume with China will surpass US\$200 billion in 2023, up from \$185 billion in 2022. The result: a collapse in the secondary market for containers in Moscow, which are going for less than half the price elsewhere in the world. The average price to buy a used 40-foot "high cube" container – those with a little more capacity than a regular 40-foot box – has plunged to US\$580 as at this week in the city, from US\$4,175 in February 2022.



### **THE COST OF MAINTANING AN HDML**

HMS MEDUSA was one of the first allied vessels to arrive on the beaches on June 6, 1944 – acting as a marker for minesweepers. The Gosport-based vessel is the only one out of the nearly 500 ships in her class – a Harbour Defence Motor Launch – to be in their original condition. According to the Daily Mail, it will take thousands of pounds for volunteers to

bring the ship back to Gosport after the initial trip to Normandy. The group want HMS Medusa to return to where she carried out her finest maritime mission, but it'll cost £8,000 for 6,000 litres of marine diesel for the return voyage. Alan Watson OBE, HMS MEDUSA's captain, told the national newspaper: "We'd love to go to France next year and think it fitting, but costs have risen. On top of the £20,000 a year we need just to keep her in a seaworthy condition we need another £10,000 and most of that is fuel costs. "Many ships that took part in D-Day will be marking the anniversary in UK waters, but we think MEDUSA should be in France." HMS MEDUSA was built in Poole, Dorset, in 1943. She set off from Portland Harbour on June 4, 1944, before the naval invasion was delayed. The ship sailed again on June 5 to mark a location on the edge of a German minefield off Omaha beach for the invasion on June 6. Acting as a beacon, HMS MEDUSA allowed the minesweepers to cut a passage to the beaches, and as a marker for the invading force that followed. The 72ft long vessel carried navigation equipment so precise that she was fitted with demolition charges in case she fell into the wrong hands. She stayed in the same spot for 30 hours. Capt Watson said HMS Medusa is an "incredible survivor" and extra funds are needed for the ship to attend the anniversary. He added that the UK's maritime heritage is often overlooked and HMS Medusa is a "living, breathing part of that history." People can make donations to the Medusa trust through her website.

*(And also to ex HMNZS Kupu and Paea.)*

*Source: The News*



### **MODERN TECHNOLOGY**

The new Combat Support Ship (CSS) DEN HELDER has not yet been delivered, but the crew can already get to know the ship thanks to an extensive Virtual Reality package. Shipbuilder Damen Naval has delivered a virtual copy of the ship to the Materieel IT Command (COMMIT). It is the first time the company has created a VR version of an entire ship for and with the Royal Netherlands Navy. The slogan for new crew members on board used to be 'Know your ship within 24 hours'; now we can change that slogan to: 'Know your ship 24 hours before you board', explains Damen Naval Project Director Arjan Risseeuw. The virtual ship is a copy of the design created in our 3D design software Cadmatic. Everything is in it: the steel, the pipes and cableways, the equipment and all the spaces. So, you can walk through a virtual version of the ship, while the real ship is still being built." The VR version of the ship was created in collaboration with the Ministry of Defence's maritimesimulation centre (SCM). After the VR package was transferred to COMMIT, they in turn transferred it to the Royal Netherlands Navy. The idea is that her naval training institute will use the virtual ship for training sessions for the new crew. This

will allow them to find their way on board the CSS even before they see or visit the ship in real life. And the technology can also be used to train maintenance engineers or security.



### **PASSING OF A WAR VETERAN**

The sole surviving female Special Operations Executive (SOE) agent from World War II died in West Auckland last Saturday, aged 102.

Phyllis (Pippa) Latour Doyle is being remembered as an “incredible woman” by the Royal New Zealand RSA.

Doyle parachuted into occupied France in 1944, where she posed as a teenage schoolgirl to relay intelligence back to the Allied Command. “Pippa was one of 40 women who conducted clandestine operations on behalf of the SOE in occupied France,” the RSA said. “In May 1944, at the age of 23, Pippa parachuted into occupied Normandy to gather intelligence on Nazi positions in preparation for D-Day. Over the coming months, she would secretly relay 135 coded messages to the British military before France’s liberation in August.”

National Vice President of the RSA, Rear Admiral (Retired) Jack Steer, MNZM, said the RSA was incredibly saddened to hear of Doyle’s passing.

“She lived through events we could not even imagine, and showed the kind of courage that legends are written about.”



### **AUCKLAND ROCKIES**

In 1995 Lt Cdr John McEwan produced a 400-page book on the history of the Naval Reserves in New Zealand. This well researched book gave the history of the founding of Ngapona and its activities up to 1995. John has started researching the period 1995 to 2020. He needs help with any historical material, including photographs and medallic recognition for that period. If you are able to assist, please contact John; [john.mcewan@xtra.co.nz](mailto:john.mcewan@xtra.co.nz) The intent is to have the book complete and ready for sale for the Ngapona Centenary in October next year.

Your help is need **NOW!**

### **PLEASE NOTE**

It has been decided that the weekly newsletter will now go out on a monthly basis, the Monday before our monthly lunch.

I look forward to keeping in touch on a monthly basis.

### **FROM THE EDITOR**

Regards

**Jerry Payne**

Editor

HMNZS Ngapona Assn

021 486 013

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