HMNZS NGAPONA
ASSOCIATION INCORPORATED

LONGCAST

21 September 18 - Ngapona Assn Lunch at Howick RSA

29 September 18 – Comms Assn AGM - Birkenhead RSA commencing at 1100

30 September 18 – Daylight Saving starts

5 – 7 October 18 – RNZN Cooks & Stewards Reunion, Birkenhead RSA

19 October 18 - Ngapona Assn Lunch at New Lynn RSA

9 – 12 November 18 - Engine Room Branch Reunion, Rangiora

16 November 18 – Ngapona Assn Lunch at Grey Lynn RSA

21 December 18 - Ngapona Assn Lunch at Orakei RSA

Hi Folks

THREE NEW SERVICE CHIEFS

Chief of Defence Force Welcomes Three New Service Chiefs
After careful consideration, the Government has appointed three new Service Chiefs to command the Navy, Army and Air Force.
Today's announcement of the new leadership team has been welcomed by the Chief of Defence Force, Air Marshal Kevin Short.
The appointments announced today by Minister of Defence Ron Mark, are:
• Commodore David Proctor will become the new Chief of Navy, upon promotion to Rear Admiral
• Brigadier John Boswell, DSD, will become the new Chief of Army, upon promotion to Major General
• Air Commodore Andrew Clark will become the new Chief of Air Force, upon promotion to Air Vice-Marshal
Change of Command ceremonies will occur on 7 September for the new Chief of Air Force, 10 September for the new Chief of Army, and the end of November for the new Chief of Navy.
Brigadier Boswell replaces Major General Peter Kelly as Chief of Army, Commodore Proctor replaces Rear Admiral John Martin as Chief of Navy and Air Commodore Clark replaces Air Vice-Marshal Tony Davies.

“This is a major change to the leadership of the New Zealand Defence Force,” Air Marshal Short said. “It follows the change of command of Chief of Defence Force earlier this year, and the announcement of a new Vice Chief of Defence Force, Air Vice-Marshal Davies, recently.
“I want to congratulate all the successful candidates, and those who were interviewed for these very important positions. It reinforced to me the depth of talent in the ranks of the Defence Force.” Air Marshal Short said.


Commodore David Proctor


Brigadier John Boswell


Air Commodore Andrew Clark

REMINDER - TRAFALGAR DAY LUNCHEON 2018

To all matelots past & present, who have served under any of the White Ensigns.
The President and Quarterdeck Division of the Te Atatu Memorial RSA are again hosting a Luncheon on Friday 19th October 2018 to celebrate in true Navy fashion the 213th Anniversary of the Battle of Trafalgar and you are invited to attend.
It will also be an opportunity to catch up with shipmates old and new. Pre-lunch drinks will be served from 1100 with lunch at 1200.
The guest speaker is Captain Andy Watts ONZM RNZN.
Please see attached application form.

NEW DIVE AND HYDROGRAPHIC SUPPORT VESSEL

The New Zealand government has approved NZ$103 million for the purchase and refit of a second-hand multi-role offshore support vessel that will be used as a dive and hydrographic support vessel by the Royal New Zealand Navy.
Following the purchase, the 85-meter Norwegian-built survey vessel MV *Edda Fonn* will be outfitted with the dive and hydrographic systems required by the defence force.
MV *Edda Fonn* will replace hydrographic ship HMNZS *Resolution* and dive support ship HMNZS *Manawanui*. The two vessels were decommissioned from the RNZN in 2012 and 2018 respectively, following several decades of service.

“This vessel will ensure that the current capability gaps for diving and hydrography are filled as quickly as possible, with a proven, well tested platform,” says Minister of Defence Ron Mark.
The ship is scheduled to be delivered to Devonport Naval Base in May 2019. It will feature a 100t salvage crane, a remotely operated vehicle and a contemporary dynamic positioning system, which will allow Navy’s specialist divers to achieve greater levels of effectiveness and safety, in a greater range of conditions.
The New Zealand Navy was initially scheduled to receive a custom, new-build vessel but an NZ$148 million cost blowout in the country’s frigate upgrade project forced the government to consider a used vessel.
Defence officials identified the MV *Edda Fonn*, owned and operated by Norwegian company Østensjø Rederi, as the most suitable option from an initial list of over 150 candidate offshore and subsea support vessels.
“Defence officials have subjected the *Edda Fonn* to considerable scrutiny ahead of purchase,” says Ron Mark. “We have been assured by independent experts that it is in excellent condition, and will handle well in the operations the Defence Force will use it for,” says Ron Mark.
The vessel generally operates in the North Sea, and is under lease until the end of 2018, following which the modification process will begin.
Once delivered, final modifications will be undertaken in New Zealand. It is expected that New Zealand industry will be involved in this part of the project. The ship is expected to be in service with the Navy by November 2019. NZ Comms Assn.

STATISTICS
The *Edda Fonn* is owned and operated by the Haugesund-based company Østensjø Rederi and was built by Myklebust Verft.
The ROV / survey vessel has an overall length of 84.7m, or 75m between perpendiculars, a breadth of 18m and a 9.1m moulded depth. It has a registered tonnage of 4,505gt and registers a deadweight of 2,354t. It has a deck area of 700m², a 41m cargo deck length and a capacity of 800t. The vessel has sufficient storage for 1,113m³ of marine oil, 428.1m³ of fresh water and 1,883.1m³ of ballast water.
DECK EQUIPMENT
The deck equipment includes two Effer 17tm cranes that can carry out a 1.62t lift at 10.29m and a Heila 15tm provision crane that can lift 1.1t at 14.76m. It has a 10t Karmøy tugger winch and a Hydramarine 1.1t 2,500m wire transponder winch. There are two anchor windlass/mooring winches forward and two Karmøy capstans aft.
In order to maintain stability there are three anti-rolling tanks and an automatic / manual active heel system with a capacity of 2,000m³/h.
The accommodation includes 41 cabins with 66 beds. This breaks down into four state cabins, 18 single berths with bathroom, 11 double cabins with separate bedroom and shared bathroom and eight double berth with bathroom.
There is an on-line data room, an off-line room, six offices, a conference room, an enclosed ROV hanger / workshop and an ROV transformer room.
There is also a gymnasium, sauna, sunbed, three dayrooms, duty mess, mess room and galley.

Within the vessel is a 7.2m x 7.2m moonpool as well as a 1,200mm diameter mini-moonpool prepared for a multibeam echo sounder. The helicopter deck is designed for Super Puma (9.3t).

PROPULSION AND POWER

The main propulsion is by a diesel electric propulsion plant. There are four 1,820kW diesel powered generator sets giving an output of 7,680kW / 10,445bhp. It provides 690V at 60Hz at a rotary speed of 1,800rpm. There is also a 388kW harbour generator with a 690V / 60Hz output at a rotary speed of 1,800rpm and a 99kW emergency generator producing 690V / 60Hz at 1,800rpm.

The *Edda Fonn* is driven by two AC asynchronous water-cooled motors each rating 2,200kW (2,992bhp) at 1,192.5rpm. The vessel is equipped with two diesel-electric driven Steerprop ST-35 azimuth propellers. The propellers have a diameter of 3m. There are also two electrically-driven tunnel thrusters located in the bow with an output of approx. 1,150kW each. In addition, there is a super-silent type and a retractable thruster with an output of 1,350kW.

This gives a maximum speed of 15.5 knots at 30t/day or, for economy, 13 knots at 14t/day. It uses 6t/day for DP-operations (dependent on weather).

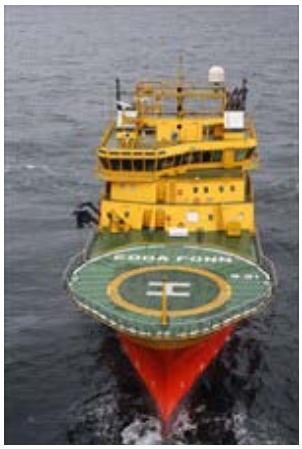
SYSTEMS AND CONTROLS

The Nav aids include Furuno FR-2825 Arpa 3cm, Furuno FR-2835S, Arpa 10cm and Furuno FR-21 radars and a Telchart 2025 w/C-Map vectorised electronic chartplotter. There are a pair of S.G. Brown Meridian gyros as well as an Octans gyro.

Other systems include a Robertson AP9 Mk III Autopilot, Furuno GP90 DGPS, Furuno NX-500 Navtex, Furuno FAX-208A MkII Weather fax and a Taiyo TD-L1550A VHF-direction Finder.

There is also a Furuno FE-700 echo sounder with digital depth indicator, a Furuno DS-80 log with remote displays and a Seatex HMS100 helideck monitoring system.

(*Moon Pool*: an opening in the floor or base of the hull, platform, or chamber giving access to the water below. A moon pool also allows divers or small submersible craft to enter or leave the water easily and in a more protected environment.)



AOTEAROA KEEL LAYING CEREMONY

Hyundai Heavy Industries hosted a keel laying ceremony for the Royal New Zealand Navy's future tanker HMNZS *Aotearoa* at its shipyard in Ulsan, South Korea, on August 13.

Aotearoa's keel laying consisted of more than 500 tonnes of carefully constructed keel blocks being positioned together in the dry dock, where she will continue to expand upwards and outwards until her launch date early next year.

Aotearoa represents the first of a new fleet of RNZN ships built specifically to address the global requirements of the New Zealand Defence Force and government agencies for deployment from Antarctica to the Arabian Gulf.

The keel laying ceremony took place some seven months after first steel was cut for the New Zealand Navy's largest vessel ever.

This is an exciting time for our Navy," said Chief of Navy Rear Admiral John Martin. "It is filled with challenges and opportunities as we ready ourselves for Aotearoa, as well as our modernized frigates. It is these three ships on which our combat capability will be based."

HMNZS *Aotearoa* is designed to provide logistical support to New Zealand and coalition maritime, land and air units.

Her primary purpose is to conduct fuel resupply but she will also be capable of supplying dry goods, water, spare parts or ammunition. Her missions will include humanitarian and disaster relief, support to United Nations security operations, support to a coalition naval task group and Antarctic resupply.

The 173.2-meter-long ship will have the ability to carry 12 20-foot shipping containers, high-capacity freshwater generation plants, self-defenCe systems, aviation and marine fuel cargo tanks, dual all-electric replenishment-at-sea rigs and will be able to carry a Seasprite or NH90 helicopter. *Aotearoa* will displace 26,000 tonnes and will be operated by a crew of 64.

The ship's $493 million price tag includes the tanker's enhanced "winterization" capabilities, such as ice-strengthening for operations in Antarctica, including resupplying McMurdo Station and Scott Base. Predecessor tanker HMNZS *Endeavour* was not Antarctic-capable. NZ Comms Assn.

AOTEAROA keel laying ceremony

DID YOU KNOW?

On 26 August 1998 the Chief of Naval Staff, Rear Admiral Fred Wilson received the first sample of a white rose especially bred for the RNZN by Egmont Roses and named White Ensign - nothing was available in battleship grey. The first planting took place outside the St Christopher's Chapel in the Naval Base on Navy Day, 1 October 1998.

White Ensign Roses

A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 43

1994 was a year of learning. It was my first experience of utilising the huge versatility of the computer. This was revolutionary in the way we created jobs and more importantly monitored the progress and costs associated with each task.

Prior to this we were very good at raising jobs and asking for things without any idea of the real costs and also the time involved in delivering the resultant expected outcome. The jobs were originally hand written or typed in hard copy and the cost of a job never came back to the originator.

Suddenly I was involved not only in computer generating jobs but also having to look at the cost breakdown, decide whether the cost and the labour hours associated with it were realistic and acceptable. Along with that we were working within a budget so there was also consideration of the importance of the job against the current budget spend.

I was placed into the RRS Hull Desk so was tasked with dealing with all hull related jobs. Again I found that my experience which was wide spread was perhaps a bit thin when it came to the more construction type issues that emanated from the ships in refit and their hull structure.

Alongside this of course, the ships were getting older and as most Engineers know the issues increase with age. This is a long-standing issue that maintenance funding has grappled with for a long time and seems to be the one point that accountants are reluctant to acknowledge.

The thing that stands out in my memory of this time was the great support I received especially from tradesmen working in the dockyard. A lot of these men were tradesmen from the old school and had come from the UK where they had served their apprenticeships and built vessels such as those we were dealing with in NZ.

They were unstinting in the time and effort they put into developing my knowledge and also ensuring that best practice was employed in the repairs undertaken. I felt privileged to work alongside them and indeed I think my working relationship developed into a two-way thing later on.

The extensive refitting programmes on the Leander's and other vessels meant a lot of time was spent physically on the ship in refit, inspecting both the progress and accepting the jobs as completed. As many will recall Government Departments are great on requiring paperwork.

In fact I recall that there was a decree that came out in I think the 90's that efforts were to be made in saving paper. At almost the same time there was also a decree that henceforth documents would no longer be in duplicate they were henceforth to be in triplicate. I rest my case.

Among the many upgrades during this time were the fitting of sewage treatment plants to the Leander's. The flight deck upgrade on CANTERBURY to accommodate the larger heavier Wasp Helicopter replacement. Most sailors will remember the regular dockings that required hull plating replacement and the resultant bug bear for ship's staff of moving off the ship to temporary accommodation on the likes of the old LACHLAN etc.

On each project one of the five Refit Supervisors would be appointed the Ship Manager for that project. So as well as managing their own section they would also be tasked to keep an eye on overall progress but more importantly the overall project budget.

This was an onerous task and one I felt should not fall on either the Hull or Engineering Supervisor, as these were the two big areas of work. However I was over ruled and so when MONOWAI came up for maintenance I was duly named as the Manager for that project.

One of the improvements undertaken with the evolution of the maintenance overseeing was that in preparation for the maintenance period the appointed manager and also a Specification Writer would visit the ship.

This was a two-fold mission, to review all the jobs the ship had raised and in this the Specification Writer would put a lot more information around the brief job description. In days gone by the job specification would probably be one line, whereas to properly cost a job there required a lot more information around what was wrong with it, where it was and access to the job and also, where possible, what parts may be required to fix it.

So we went to MONOWAI and sailed with the ship to Wellington from where we flew home. It must be appreciated that the ship visit also helped highlight a lot of other issues that the ship may have been aware of but because they were passing the problem every day it had been missed during their raising of the work package.

To return to Auckland we were booked on a RNZAF flight from Wellington. Arriving at the airport we discovered our luck was out and there waiting to fly us back was a Hercules. Worse than that it was a full flight and we were in parachute seats. These were basically rows from the front to rear of the plane of almost a canvas chair. Not comfortable and we were packed in so that your knees were hard up against the person opposite. Thank goodness it was only a short flight.

In the later part of the year my Boss was notified that I would be required to relieve the engineer on MANAWANUI for six weeks while he attended an advancement course. This was a bugbear of former service and my holding a Charge Certificate.

My leaders fought to have this posting changed but as there was no other obvious candidate, so the story goes, I was posted in November to take up the duties of the Marine Engineering Officer. This being a sole charge job was great in the sense that you were responsible for making decisions and had no one continually looking over your shoulder.

Along with this comes the responsibility for the decisions made, which I personally have always thought was character building, if nothing else. One thing notable in a small Navy was that if you made a mistake the whole fleet tended to know about it and it followed you for the rest of your service days.

There are many good stories around service personnel and mistakes or activities which have led to nick names and resultant tales in future years, many of which have got better by the telling or should I say have been embellished by facts true or otherwise over the years.

My six weeks on MANAWANUI was an enjoyable interlude. The only thing I found a bit frustrating was the speed of advancement. 8-10 knots meant it took a while to go anywhere. The first trip was a diving training class, which was done at Great Barrier Island. MANAWANUI had a four point mooring system.

This meant that when you went to anchor for diving you would drop the aft two anchors and motor on for a distance then drop the two forward anchors then reel the ship astern till positioned in the right spot. This meant that the ship was effectively fixed in one position. An automatic tensioning system ensured you remained in the same place.

One of the things I had to come to gripes with very quickly was the different breathing systems and the supply of air and gas to the dive deck. Safety being the creed required it was perhaps the ship with the greatest chance of accidents or mishaps if attention to detail was not spot on.

One of the things we were required to do during this time was attend the dedication of Korean War memorial in Whitianga. This became an interesting exercise as to get the ship alongside there we required to arrive with the minimum amount of fuel and indeed the night before we entered harbour we pumped out the majority of our fresh water.

This allowed us to get over the sandbar just outside the harbour at high tide but even then at low tied alongside the jetty we were sitting on the bottom. Luckily the ship had a choice of high or low cooling water suctions, which enabled us to sit there for the three days and still run generators and air conditioning etc.

The ceremony was quite moving, as it is one of the foreign wars that has largely been forgotten and not a lot is taught about it, it was a time to reflect on those that had gone before and more importantly those whom didn't return. As part of the ceremony and being the oldest on board I was chosen to lay a wreath on behalf of the Navy.

Whilst sitting in the RSA after the ceremony and talking to some of the locals one observed that we had been lucky to have calm weather to get in. I somewhat tongue in cheek stated that it was calm as we had to pump all our fuel out and this had a calming influence on the sea. Hastily had to correct this erroneous impression by telling the true tale of pumping the fuel ashore before we left Auckland. It's true, loose lips do sink ships.

And so at the end of six weeks it of a pretty enjoyable experience it was time to hand the keys over to their real custodian and return I thought to my job in the Refit Section.

To be continued

Take care

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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."