

NAVY TODAY

ISSUE 156 AUGUST 10

ROYAL NEW ZEALAND NAVY

NORTH AMERICAN DEPLOYMENT

VANCOUVER//SEATTLE//SAN FRANCISCO//SAN DIEGO



**EXERCISE
TROPIC TWILIGHT**

**WELLINGTON
ARRIVES**

**OTAGO
ON PATROL**

CONTENTS

NAVY TODAY | ISSUE 156 | AUGUST 2010



ON THE COVER

The New Zealand Platoon in the Parade of Nations on 11 June, through Victoria, British Columbia, during Canada's centennial International Fleet Review. The flag bearer is ASCS Filipe Latu, the Platoon Commander is LT Vaughan Luckman and the placard bearer is LCSS Moses Tulimaiau. For more on the Fleet Review, see pages 12 and 37.

Photo: Chris Sattler



14 SEATTLE



20 SIR NEIL ANDERSON



26 CANTERBURY

INSIDE THIS ISSUE:

- | | | |
|--------------------------------------|----------------------------------|-------------------------------------|
| 04 Queen's Birthday Honours | 18 Deployed task group-San Diego | 34 HMNZS Hawea |
| 06 Changing Command | 20 Vice Admiral Anderson | 34 HMNZS Taupo |
| 07 An MP's Diary | 22 Dockyard Management | 35 HMNZS Rotoiti |
| 09 Canadian Chaplain | 24 Our People | 35 Deployed task group |
| 10 Deployed task group-China | 26 HMNZS Canterbury | 39 Around the Fleet |
| 12 Deployed task group-Canada | 28 HMNZS Otago | 40 Navy Museum |
| 14 Deployed task group-Seattle | 28 HMNZS Wellington | 42 Defence Transformation Programme |
| 16 Deployed task group-San Francisco | 30 HMNZS Resolution | 44 Sport |
| | 31 HMNZS Manawanui | 46 Notices |
| | 33 HMNZS Pukaki | |

DIRECTORY

ISSN 1173-8332

Published to entertain, inform and inspire serving members of the RNZN.

Navy Today is the official newsletter for personnel and friends of the Royal New Zealand Navy, produced by the Defence Communications Group, Wellington. Navy Today is now in its fifteenth year of publication.

Views expressed in Navy Today are not necessarily those of the RNZN or the NZDF.

Contributions are welcomed. Submit copy or letters for publication in Microsoft Word, on CD or emailed. Articles about 300 words, digital photos at least 200dpi.

To request reprints, please contact the Editor.

COPY DEADLINES FOR NT

5PM AS FOLLOWS:

NT 157 October issue 31 August

NT 158 December issue 31 October

NAVY TODAY

EDITORIAL ADVISERS:

CDRE B Pepperell, DCN

WO D Bloor, WON

Mr A Cutler, NCM

Ms N Quirke, SCA (N)

EDITOR:

Richard Jackson

Defence Communications Group

HQ NZ Defence Force

Private Bag, Wellington, New Zealand

P: (04) 496 0293 F: (04) 496 0290

E: navytoday@nzdf.mil.nz

DESIGN & LAYOUT:

Duncan Allan

Defence Communications Group

PRINT:

APN PRINT NZ LTD

P: (04) 472 3659

ENQUIRIES TO:

Defence Communications Group

P: (04) 496 0270 F: (04) 496 0290

LT Sarah Campbell (Auckland)

P: (09) 445 5002 F: (09) 445 5014

Director Defence Communications Group

P: (04) 496 0299 F: (04) 496 0290

Recruiting Officer Auckland:

P: (09) 445 5783

E: navyjobs@lhugf.co.nz

CHANGING ADDRESS?

To join or leave our mailing list,

please contact:

Marianna Robati

DCG Sr Business Support Officer

HQNZDF 2-12 Aitken St

Wellington

P: (04) 496 0270

E: navytoday@nzdf.mil.nz

YOURS AYE

BY RA TONY PARR RNZN [Chief of Navy]



YOUR NAVY NOW HAS A FACEBOOK SITE AS WELL AS YOU TUBE, WHICH ARE PROVING VERY POPULAR AND A GREAT WAY TO COMMUNICATE WITH THOSE WHO ARE HAPPIER IN CYBERSPACE THAN IN MAGAZINE MEDIA.

Navy Today has become something of an institution since 1996 when it was first published. Admiral Jack Welch introduced it 'to fill both the external and internal PR void'. Accordingly its first distribution points were public libraries, schools, universities and polytechs, as well as going to Members of Parliament and government departments.

Since then though there has been huge growth in readership, especially to the families of those serving, formerly serving and veterans. Significantly, and unexpectedly, the international readership has grown as well—our Defence Attaches around the world are able to get their Kiwi Navy stories across, that much easier. Other navies have been inspired by the RNZN's *Navy Today* and produced their own magazines similarly styled. From an initial print run of 5000 copies, *Navy Today* grew within six months to 7,000 and by 2005 to 11,000. It is now steady at 10,000 copies per issue.

The magazine has always had, and will continue to have, a focus on our ships' and our peoples' activities, operations and achievements. This is usually from an individual's perspective and not in the manner of journalism or reporting. Consequently, the stories and their accompanying photographs have an 'ownership' feel to them. Authenticity guaranteed!

From time to time *Navy Today's* editorial staff have also been able to include supplements written to cover special events, for example, the return of the Unknown Warrior in 2005. There have been a couple of successful 'spin offs' including the quarterly *Sea Cadet News* and *The White Ensign*—an historical record, which grew into a journal in its own right. *Navy Today* is a great vehicle for getting the wider Navy message out there.

Moving with the times, we have identified a number of other methods and media for getting Navy stories out to a wider group, particularly younger people. Your Navy now has a Facebook site as well as You Tube, which are proving very popular and a great way to communicate with those who are happier in cyberspace than in magazine media.

From this month we also begin publication of an electronic edition of *Navy Today* (distinct from the pdf-format version *Navy Today* that is on the Navy's public website). The e-version will be available through our website and Facebook page, and will feature additional photo-galleries and video content of Navy's activities. Introducing these new tools takes some time and management. As a consequence *Navy Today* will become a bi-monthly publication from this edition onwards.

Your Navy has always exploited technology for strategic and tactical advantage. Our decision to use new communication tools to deliver our stories more effectively is similar to the way we innovate elsewhere across the Fleet. While embracing new media we will continue to maintain the high-standard of the print edition of *Navy Today*, and distribution will not change hugely. What will change is that publication will now be every second month rather than once a month.

Enjoy your reading— whether on a computer screen or as a magazine!

OTAGO IN DUNEDIN



CN and the CO of OTAGO joined the city's Deputy Mayor during the civic ceremony for the new OTAGO on 24 July.



Pleased to have seen over the new ship on 25 July, were (l to r): Hunter Mutch, Finn Liddell, Jack Mutch & David Schack from Opoho School.



QUEEN'S BIRTHDAY HONOURS

The New Zealand Distinguished Service Decoration (DSD) has been awarded to Commander Jason Haggitt RNZN and Commander Andrew McMillan RNZN. Eleven New Zealand Defence Force personnel were named in this year's list.

The Distinguished Service Decoration (DSD) recognises distinguished military service by regular, territorial and reserve members of the NZDF, including command and leadership, service in an operational environment, or in support of operations.



COMMANDER JASON HAGGITT DSD, RNZN

CDR Haggitt has 21 years of rotary wing military flying experience, since he initially joined the RNZAF in 1988. He was a Search and Rescue captain based at Wigram, where he developed skills in mountain flying in the Southern Alps and worked with civil agencies. During a subsequent exchange posting with the Royal Navy's No. 845 Naval Air Squadron, he led his flight on demanding deployments to Bosnia and Belize. After returning to New Zealand in 2000, he then led two operational deployments to Timor-Leste as Commanding Officer of No. 3 Squadron Detachment.

After expressing interest in flying the new Seasprite aircraft, he transferred to the RNZN and was posted to HMNZS TE KAHA to undertake the first operational deployment of the Seasprite, when the ship supported Operation Enduring Freedom in the Gulf of Oman. Following his appointment in December 2006 as Commanding Officer of No. 6 Squadron, he has worked to ensure that his command achieved full operational capability. He also led a Seasprite Flight as part of our Defence Force support to the Samoa and Tonga Tsunami relief operations in 2009.



COMMANDER ANDREW MCMILLAN DSD, RNZN

As a Lieutenant Commander, Andrew McMillan served as Commanding Officer of the Operational Diving Team from March 2008 to January 2010. He set about improving the training methodology and syllabus for divers, thereby enhancing his team's capabilities. This gave the members the ability to cope with three recent significant operational challenges:

- In November 2008, he led his team to recover the body of the pilot as well as much of the wreckage of a helicopter which had crashed into Lake Wanaka.
- In August 2009, in response to a request from the government of Tonga, he led his team to search for and successfully locate the sunken ferry PRINCESS ASHIKA. The nature of this operation and the sensitivities involved, given the significant loss of life which resulted from the sinking, required considerable diplomacy and tact in meeting both national and family expectations.
- In October 2009, he and his team responded to another short notice call out to repair a fresh water pipeline in Samoa, which had been damaged as a result of the tsunami. This was followed by the sad task of searching for bodies in the lagoons. He displayed a high degree of professionalism in successfully completing these missions.

CHIEF OF NAVY'S COMMENDATIONS



WARRANT OFFICER MARINE TECHNICIAN (PROPULSION) STEVEN WILLIAM BRADLEY

WOMT(P) Steven Bradley was seconded to the Ministry of Defence for duties with Project Protector from October 2005 until July 2009. He was the Project Director's Representative for the Inshore Patrol Vessels under construction at the BAE (formerly Tenix) yard in Whangarei.

The role was both complicated and demanding. It was a rare and unique posting where opportunities to draw on the knowledge and experience of others were few. Two comparable roles were held in different countries by Lieutenant Commanders, which is indicative of the demands of the job.

Whilst the design, construction and testing of the ships was the responsibility of the contractor, the many challenges faced with a new class of ship placed demands on the Project Director's Representative to

represent the Crown's interest, fulfil the Crown obligations and resolve ambiguous and conflicting requirements. The role also required liaison with a large number of representatives from mainly non-NZDF organisations as well as senior naval personnel. It required provision of advice, inspections and audits on behalf of the Project Director.

Assessment of risks and prioritisation of activities was very important; WOMT(P) Bradley applied himself completely, making full use of his technical experience in ship repair and operation, and his general naval experience. He successfully liaised with the contractor and sub-contractors on a variety of issues, managed the interaction between diverse Crown personnel and the contractor's site, and provided valuable feedback to the Project Office.

He worked long hours and weekends and made himself available to suit the demanding schedule of the contractors and the project over a prolonged period, often with little certainty in the project programme.

WOMT(P) Bradley displayed a strong commitment the role of Project Director's Representative; his diligence and dedication contributed significantly to ensuring that the

new IPVs are of a high standard and able to provide a vital capability to the Defence Force. For this he is commended.



DOCKYARD RELATIONSHIP MANAGER & PORT SERVICES MANAGER MR BRIAN CARROLL

Brian Carroll joined the Navy in 1973 and served 12 years in uniform, mostly as a helicopter pilot. In July 1985 he became a civilian and worked as a management consultant. Brian rejoined the Defence Force in February 2002 as a civilian manager. His primary role since then has been as Dockyard Relationship Manager but he is also the Port Services Manager.

He initially led the Dockyard Management Contract renewal negotiations and when the decision was made to go to open tender he became one of the team that managed the contract tender and the selection of Vosper

Thornycroft Fitzroy.

As Dockyard Relationship Manager, Brian demonstrates professionalism and commitment, operating seamlessly across all levels. He has provided comprehensive support to the Fleet Support Organisation during times of significant change as a new Dockyard Manager took post, the Fleet Support Organisation restructured and the Project Protector Vessels entered service. He has been constantly active developing Dockyard Management Contract options that have lead to significant savings for the Defence Force.

Under Brian's leadership, the Port Services Section has provided outstanding service for wharf management and for the Naval Fuel Installation. Brian is the customer representative for infrastructure projects being delivered to the Fleet Support Organisation.

Brian's dedication, in-depth understanding, patience, lateral thinking and *can do* attitude, have all combined to ensure performance of the highest standard. A very capable leader and a highly respected member of the Fleet Support Team, Brian Carroll is commended for his exceptional contribution to the Royal New Zealand Navy.

SUGGESTION SCHEME AWARDS!

LTCDR Matthew Wos RNZN and WOET Mark Naldrett-Jays have both been awarded a cash grant under the NZDF suggestions scheme. Our two Anzac frigates are undergoing a communications control upgrade project, which aims to replace the ships' original control system with a modern and upgraded equivalent system, produced by L-3 Communications.

It was identified early in the Project that a risk was the control of the Audio Switch Matrix for the tactical intercom. In the original system, the Audio Switch Matrix (ASM) is controlled remotely from the Frequency Management Terminal but the upgrade means that the old communications control system, including the Frequency Management Terminal, is being removed. The replacement control system (made by L-3 Communications) does not have an ASM control component.

One option for the Project team was to leave the Frequency Management Terminal in place, solely for the control of the ASM, utilising an adhoc arrangement to connect with the new

system. However that approach would have meant retaining obsolescent equipment in service. The alternative was to develop a new method of controlling the ASM. The project budget allowed up to NZ\$50,000 to address the ASM control risk.

The Project team's report on these options was forwarded to LTCDR Wos in his role as Communications and Information Systems Engineer in the Fleet Support Organisation. Subsequently, LTCDR Wos and WOET Mark Naldrett-Jays, the Inspector Communications & Electronic Warfare, developed a 'proof of concept' software application, that could set up conference and point-to-point circuits in the ASM.

Developing this software application was outside their core responsibilities. None-the-less the Project team agreed to have them develop the proof of concept into a project-sponsored trial, which was conducted in TE MANA, to ascertain whether the application was suitable for operational use.



LTCDR Matt Wos aboard TE KAHA.



WOET Naldrett-Jays accepts his award from CN.

TE MANA's communicators and engineers concluded that the software "gave a valuable advantage ... and provided a fully functional system for operational use." The agreed recommendation is that the new ASM software be developed as the preferred option for ASM and the tactical Intercom system, which is now incorporated into the Communications Control project.

The software application developed by LTCDR Wos and WOET Naldrett-Jays cost the project \$NZ 640 (a Notepad and a converter cable) while the software was largely developed in their own time over a period of nine months, with improved versions being released to the

ship as feedback was provided.

DFO 4, Chapter 21 lays out the NZDF Suggestions Scheme. LTCDR Wos and WOET Naldrett-Jays' involvement in the ANZAC Communications Control System upgrade project has resulted in savings in labour, time and money through "applying a known skill in a way that achieves substantially improved cost/benefits ... and provides significant cost savings."

The Suggestions Scheme Board agreed to financial recognition for the exceptional efforts of the two individuals. As a result, CN had the pleasure of presenting awards of \$2000 each to LTCDR Wos and WOET Naldrett-Jays.

CHANGING COMMAND:



LT Hansen with her family; her Mum, Susan Hansen (in purple) is next to her and her sister, Chloe, is at right with fiancé LT Johnny Stanton.

HMNZS PUKAKI

Lieutenant Alexandra Hansen became the first of our female officers to command an Inshore Patrol Vessel, when she took command of PUKAKI on 18 June. The ceremony to mark the change of command was held on 18 June at the naval base. LT John McQueen relinquished command in the formal ceremony, which is designed to strengthen respect for authority and demonstrate the continuity of command. The change of command took place when LT McQueen stated "You have the ship" and LT Hansen replied "I have the ship".

LT Hansen said "I have been looking forward to taking command since I joined the Navy and know that it is a challenge that I have been well prepared for. I am fortunate to be taking over a ship that has been well prepared by LT McQueen and his ship's company. We will be

able to work closely with the other Government agencies in achieving PUKAKI's tasks."

LT Hansen joined the Navy in January 2005, after attending Wellington East Girls' College and gaining a Bachelor of Science in Physical Geography and a Bachelor of Commerce and Administration in Economics, at Victoria University.

On completion of her Junior Officer Common Training, LT Hansen served in WAKAKURA and TE KAHA. She topped her qualification courses and was awarded an exchange to the Royal Navy. In HMS EDINBURGH she undertook patrols in the South Atlantic and went ashore in South Georgia. During her exchange she gained her Bridge Warfare Qualification

A keen sportswoman, LT Hansen plays Tennis, Cricket and has been selected for



LT McQueen accepts the framed commissioning pennant from CN.

the NZDF women's Soccer team. LT Hansen completed the Major Fleet Unit Navigating Officer's Course and posted to HMNZS CANTERBURY as the Navigating Officer in 2008. This year she completed the Minor War Vessel Command Course, before taking command of PUKAKI.

THE FIRST WOMEN TO COMMAND OUR SHIPS.

1998: LT Bronwyn Jones RNZN (today, LTCDR Heslop RNZNVR) HMNZS MOA (nine days)

1999: LT Lisa Hunn RNZN HMNZS TAKAPU (three months)

2002: LT Bronwyn Jones RNZN, HMNZS HINAU (six days)

2005: LT Vivienne Orr RNZN HMNZS HINAU (four months)

HMNZS MANAWANUI



LTCDR Leef with his family and friends, after he took command of MANAWANUI.

A ceremony to mark the change of Commanding Officer, HMNZS MANAWANUI, was held on Friday 28 May at the naval base. Lieutenant Commander PJ Rowe RNZN relinquished command to LTCDR Wiremu Leef RNZN, during a parade at the Commander William Smith Building.

The Maritime Component Commander, CDRE Ross Smith was the reviewing officer for the ceremony, which was attended by many whanau and friends. LTCDR Leef's tribal affiliation is, on his mother's side, Ngaphui (Ngati Hine). His service biography was summarised in NT 155 June.



LTCDR Phil Rowe hands LTCDR Leef the ship's symbol of command.



CDRE Smith hands LTCDR Rowe a framed commissioning pennant to mark his command.



AN MP'S DIARY

AMY ADAMS, MEMBER OF PARLIAMENT FOR SELWYN (CENTRAL CANTERBURY), UNDERWENT A WEEK-LONG IMMERSION INTO THE NAVY DURING MAY. HERS WAS THE FIRST OF VARIOUS DEFENCE EXPERIENCES FOR MPS. THE FOLLOWING IS EDITED FROM AMY ADAMS' BLOG WWW.AMYADAMS.CO.NZ

SUNDAY [9 May] I'm staying in the PHILOMEL Wardroom, which gives me the opportunity to mix with a variety of naval personnel. I'm already aware that there is a whole world going on behind base gates that us ordinary civilians never really see.

MONDAY: They speak a different dialect in the Navy, thick with acronyms and expressions totally foreign to me. My escort (LT Malcolm Wallace) has to interpret as well as keep me to time and answer all my questions.

- Kitted out in GWD (general working dress)
- Te Taua Moana Marae for a moving powhiri
- Met the Captain Fleet Personnel Training Organisation to talk on the raise, train and sustain aspects for Navy, which led into ...
- The wonders of simulation training (bridge, warfare systems and engineering).

I am astounded at how realistic the simulators are; I admit to getting quite queasy when the Bridge simulator controllers threw in some rough weather. They assure me the floor didn't move!

- Kauri Point, the munitions store and armoury for the Navy. They clearly have excellent safety protocols in place.

TUESDAY: the multi stage fitness test. Everyone has to reach level 7.1 in the dreaded

"beep" test and then complete 10 proper press-ups (no girlie ones allowed here). I'm delighted to say I passed!

- The new fuel installation built into the Devonport cliffs.
- A briefing on fleet support operations,
- A tour of TE MANA in dry-dock; she is an impressive sight. It's clear our Anzac-class frigates have been fundamental to our international operations.
- The Navy Band, the new Museum project and the Volunteer Reserves and Cadet Forces; all were impressive, particularly in what they achieve with the resources available.

WEDNESDAY: All week people have been asking me if I was doing the damage control training with that look ... should I be excited or terrified? There is simply no substitute for doing the real thing when you think about the consequences of fire or flooding. Hundreds of miles at sea you can't rely on anyone but you and your team to sort it. You start to respect defence personnel in a whole new way; their skills and commitment are incredibly impressive.

Later, I visited the Operational Diving Team and the Mine Counter Measures team. The team has some fantastic capabilities for sea bed mapping and underwater search and rescue.

THURSDAY: Tauranga. The plan was a RHIB would take me out to the PUKAKI. However the seas were so rough the ship had been forced to come into port; worse, rough seas were expected to continue!

I was welcomed aboard, given a quick tour and we were away. Within minutes I was asking the medic for sea sickness pills; by the time the pilot vessel had left I was wondering if there was anything stronger to be had! I had taken over the Captain's chair and wasn't keen to move; the crew took pity on me and brought me an ice block which, oddly enough, was just the thing.

PUKAKI's job is fishing vessel inspections and Fisheries Officers are on board; once a commercial fisher is spotted, everything starts to happen. A team climbs into one of the RHIBs and is lowered via hydraulic arm into the sea. The RHIB sped off, the team boarded the fishing vessel, the necessary checks were made and then another hairy ride to get the whole lot back on deck. These guys are slick.

FRIDAY: This morning I woke to a beautiful sunrise, gentle seas and the sounds of the ship's company getting into their daily routines. I do have to mention that showering took a bit of skill—a three point bracing system of two feet and a shoulder!

A series of drills, focused on equipment failures. At one point that meant the engines & stabilizers went down and I was stunned at how the ship rolled even in light seas.

Highlight of the drills was the shout of "Man over board!" I saw one of the crew load a semi-automatic rifle and point it towards where the dummy was floating. I asked what the gun was for and got the simple response: "Sharks".

I have to make special mention here of the training that the senior members of PUKAKI's crew were giving; all the way through I saw trainees being given opportunities to lead, under the watchful eyes of their superiors. After each event there would be a quick but clear discussion reviewing what was good and what needed to improve. PUKAKI's officers and senior ratings modelled some of the best on-job-training I have ever seen.

All too soon we were in Gisborne and I was rather reluctantly giving back my uniform and putting back on the realities of my civilian life.



Amy Adams MP at the helm of PUKAKI.

REFLECTIONS ON A WEEK IN THE NAVY

A fortnight after her week in the Navy, Amy Adams MP spoke with the Editor...

Previously I had had zero to do with the Navy; I live in mid-Canterbury, near Burnham, and once I became an MP I had several [formal or semi-formal] visits to the Army Camp. I also saw the Limited Service Volunteer scheme [now the Youth Development Unit] in Burnham and that sparked my interest in the influence the armed forces can have. I saw leadership and mentoring for the trainees from [the instructors]—quite young people. It's not until you challenge your thinking that you look at things afresh—I realised that I did hold some stereotypes and pre-conceived notions that were not based on any sort of knowledge

ON A PARLIAMENTARY TRIP TO THE UK

I learned of the UK Parliamentary scheme, created and run by Sir Neil Thorne, for MPs to gain experience of the armed forces. I heard about how successful that had been. As MPs we can't be experts on everything, but it worried me how few MPs have any military experience or knowledge at all. If we are going to increase the level of understanding we need to expose more MPs to the Defence Force. Briefings are all very well, and official visits—a cup of tea and handshakes—are necessary, but quite limited in helping us to understand

the Services. There is no substitute for direct experience and increasing MP's understanding about the Services must ultimately be to the benefit of the Defence Force.

So I put my hand up and went to the Minister of Defence [The Hon Wayne Mapp] with the idea and the Minister saw the benefits a scheme like this could have. The Minister and I then worked on the concept with Defence HQ and this opportunity for my Navy experience was agreed. We MPs do lead very busy lives, so investing a week takes a big effort and a lot of co-ordination, but the rewards are massive. Perhaps not everyone who undertakes it will come out as much of a convert as I did, but the better informed the various circles of MPs can be, the better quality for our debates.

PARLIAMENT IS ABOUT BALANCE, and no Minister works in isolation. They work with Cabinet, with the select committees and with their party. Defence spending is a big part of the Budget and it's important we all understand what Defence is doing and why. I am keen to encourage other MPs to take opportunities like this; to get a mixture of back bench MPs out to experience the armed forces. Not everyone will be as enthusiastic as I (now) am, but say we get 10 MPs out there I'm hopeful we might end up with eight strong advocates for the Defence Force.

The enthusiasm that is in my blog, is a very



Press ups!

Man over board exercise.



Visiting the new Navy Fuel Installation.



genuine sense of enthusiasm; I came out of my week with the Navy on such a high. The week surpassed my expectations. I deliberately chose the Navy as I previously had no sense of how they fill their days. I don't even have a sailing background (despite growing up on Auckland's North Shore). I had been on the Picton ferry, but that was about it.

TOTAL IMMERSION. The best part was getting to spend time with, and talk to sailors of all ages and ranks; it was a total immersion for me, but even a week was not enough! It's strange that the Navy in New Zealand has such a low profile—we have a long coastline, a big EEZ (the 4th or 5th largest in the world) and we depend on international trade across the sea and our nation contributes across the globe in an international context. So as New Zealanders we should be more aware of the Navy and the sea around us. And we should be explaining this to the public.

I enjoyed meeting the sailors and was always interested to hear how they came to join. And we discussed the big issues too. The training and mentoring side impressed me; an exercise would be held, then it would be thoroughly debriefed to learn the lessons. And I was fascinated to learn more of the interaction between agencies—that is an aspect that was good to see.

TOKU HIKOI AOTEAROA MY NEW ZEALAND JOURNEY

Captain Mathew Lucas is a Canadian Forces' Chaplain; he came to the RNZN Chaplaincy Centre, HMNZS PHILOMEL from 24 January to 8 March, 2010. The purpose of his visit was to observe the Pre-Deployment and Post-Deployment training for chaplains in the NZ Defence Force. His article describes the interaction he undertook with our naval chaplains.

After an emotional good-bye to my family, I started my 38-day tour of duty, under the CANZEX* program, to New Zealand. Despite some problems with my flights, I landed in Auckland on 24 January. Chaplain Wayne Toleafoa, Principal Chaplain (Navy), and his lovely wife Jenny, were at the airport to warmly welcome me to their country and into their lives.

My focus during the visit was the Pre-Deployment and Post-Deployment training for chaplains in the NZDF. At Trentham Military Camp I observed and participated in the Civilian Military Co-operation Course (CIMC) which trains deploying military and civilian personnel to co-operate with the local government, citizens and non-governmental agencies in various theatres. Although I joined this course in the final week, I was incorporated into the syndicates and participated, along with the deploying chaplain, in all of the exercises and role plays.

Next, at Burnham Camp, I observed the Pre-Deployment Training Course (PDT). Here the personnel on the CIMC met up with the other personnel deploying, to start their final training prior to being deployed to Afghanistan.

Working with the Chaplains

The second purpose of my visit was to observe and participate in the daily operations of the New Zealand chaplains. It was an honor for me to receive a formal Maori greeting (powhiri) with Vice Admiral MacFadden [head of the Canadian Navy] and others at the Navy Marae at the Devonport Naval Base. I had the opportunity to be sail in HMNZS TE MANA for a family day and, to tour the new amphibious sea lift ship HMNZS CANTERBURY—with a hospital the size of a small clinic and a large gym that any Canadian sailor would enjoy.



Chaplain Lucas in Auckland.



Accepting a hongi at the powhiri.



Sharing in an Afghan-style meal.

Like any good Baptist, I enjoyed the opportunity to preach at the Naval Memorial Chapel of St. Christopher, which many new trainee sailors attend.

The New Zealand chaplains are in the midst of becoming tri-service, like the chaplaincy is in the Canadian Forces. It was a joy for me to participate in some of the discussions concerning this from a Canadian chaplain's perspective. I am sure the chaplain exchange opportunity with Canada will provide a beneficial experience as the NZDF chaplains begin this new direction to serve the men and women of the NZDF. Over time, there may be additional opportunities for the New Zealand and Canadian chaplaincies to collaborate on training initiatives that will mutually benefit our ministry of presence to the men and women we serve.

What will I remember most?

- meeting the very friendly and capable service members of the Navy, Army and Air Force
- the hospitality of the chaplains
- the folks I regularly dined with at the Wardroom at HMNZS PHILOMEL
- the Base doctor and friends who invited me to a spirited quiz night

- the Executive Officer of HMNZS ENDEAVOUR who introduced me to the local beer Tui (which I discovered much later is also a name of a bird in NZ!)
- eating a delicious Afghan meal while sitting on the floor to conclude the CIMC,
- and the awe-inspiring landscape.

Another experience included flying into the Wellington Airport and bracing myself as the pilot navigated through turbulence; I had been told "Wellington is like a baby: it is always wet and blowing wind."

Of course, this wonderful opportunity and unforgettable experience required the support of others; therefore, I was happy to deliver fine New Zealand wine to my colleagues in Canada.

Reflections

As we celebrate our Centennial as a Canadian Navy, two RNZN ships have celebrated with us on our West Coast. It had been 25 years since a New Zealand warship last visited Canada and I am sure the sailors this year will have many stories to tell. Indeed, it is exchanges, celebrations and military engagements, that continue to form lasting friendships and a spirit of cooperation between our nations.

* CANZEX: Canada New Zealand Exchange



TE KAHA arrives alongside at Shanghai, 19 May.

TE KAHA IN CHINA

BY ABLE COMBAT SYSTEMS SPECIALIST ANDY SEAY

After our visit to Hong Kong, TE KAHA set course towards Shanghai for a six-day visit. After a long transit up the Yangtze river we berthed at the naval jetty, to get a warm welcome from the PLA(N)—including a band.

TE KAHA was the first warship to visit Shanghai during the Shanghai Expo. Many of our ship's company visited the New Zealand Pavilion and the second night in we hosted a reception for over 100 people. The Maori Cultural Group was very well received by the guests, especially their stirring haka.

While some of the ship's company headed for Beijing and the Great Wall [see next article] many stayed behind and discovered the thrill of bartering in the numerous markets around the place. On our last day, TE KAHA hosted an open day and some 2200 people came along. The visitors ranged from China's Special Forces Group down to families with toddlers.

The whole visit was a success for the ship (and for New Zealand as a whole) and all of us on board look forward to visiting again.



CDRE Smith is welcomed by RA Du Jinchen.

CDR Williams shows Admiral Xu Weibing through the ship.

A WARM WELCOME FROM CHINA'S NAVY

The Chief of Staff of the Shanghai Naval Base, Senior Captain Wu Weihua hosted the welcoming ceremony.

The Maritime Component Commander New Zealand, Commodore Ross Smith (who had arrived earlier by air) and CDR Matt Williams paid a call on Rear Admiral Du Jinchen, Commander of China East Sea Fleet, as well as on officials of the Shanghai Municipality.

They also visited an escort ship of the Chinese Navy.



TE KAHA's team at the Great Wall.



The entry to the Forbidden City in Beijing.

BEIJING TOUR

BY LMT(P) B D JAMIESON

"Nie How, 'is how we say 'hello' in Beijing," said Nancy our tour guide. And so began our trip to Beijing travelling on China Eastern Airlines. First stop, Tiananmen Square, the largest city centre square in the world. It can hold up to half a million people and has a colourful history. Tiananmen Square is also right next to the Forbidden City, where the Ming and Ching Dynasties ruled for over 500 years.

The rulers 'city' was forbidden up until the start of the 20th Century, when the last emperor died. The Forbidden City covers 70 hectares and it took us the better part of a day to walk from one end to the other. It has 9999 rooms in accordance with the Chinese belief that nine is a very lucky number. We were then treated to some fine Chinese cuisine at a restaurant in town before heading to an acrobatic show.

The acrobatic show was one of the highlights of the trip for me, their feats were spectacular: not only could they do most things blindfolded, the acrobats could do back flips blindfolded through basketball-sized hoops on the run!

Our next day was at the Great Wall of China. According to Nancy, "In China, you are not a man until you've climbed the Great Wall. So after today you will all be men."

I am not sure how the women of our group felt about this comment, but never-the-less we

continued on to the Wall.

The Great Wall was impressive! It took hundreds of years to build, to keep the invading Mongols out. It stretches in excess of 5000kms, with a width to allow four men on horse-back to ride side-by-side. There were watch towers as high as 10 metres at intervals; if the soldiers saw invading Mongols approaching they would light fires on top of their towers to warn others. The Great Wall crosses some pretty steep terrain (and we only saw a small part of it) and seeing it made you appreciate the back-breaking labour involved over so many years.

Next stop, the Birds' Nest, from the 2008 Beijing Olympic Games; it's a marvel of modern engineering. AMT Stevens and AWTR Smale even managed to go for a 100m sprint down the track (but won no medals!)

We continued on to the Emperor's Summer Palace where the emperors of the Ching and Ming Dynasties and their entourages would go for a few weeks of the summer outside of the Forbidden City. From here the Emperor could observe naval regattas on the man-made lake that is 50 ha and 3 m deep; similarly as impressive as the Forbidden City.

On our way out to dinner that night we stopped in at a pearl factory and we were shown how to tell real pearls from fake ones.

On our final day, Nancy took us to some local markets and gave us a heads up that you have to be on your 'A game' for haggling. So we managed to get a lot of shopping done at some "special prices for you my friend." After the markets we were shown how silk is made from the cocoons of the Southern China silk worm.

Our last sight-seeing was at the Temple of Heaven. This was where the Emperor would come to pray for a successful harvest for the year. These days the area surrounding the Temple of Heaven is a public garden that you have to pay to get into. Local residents at the park were performing some Chinese opera, which was interesting, while other groups were performing Tai Chi (which looked like slow line dancing). A few from our group got involved and joined in quite nicely.

Nancy then got us sorted at Beijing Airport and we said our goodbyes to her. A big thanks to Nancy, who was an excellent tour guide. In a city where the language and cultural differences are substantial, you need a guide of her calibre. All in all a great trip and a truly culturally-enlightening experience for everyone.



ENDEAVOUR's group at the DMZ.



ENDEAVOUR in the locks leading to the port of Incheon.

ENDEAVOUR AT INCHEON, SOUTH KOREA

BY LT VAUGHAN LUCKMAN RNZN

This year in mid-May HMNZS ENDEAVOUR returned to South Korea for a port visit to Incheon, which is the seaport of Seoul, the nation's capital. (ENDEAVOUR was built at Ulsan, S Korea, in 1988.)

Berthing in Incheon created a few exciting challenges rarely encountered in our ships' deployments. Due to the high tidal range, ships berth in a non-tidal basin protected by a set of locks. ENDEAVOUR's Commanding Officer, CDR David Toms, said the entrance into the lock was "like going into dry-dock but without the aid of berthing lines". The entrance and exit both went well and our ship's company came through the experience with a new set of skills for the future.

New Zealanders are held in high regard by the South Koreans, who remember our contribution to the Korean War, sixty years ago. Their memory of that war, and their regard for the allies who assisted, provides a very humbling experience for visiting Kiwis.

THE DMZ

Since July 1953 an Armistice has been in place between the North and the South with the former front line now marked by the Demilitarized Zone (DMZ). Many of our ship's company were fortunate enough to take a tour to the DMZ, and witness both North and South Korean soldiers facing off at the line in Panmunjom Village, which is the Joint Security Area where the Armistice was signed and peace negotiations still occur.

The DMZ stretches across the width of Korea, rigged with fences, sentry towers, anti-tank walls, and the heaviest concentration of landmines anywhere in the world. Being at the border brought home to us just how real this conflict was, and still is. Enlistment in the military is compulsory for all young Koreans and they all face the very real threat of having

to go to war.

ENDEAVOUR was in South Korea just as conclusions were announced about the sinking of the South Korean warship ROKS CHEONAN. This incident highlighted how fragile the peace-state is between these two nations. There was intense pressure within the local media for action and, when ENDEAVOUR sailed, the presence of extra ROK Navy and Coast Guard vessels was evident through the Yellow Sea and Sea of Japan.

OUR HOST NAVY

Throughout our week in Incheon, ENDEAVOUR had significant interaction with members of the ROK Navy, with a reception we hosted onboard, and a dinner hosted by RADM Park, ROK(N), the Incheon Defence Sector Command Commander. These made for a special opportunity to interact with another navy as well as learn something of the local culture.

Our ship's Kapa Haka group also performed at the New Zealand Ambassador's house during a dinner hosted by the NZ Defence Attaché. This offered a great chance to share our own culture which was very well received.

INCHEON AND SEOUL

We were able to get out and explore both cities of Incheon and Seoul. Since 1953 South Korea has clawed itself from the devastation of war to now having one of the top 15 largest economies in the world. This growth has come through sheer hard work and is now evident in the very modern cities. Interspersed between this modern world however it is still easy to find tastes of the old, and their strong underlying culture.

All members of ENDEAVOUR got a lot out of this visit and left with great memories of a wonderful country. Professionally and personally, South Korea has a lot to offer and is definitely recommended to all.



BERING SEA TRANSIT

After sailing from Shanghai, TE KAHA took part in a tri-lateral exercise with two Japanese ships and the USS JOHN S MCCAIN during 29 May. Then, after leaving Incheon, ENDEAVOUR rejoined and our two Kiwi ships rendezvoused with HMAS NEWCASTLE for the transit across the North Pacific. With three ships in company we had opportunities for various exercises while our ships reached latitude 55° North [Campbell Island is 52°S, as a comparison]. This was a record for our ships and we became the first RNZN ships to transit the Bering Sea.

We passed Dutch Harbour (made famous by the Discovery Channel 'Deadliest Catch' programme) and sailed through the Aleutian Islands chain (part of Alaska). The task group then transited the Unimak Passage, between the Aleutian chain and the Alaskan peninsula. At 2200 on 7 June we had a fantastic sight of the sun slowly setting behind the snowy mountains of Alaska.

On 8 June, nearing Canadian waters, the Anzac task group was joined by the JMSDF destroyer AKEBONO to conduct exercise PACIFIC BRIDGE.



Some of the Fleet at anchor, 12 June
Photo: Chris Sattler. See also page 37.

OUR CANADIAN EXPERIENCE

Over the period 9 – 14 June 2010 the Canadian Pacific fleet celebrated the Canadian Navy's 100th Anniversary (an earlier, similar, naval occasion had been held by the Atlantic fleet at Halifax, Nova Scotia, for Canada's NATO allies).

TE KAHA and ENDEAVOUR arrived in Esquimalt, British Columbia, on 9 June, to take part in the International Fleet Review. Both ships berthed outboard of HMCS OTTAWA, a Halifax-class frigate. Esquimalt is very similar to Devonport, hospitable people with friendly faces. Also in port for the IFR were several USN

ships, the AKEBONO, a French ship and the US Coast Guard. With all the ships attending, over 8000 sailors were in port.

The Fleet Review week included:

- a uniform day (with all 'liberty sailors' proceeding ashore in uniform)
- a number of hosted functions
- a "Navy Rocks" music concert (which had an unexpected payoff in Seattle)
- firework displays
- a sports day (7's rugby being the highlight for us).

And we enjoyed the Parade of Nations through central Victoria City (the main city 5 km from Esquimalt Naval Base). The number of spectators lining the street to see the parade was staggering. As our combined Task Group platoon paraded we were greeted with cheers and constant calls of "Go Kiwis" — this was truly a once-in-a-lifetime experience for those on parade. Our platoon responded at the end with a rousing Navy Haka, which brought the house down! And to cap it off, our platoon featured on the front page of the local papers.

THE INTERNATIONAL FLEET REVIEW



TE KAHA's ship's company.



TE KAHA cheering ship.
Photo: LT Kathryn Hill

All ships left Esquimalt on 12 June, to anchor in Royal Roads. Reviewed by the Governor General of Canada, the Right Honourable Michaëlle Jean, this was a magnificent sight with 22 ships from the Australian, French, United States, Canadian, and New Zealand Navies, the Japanese Maritime Self-Defence

Force, and the US and Canadian Coast Guards manned and cheered ship.

ENDEAVOUR and TE KAHA were allocated anchorages in the center of the formation, flanked by the USS RONALD REAGAN, USS SAMSON, USS CHOSIN, JDS AKEBONO & FS PRARIAL. Photographer Chris Sattler,

onboard one of the reviewing ships, judged the New Zealand ships to be the best presented and loudest—a feat all the more impressive when considering that the aircraft carrier, USS RONALD REAGAN, had some 5000 personnel on deck to cheer ship! The Fleet Review concluded with a spectacular air display.



EX PACIFIC BRIDGE: JDS AKEBONO, ENDEAVOUR leading TE KAHA, & HMAS NEWCASTLE.



HMCS ALGONQUIN passes ENDEAVOUR.



HMCS OTTAWA with TE KAHA and ENDEAVOUR.



The combined ships' platoon marches through Victoria, 12 June.



Rear Admiral T W Pile, Commander Maritime Forces Pacific, takes the salute as TE KAHA departs Esquimalt, 14 June.



NORTH VANCOUVER, 14–19 JUNE



ENDEAVOUR and TE KAHA berthed at North Vancouver.

Following the International Fleet Review, Rear Admiral Parr and our Defence Adviser in Canada, GPCAPT J A V Shaw RNZAF, embarked in TE KAHA for the passage from Esquimalt to North Vancouver, along our CF

liaison officer, LT (N) S. Shearer, who was attached to the ships for this visit. We berthed at Burrard Pier, across the harbour from the Vancouver CBD. Once ENDEAVOUR was alongside, CN went aboard to hold a clear

lower deck, where he was welcomed by an impressive whole-ship haka.

Our Vancouver port visit marked the start of the 'NZ Inc' stage of the deployment—the focus shifted from naval exercises to providing support to New Zealand business and diplomatic interests abroad. Staff from the Ministry of Foreign Affairs and Trade, our High Commission and the Consul General's office all played a large part in developing our programme. As well our Defence Adviser had also worked hard to ensure that our military interests were looked after.

The first Official Call was on his Worship the Mayor of Nth Vancouver, Mr Darrell Mussatto. That call and others were returned by our two COs co-hosting a luncheon in ENDEAVOUR for CN, the Mayor, and the Commander of the local Royal Canadian Mounted Police. The business lunches included:

- One hosted by the two ships' Supply Officers and Ms Claire Eeles (NZTE) for guests representing food and liquor companies

from the British Columbia region

- Another, a Head of Department luncheon, for a dozen guests representing manufacturing firms and trade companies.

Hosting these lunches in ENDEAVOUR and TE KAHA gave a New Zealand platform for our diplomatic and trade staff to sell the 'Kiwi brand'.

The reception, hosted on TE KAHA, had 134 guests ranging from the local representative for Hamilton Jets, to politicians and senior Canadian naval officers. New Zealand food and wine was on show thanks to our hard-working chefs and stewards. The combined ships' Kapa Haka group earned an emotional reception from our guests. Speeches were made CDR Williams, the Mayor of North Vancouver and our High Commissioner His Excellency Mr Andrew Needs. A modified Ceremonial Sunset was conducted to close a highly successful evening. Our Consulate staff appreciated the sophistication of the event.

On Friday 18 June, ENDEAVOUR sailed

early (to allow time for some main engine maintenance) but four of their sailors remained in TE KAHA to play in the RNZN vs British Columbia Bears international rugby match. At 1600 our rugby teams, a social team, a female team and the 'First XV', played against three invitational sides. There was a high level of rugby played; however, we did not win any of the matches. A tired but happy group of spectators and players returned later that night.

Ship Open to Visitors. About 1200 came aboard and TE KAHA impressed with her general upkeep. Our visitors appreciated the knowledge of the tour guides.

A large number of ship's company had visited the nearby Grouse and Cyprus mountains, as well as the Whistler mountain resort. The mountains were not open for skiing, but a few intrepid souls braved the extreme downhill mountain biking tracks! In Vancouver there was Stanley Park, and the University of British Columbia. The city is still thriving on the after

math of the winter Olympics held in early 2010.

LCO Charlie Gallagher said that Canada stood out as one of the friendliest countries she had ever visited, and that she really loved the laid-back attitude of the locals. SLT Scott Ward was impressed with the hospitality, especially from HMCS OTTAWA, which hosted several functions despite being in a refit.

Early on 19 June TE KAHA sailed for the 12 hour passage to Seattle, after a successful and very enjoyable port visit. The beauty of Vancouver, with scenery similar to New Zealand but more 'compressed' and it would be a fair assessment that North Vancouver can be considered the outdoor activity capital of the world.

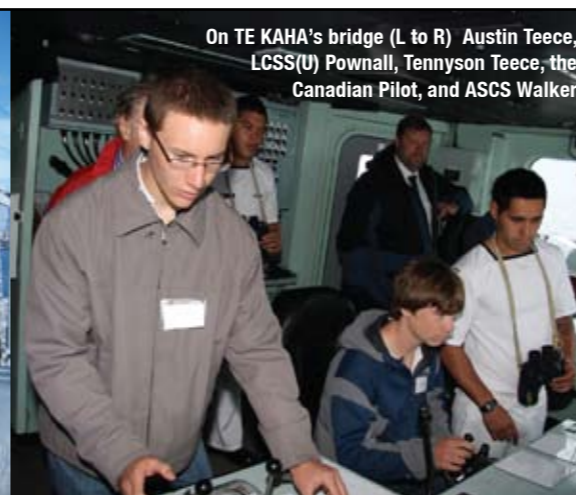
Overall, the visit to Canada was very productive as many positive military and civilian contacts were made and the 'Kiwi brand' furthered. We were well received and we are all volunteers to attend the Canadian Navy's 125th!

SEATTLE, 19 – 24 JUNE

POYS Chelsea Heremaia as ENDEAVOUR sails into Seattle, 18 June.



TE KAHA shifts berth at Seattle, 21 June.



On TE KAHA's bridge (L to R) Austin Teece, LCSS(U) Pownall, Tennyson Teece, the Canadian Pilot, and ASCS Walker



TE KAHA's group during the tour of the Boeing aircraft factory, 23 June.

In Seattle, TE KAHA and ENDEAVOUR provided a platform for our NZ Embassy and the Ministry of Foreign Affairs and Trade to progress our nation's relationship with the USA. The task group's aim was to generate a good profile for New Zealand, by working closely with His Excellency Mr Roy Ferguson, the New Zealand Ambassador, his embassy staff and the New Zealand Defence Attaché to Washington. The Defence Attaché, CDRE D V Anson RNZN, with our Assistant Naval Attaché (CDR Andrew Brown RNZN) the Consul General's executive officer (Kirsten Stevens) and Clare Eeles (NZTE Director Americas West) were also heavily involved in the visit.

ENDEAVOUR berthed first, one day earlier than planned (the first RNZN ship to berth in a

mainland US port in over 25 years) to facilitate main engine maintenance. ENDEAVOUR was met by an US Coast Guard berthing party. TE KAHA joined, as programmed, in the evening of Saturday 19 June at Pier 66 in central Seattle.

After TE KAHA sailed from North Vancouver, she called at Everett, Washington state, to embark our Ambassador and a group of American VIPs for the short passage to Seattle. The VIPs, including the State's Lieutenant Governor, Brad Owen, were greeted with a powhiri and given a briefing and tour, before an aviation demonstration—our Ambassador and Governor Owen enjoyed a short flight. Once alongside Seattle, CDRE Anson embarked and our two COs hosted the VIPs to buffet dinner

in TE KAHA.

Sunday 20 June was a leave day for our ships' companies; 40 went on an organised white water rafting expedition. Others visited the Pike Street markets, the Space Needle and the Science Fiction and Rock Music Museum, Kurt Cobain's childhood house, Jimi Hendrix's grave and the city's parks. Several attended concerts by Iron Maiden and The Offspring. Many queued to purchase coffee and merchandise at the original Starbucks; others searched fruitlessly for the set of Grey's Anatomy.

Monday 21 June meant TE KAHA had to shift berth (from outboard of ENDEAVOUR to the berth ahead, once a cruise liner had departed) and we prepared for the evening reception. Our COs made official calls, accompanied by

the Ambassador and Mr John Mataira, the NZ Consul General from LA, on the CEO of Seattle Port Company, the Mayor of Seattle and the Commander 13th Coast Guard District, Rear Admiral Gary Blore.

The official reception, co-hosted with our Ambassador, involved 142 guests including some from industry and senior military guests, notably RA Blore. At the request of CDRE Anson, several ship tours were conducted before the Ambassador gave a speech, remarking on the unique opportunity to refresh contacts between NZ and the US North West.

RADM Gary Blore was able to confirm the USCG Dolphin helo interoperability ops, planned for 25 June, that was initiated in Esquimalt. RADM Blore had originally declined

to attend the reception, since that day was his wife's birthday, but he had been convinced to come at the "Navy Rocks" concert in Esquimalt, by the task group's Executive Officers. So at our reception Mrs Blore was presented with a birthday present—a pounamu manaia.

Some officers liaised with the sales director of the Boeing Company who subsequently arranged a tour of the aircraft factory for a group of 50 from our ships - it was a real highlight of their visit.

The highlight of the night was the performance by the task group's combined cultural group Ngaru Kaha (strong wave). Their performance was especially emotional as we had learned that day that family members of two of the group had passed away in New Zealand. A prayer

(karakia) opened their performance which was highly charged and, as the Ambassador said, left "not a dry eye amongst the guests."

Next day the Heads of Departments hosted industry luncheons for Health and Marine industry guests in both ships, to support our trade representatives. The unique venue of the two warships was significant for gaining positive responses from those invited.

On Wednesday 23 June TE KAHA was open to visitors and over 600 came aboard. It was a working day, so the numbers was small but again they commented on our frigate's general upkeep (many thought the ship was less than five years old) and all appreciated the knowledge and friendliness of our tour guides.

The next morning both ships sailed; ENDEAVOUR at 0800 to have time for a post-maintenance main engine workup; TE KAHA following at 1000. Both ships then focussed on the interoperability exercises [see page 35].

During the visit we were all able to meet local citizens; the same friendliness found in Vancouver was also found south of the border. Most locals were unaware of the political background to our visit and were just happy to meet a bunch of Kiwis. LT Fraser Toulmin went to the Mariners vs Reds baseball game (the Mariners won) and ENS Rosemary Beumelburg said "the visit has been a fantastic experience."



ENDEAVOUR approaching the Golden Gate Bridge on departure, 1 July.



TE KAHA's Seasprite ranged for arrival, 27 June.



LCO Stacey Reedy, ACSS Haley May & AWTR Danielle Murphy of the ships' cultural group.



LET Matt Scott riding along the beach.



LT Sam Turner on a Cable Car.



ACH Hohepa & ASCS Eaton explore Alcatraz; many sailors enjoyed the tour kindly funded by Professor Teece.



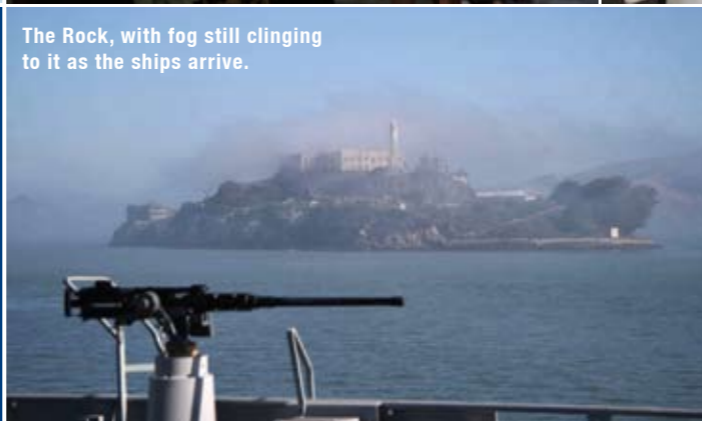
Guests at the ships' reception were coached in the pois, by the Maori Cultural Group.



VA Manson Brown USCG, Force Readiness Commander, was welcomed by both ships' COs.



MID Anna Bergin shows the Beachheads group over ENDEAVOUR.



The Rock, with fog still clinging to it as the ships arrive.

FROM THE GOLDEN GATE TO THE ROCK

BY LT VAUGHAN LUCKMAN RNZN

Our Task Group headed south to San Francisco, California, where we continued our efforts in supporting 'NZ Inc'—Kiwi businesses and citizens working in the USA. And we all looked forward to exploring this famous city.

The Golden Gate suspension bridge is the structure most associated with San Francisco, although, for us, not the most easily viewed!

Thick fog on entry frustrated our photographers. But once in the Bay, the fog soon lifted and many of the city's sights were on show as our ships headed for their berths.

Our entry (on 27 June) took us past the notorious Alcatraz Island, and many of our sailors took a tour there during our stay. Originally a Civil War garrison, the island was transformed into a military prison in 1867. The

main prison buildings were built in 1909 and remain in place today, providing a great glimpse into life 'in hell'. Only three people ever escaped from 'the Rock'—the visible tidal rips in the waters made escape virtually impossible.

A TV One news team met the ships as we arrived at Pier 27 to film the ships and conduct interviews with the COs and the Ambassador, His Excellency Mr Roy Fergusson.

San Francisco has a proud naval heritage; it was the home to Treasure Island Naval Base from 1940 to 1996. This base, built on reclaimed land just off Yerba Buena Island, served as the main departure point for ships, sailors and troop ships deploying to the Pacific during World War II. At Pier 40, the steam-powered liberty boat still remains as a tourist attraction and shuttles between the Island and Sailor's Wharf. Across the Bay at Alameda there is an operational naval base and naval air station.

Both our ships played a large role in supporting New Zealand Trade and Enterprise and our visit generated a great profile for NZ among the business community. NZTE works in North America to increase international networks with Kiwi companies through the 'Beachheads' programme. Group members help newcomers break into the US market by utilising the Beachheads' existing contacts—described by members as "the single most valuable

government programme for exporters". A high profile business luncheon was held in ENDEAVOUR for the Beachheads group, helping to foster this work and grow these connections.

A dinner was also hosted for members of the Wardroom by David Teece, an expat Kiwi, now Professor of Economics at the University of California, Berkeley. Growing up in New Zealand, and receiving his initial education in Canterbury, Professor Teece has never forgotten his roots and remains a New Zealander at heart. Professor Teece, along with The Warehouse founder, Steve Tindall, and others, founded the Kiwi Expats Association (KEA). This organisation also works at providing "door-openers for each other and New Zealand around the globe". Originally funded by the founders, this organisation now supports itself and is testament to the strong national bond shared by Kiwis living overseas.

Through the week we were all kept busy with many other events:

- Rugby against the San Francisco Golden Gate Rugby Club,
- Ship open to visitors (over two days); nearly 400 visited, all with positive reactions. One visitor emailed the RNZN website: "We had the pleasure to tour TE KAHA ... every crew member we met was very welcoming, informative, and polite. They all represented NZ with great distinction."
- A successful cocktail party attended by 150 VIPs from across the city and state; the senior officer attending was VA Manson Brown USCG, Commander Pacific Area and Commander Coast Guard Defense Force West.
- Official calls by both COs and our Executive Officers on the USCG, the CEO of the San Francisco Port Company and, with our Ambassador, on the Chief Protocol Officer for California, Mrs Charlotte Schultz (wife of the former Secretary of State, George Schultz).

San Francisco also has a large Coast Guard presence and this visit offered a great chance to interact with personnel from all levels in the organisation.

On departure, the weather turned in our favour with the Golden Gate Bridge on full show. We paraded in our whites on the upper decks as both ships passed under this famous sea mark.



The combined cultural group, Ngaru Kaha, at the official reception; here LSCS Charles Green, LT Tuijo Thompson, POSA Leon Tukiri & AMT(P) Cho Herewini are in action.



Ambassador Roy Fergusson and his wife Dawn with their commissioning pennant.



Fireworks on 4 July.



At the ships' reception: OCO Ben Brown, RADM Edward Winters USN and Mrs Winters with ACO Shayna Kitchen.



ACH Aishah Robust cheers on the Padres.

SAN DIEGO, 3 – 7 JULY

Our Task Group's visit here was primarily an operational visit, but support was provided for diplomatic and business relationship-building as well as navy-to-navy relationships. The visit continued to help generate a positive diplomatic, trade, and military profile for our nation and the RNZN, within the USA.

The Task Group arrived on Saturday morning, and the events we took part in, or hosted, included:

- The CO and officers of USS PREBLE met TE KAHA on arrival.
- 123 officers and ratings from both ships' companies, and in uniform, attended a San Diego Padres' baseball game, among an ebullient crowd of 45,500. Numerous videos of our sailors were shown on the Big Screen in the stadium, with an attendant text banner "New Zealand Navy ships F77 (TE KAHA) and A11 (ENDEAVOUR)"; these shots were also broadcast on San Diego TV.

- 4th of July, US Independence Day; the celebrations ended with a fireworks display over the harbour, best seen from ENDEAVOUR's flight deck.
- 4 and 5 July, TE KAHA was open to the public, attracting nearly 2500 visitors over the two days.
- 5 July, a group of seven from both ships supported our Ambassador and the Consul General, Mr John Mataira, at a handover ceremony of a Kiwi to the San Diego Zoo.
- Free entry to the zoo was also granted to our sailors in uniform, with most taking the opportunity to view this impressive Zoo.
- During the evening of 5 July, Channel 8 News (local TV station) conducted two live weather broadcasts from TE KAHA; they left the ship with a very positive impression of our Navy.
- On Tuesday 6 July, our two COs made official calls on the representative of the

Commander 3rd Fleet (Assistant Chief of Staff, CAPT Petersmith USN) and the CO of the San Diego Naval Base. Following that a naval luncheon was hosted in TE KAHA for representatives of COM 3rd Fleet, the Naval Base, with the CO, USS PREBLE and our Assistant Naval Attache, CDR Andrew Brown RNZN.

Concurrently, a 'science luncheon' was hosted in ENDEAVOUR with our Ambassador, supporting the NZ Ministry of Research Science and Technology, for San Diego area scientists and academic guests.

USS PREBLE hosted our officers to afternoon coffee and a Caps, Coins and Crests exchange.

The evening reception on TE KAHA involved some 150 guests from regional business and industry, along with VA Charles Wurster USN (rtd), President and Chief Executive Officer of the unified Port of San Diego) and



The San Diego Padre's mascot visits with our sailors.

three '2-star' flag officers from the USN and USMC, five '1-star' officers, and the Commanding Officers of USS NIMITZ, USS CARL VINSON and the USS PREBLE.

Highlights of the evening were the performance by Ngaru Kaha, and a presentation to our Ambassador, who was given a framed commissioning pennant and ships' cap tallies, to mark his time aboard during our West Coast deployment.

On leaving San Diego during 7 July, TE KAHA refuelled from ENDEAVOUR before undertaking a readiness training activity with the USS PREBLE (see Fleet Progress, page 36). San Diego was our Task Group's last port of call in the continental USA, before we undertake operational port visits to Honolulu, Hawaii (15-20 July) and Papeete, Tahiti (29 July-2 August) before returning to Auckland on 11 August.

Thank You

The New Zealand Ambassador sent our ships the following: "From one ambassador to many ambassadors for New Zealand, I want to thank you all for everything you did to make the visit to Seattle so successful. The VIPs who travelled from Everett to Seattle were most impressed with the professionalism, friendliness and hospitality on board TE KAHA.

"The reception on Monday evening was also a great success with many important contacts for New Zealand attending, both military and civilian. Again, everyone from both ships pitched in to make it a special occasion for our guests. The Kapa Haka group were superb, there was not a dry eye amongst the guests.

"I hope you are enjoying the United States on this historic voyage for the RNZN. I look forward to seeing you again in San Francisco. Thanks for representing New Zealand so well."

Ms Claire Eeles, the NZ Consul General - Vancouver and NZ Trade and Enterprise Director, West Americas, also wrote: "Thank you so much for you and your team's fantastic work over the past couple of weeks in Vancouver and Seattle to help us strengthen some key business relationships and progress opportunities in each market. The receptions and business lunches held on board TE KAHA and ENDEAVOUR were really valuable for NZTE and our other agency partners. In several cases, the prospect of lunch on board an NZ Navy ship helped us attract some key decision-makers/industry influencers that we had been targeting for some time, particularly in the US healthcare and Canadian forestry and clean-tech sectors.

"I was really impressed with the menus showcasing NZ food and wine favourites (and some of the key NZ companies targeting the US market, like NZ King Salmon, The Lamb Company, Zespri and Villa Maria), the beautiful lunch table presentation, the very responsive service from the lunch and reception teams and the excellent hosting engagement and commitment from all the officers involved. Please pass on our thanks to the team and best wishes for the program of events organized for the remaining ports."

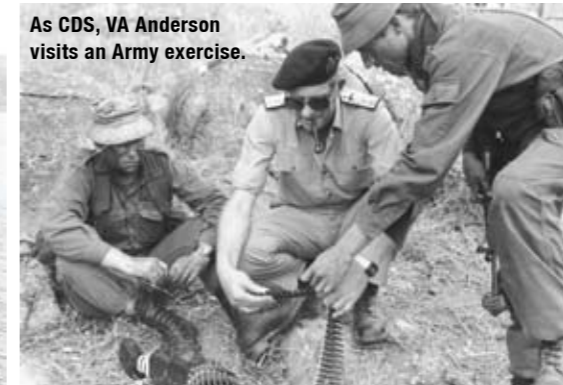
In San Diego Ambassador Roy Fergusson presented both ships with a framed letter of congratulations, where he noted that "Your visit, and the way your ship's company have represented the finest traditions of the RNZN, has given superb support to New Zealand's political, trade, science, and people-to-people links with this important partner for New Zealand. Please accept my deep appreciation for a deployment very well done."

THE LEADERSHIP OF VICE ADMIRAL SIR NEIL ANDERSON KBE, CB

VICE ADMIRAL SIR NEIL ANDERSON DIED ON 5 JUNE THIS YEAR. A FORMER CHIEF OF NAVAL STAFF AND CHIEF OF DEFENCE STAFF, HIS OBITUARY IS PUBLISHED ON LINE AT WWW.NAVY.MIL.NZ.



Four frigates in Wellington, 1978.



As CDS, VA Anderson visits an Army exercise.



On 10 June, the Navy bore Sir Neil to rest.

A CONTEMPORARY OF SIR NEIL, CAPTAIN TOM RIDDELL (RTD), SAYS THAT “NEIL WAS A VERY FINE OFFICER AND GENTLEMAN. HE HAD GREAT LEADERSHIP QUALITIES AND WAS HIGHLY RESPECTED AND GENERALLY POPULAR WITH ALL RANKS.” WHAT LESSONS IN LEADERSHIP DOES SIR NEIL’S CAREER OFFER?

COMMITMENT

During WWII, most NZ high schools supported a School Cadet unit. In Hastings, Neil won a prize as top school Army cadet, but he displayed his commitment to the Navy:

“I was the Sergeant Major of the cadets in High School. In October ‘44 a Brigadier came to interview me, telling me about ... the Australian Military College at Duntroum. I said, ‘But I am going to England ... to join the Navy.’ I wanted to go to sea and it seemed the [RNZN] was a very good deal.”

Neil joined the RNZN in November 1944 as a Special Entry Cadet and was sent to the Royal Naval College (which had been evacuated to the Midlands). At first he found it hard.

“I found I didn’t fit the training; I just had to fit in somehow. My marks were not particularly good. The next term when we were training in a ship [HMS FROBISHER] they shot up. I was awarded the King’s Telescope for the best all-round cadet that year. Since then I have managed to get the right results.”

He served under training in various RN ships from 1945-49, including HMS DUKE OF YORK (a battleship) during the Occupation of Japan. One incident that tested his leadership was at the naval China Fleet Club in Hong Kong on Christmas Eve when fighting broke out among the sailors. As the duty officer, Neil told his platoon of armed sailors:

“What we are going to do to clear them out,

we will go inside and we will form up at one end. Fix bayonets and we will tell everyone to leave.’ We just moved them quietly outside. That was the end of it.”

Sport was important to him; Neil was selected for the RNZN Rugby First XV in 1950.

“I once added up and I had played rugby in 50 countries. I played rugby until I was 32.”

As a Lieutenant, Neil was appointed as Navigator of HMNZS ROTOITI (the Loch-class frigate). He was set a good example of delegation by his Commanding Officer:

“[LTCDR] Tony Blomfield would delegate. He had expectations that you would do the job.”

After undertaking the Royal Navy’s ‘Long N’ specialist Navigation and Direction course Neil stayed on exchange and was appointed Navigator of HMS VANGUARD (the UK’s last battleship) for the 1953 Coronation Fleet Review. This appointment speaks volumes for Neil’s professional abilities and his high standing; there must have been many officers coveting that post at that time.

COMMAND AT SEA

In 1960, CDR Anderson was appointed as the commissioning CO of HMNZS TARANAKI (F148), our second Type 12 frigate. He worked up the frigate in the UK and brought it home to New Plymouth.

“Going in command of the TARANAKI, brand new, was the most exciting thing. The sailors also enjoyed being in this new ship, with all bunks and no hammocks and all sorts of

things like that.

“We had great problems with one of the propeller shafts. They got it wrong somehow when the ship was being built. We went back to Portsmouth on one shaft and went into dry dock. I had planned to go to Oslo as the ship’s company’s overseas trip and we were running short of time. I said to the ship’s company, ‘We will go to Oslo if we possibly can, but I don’t want to take the ship to Oslo unless it is really smart.’ The First Lieutenant said ‘Well, we will have to paint the ship, how about painting ship in dry dock?’ [Not a usual practice because of the danger of falling on to the concrete below.] I said, ‘Well okay, I will be the first over the side and the other one on the stage will be the First Lieutenant.’ And so we did.”

It took more trials and another docking before the shafts were satisfactory. But there was no time to get to Oslo, instead he arranged for “a run ashore on the Continent” at St Malo, France.

“And the sailors loved it. [Some even] went up to Paris.”

DIPLOMACY

In 1969 Captain Anderson organised the multi-national naval participation in the Cook Bicentenary Celebrations at Gisborne. HMNZS BLACKPOOL and ships from four other navies took part.

“I went down to Gisborne for my first visit and learnt a bit about what people had in mind. I realised that I had a real problem; the Chairman of the County, the Mayor and the Chairman of the Harbour Board would not talk to each other. So I started talking to them singularly and eventually managed to get them to realise

that they had to talk. They agreed that, only if I was there!

In January 1973 Neil was promoted as Deputy Chief of Naval Staff. The Government wanted to protest against French atmospheric nuclear weapons testing. The Chief of Defence Staff and CDRE Anderson talked with Prime Minister Norman Kirk.

“I said, ‘Well the frigates haven’t got enough legs. You can have a frigate certainly, but you need some more fuel from somewhere.’ I went back to the office and we found that there was a small ex-RFA tanker about to be scrapped.”

But buying the old tanker would cost half a

THE ADMIRAL NEVER FORGOT THE EXCITEMENT OF BEING AT SEA; IT IS A CLEAR THEME THROUGHOUT HIS ORAL HISTORY.

million dollars, not what the PM had in mind.

“So then I said, ‘Well, you will be going to see the Australian Prime Minister shortly, put the hard word on him. If you are wanting to go to Mururoa, you can go ... providing you get a tanker.’ He [Kirk] came back having talked to Whitlam. ‘Yes, their tanker [HMAS SUPPLY] could do the job.’

HMNZS OTAGO was sent to Mururoa. The frigate maintained a radio teleprinter link directly to Navy Office; CDRE Anderson and Rear Admiral Ted Thorne (then CNS) worked watch and watch, sleeping in the office ready to respond to any query from OTAGO or, later, CANTERBURY, and be a link to the government.

FLYING HIS FLAG AT SEA

In 1977 Neil was promoted to Rear Admiral and became Chief of Naval Staff. Even as a senior officer Neil had time for personal

courtesies—one officer recalls missing out on a promotion, but as CNS, Admiral Anderson sent for him to explain why his class mate was to be promoted ahead of him; a kind act of understanding by the CNS that the officer concerned still remembers.

The Admiral never forgot the excitement of being at sea; it is a clear theme throughout his oral history.

“One day I was looking at the fleet forecast, and realised that ... we had three weeks when we were going to have all four frigates running. I said to the Commodore Auckland, ‘Look this is never going to happen again, to have four

running together. You can have all four from Auckland to Napier and I will take over from Napier to Wellington.’

“We came into [Wellington harbour] I turned them together to go along the Petone foreshore in line abreast. Then we turned in succession to come down to Wellington. That was very exciting, I liked that.”

In April 1980 Admiral Anderson was promoted to Vice Admiral and posted as Chief of Defence Staff. He was known for being calm and relaxed, but with a rapid grasp of policy papers and of events. He was willing to sit down with his staff officers and expose his thoughts to the rigours of the collegial staffing process.

Rear Admiral Ray Gillbanks was a Lieutenant in 1980 and he recalls a visit by the then CDS.

“He and Barbara visited HMNZS TARAPUNGA in Napier in 1980. TARAPUNGA was a newly commissioned Inshore Survey Craft; Mrs

Anderson was TARAPUNGA’s ‘launching lady’ and I invited her to visit.

“I knew that the Andersons were on holiday but I had expected the CDS to arrive rather more formally than he did—in their own small car, with the Admiral driving. As we welcomed them onboard it was plain to us that Admiral Anderson had set aside his status in favour of his wife. She was the guest of honour and this was her day.

“However, when we went to sea to demonstrate our newly-fitted electronic surveying equipment Admiral Anderson’s specialist ‘N’ background emerged and we were very professionally quizzed. Thereafter I knew why he was held in such high regard; he was natural and friendly with the ship’s company, interested in them and their roles onboard and deeply interested in the hydrographic survey work we were doing.”

VA Anderson was awarded the KBE in June 1982, becoming Sir Neil. His extensive RN experience meant he retained the manners of an English gentleman throughout his life, but there was no doubt that he was a loyal New Zealander with the RNZN’s interests at heart. His postings overseas meant Sir Neil had an extensive professional network which he drew on throughout his career.

He retired in 1983. In 2009 Sir Neil agreed to give his name to the Cup awarded to the top student of the Major Fleet Unit Navigator’s Course. But more than that, Sir Neil Anderson’s leadership exemplifies the Navy’s values of courage, commitment and comradeship.

** All direct quotes are from Sir Neil’s Oral History, held at the Navy Museum.*

DOCKYARD MANAGEMENT A SKILLED ALLIANCE



A rainbow frames TE MANA in the Calliope Dock on 28 May.



Captain John Tucker



Mr Mike Wardlaw



THE PLATFORM SYSTEMS UPGRADE(PSU) PROJECT ... IS ARGUABLY THE MOST COMPLEX ENGINEERING PROJECT THAT THE RNZN HAS UNDERTAKEN SINCE THE ANZAC FRIGATES WERE DELIVERED

The Platform Systems Upgrade(PSU) project that is currently underway on TE MANA, and began with TE KAHA last year, is arguably the most complex engineering project that the RNZN has undertaken since the Anzac frigates were delivered. The scale and complexity of the PSU demands "high end" project management and production skills from the combined Dockyard and Navy work forces involved. Delivering these projects successfully doesn't happen by accident – they require a lot of effort by both the Navy and Babcock Fitzroy Ltd*.

With the move of the Fleet Support Organisation (FSO) into the Defence Logistics Command, Captain Fleet Support is now known as the Logistics Commander Maritime [LC(M)] and the FSO as the Logistics Command (Maritime). The dockyard at Devonport Naval Base continues to be managed by Babcock-Fitzroy Ltd*. This is a unique situation, where the Navy leases the dockyard to Babcock Fitzroy and hence is the landlord, but is also Babcock

Fitzroy's largest customer on the other.

Babcock Fitzroy provides a number of services to the Navy including:

- the majority of the Navy's ship repair and maintenance;
- associated project management and design; and
- drawing management.

Unlike the wider commercial shipping market place, the Navy can't easily 'shop around' for specialist warship repair and maintenance services. Conversely, Babcock Fitzroy can't easily line up alternative customers, although it has, in fact, conducted refits and maintenance on French Pacific-based naval vessels and Pacific island patrol craft.

Babcock Fitzroy also undertakes commercial marine engineering work; none-the-less Babcock Fitzroy's primary customer remains the Navy. The ratio of naval work to commercial work varies each year, but generally Navy work equates to 70% of Babcock Fitzroy's

workload.

Thus there is a natural synergy between the two organisations, and six years ago this was cemented in a formal Strategic Relationship between Babcock Fitzroy and the Navy, called the 'Alliance'. While the formal legal relationship is laid out in the Dockyard Management Contract, two other documents, namely the Relationship Strategic Plan and the Alliance Charter, are equally important. The Relationship Strategic Plan spells out the vision, strategy and goals of the Babcock Fitzroy/Navy relationship and the Alliance Charter outlines the expected behaviours of the partners.

The long term contract allows the building of a long-term relationship and the two organisations together seek "To jointly deliver the best value support that continually enhances the effectiveness of the Navy." The shared principles are:

- **Deliver** – always meeting our commitments.
- **Best Value** – supplying our services efficiently and benchmarking to ensure value for money, in the local competitive market.
- **Support** – focussing our efforts on the work that directly supports our customers.
- **Effectiveness** – achieving best possible results.
- **Navy** – the Dockyard exists for the RNZN. All our work supports this. Even commercial income supports it by indirectly paying for some of the overhead costs of supporting labour and retaining the Dockyard facilities.

The Alliance Charter emphasises the manner in which the Babcock Fitzroy and Navy aim to continually interact: mutual trust, respect, shared values and working together in a common cause. The Charter commits both parties to effective communication, cooperation at all levels and a strong sense of team work.

A number of organisational and operational examples exist which show the benefits of this relationship. Organisational examples include:

- An integrated '**one site one plan**' approach for environmental management and health and safety that has led to Babcock Fitzroy and the LC(M) being awarded a Gold Enviro-Mark award last year. The award was for the South Yard Industrial Precinct, for compliance with best environmental management practice and commitment to continual improvement.
- An **Integrated Materiel Support Organisation** (opened August 2009) in the South Yard, an amalgamation of components of the Babcock Fitzroy supply chain and the Navy stores personnel from the Fleet Engineering Centre and Port Services Units.
- And last year the **Babcock Fitzroy Calibration Centre** won a Minister of Defence Award of Excellence for the testing, repair and calibration of all RNZAF electronic test equipment.

Operationally the value of this close relationship has been demonstrated on a number of occasions. One of the primary benefits is the ability to achieve outcomes within a time scale

that is much faster than having to negotiate a contract on each occasion. Some recent examples are:

- CANTERBURY's deployment to provide tsunami relief to Samoa and Tonga. CANTERBURY was conducting a period of programmed maintenance and the stability upgrade when the requirement to deploy occurred. This work was immediately suspended and the ship brought to full readiness for sea within three and a half days.
- The deferral of MANAWANUI's maintenance period to respond to the sinking of the Tongan ferry PRINCESS ASHIKA. The need to provide diving support required an assessment to be made regarding the essential elements of maintenance that needed to be conducted in order to allow the ship to complete the required mission outputs. This work was completed and all other planned work re-programmed to be undertaken when the ship returned to Devonport.
- TE KAHA's PSU Phase One [see NT 146 August 09]. The successful completion of this work required the collaborative effort of a number of organisations, including: the Ministry of Defence, system designers, the Joint Project team, original equipment manufacturers, ship's staff and shore support staff.
- TE MANA's PSU Phase One [see NT 154 May]. The project is currently underway with a number of the lessons learned from

the TE KAHA project being applied. The application of Lessons Learned and revised sequencing of key milestones has allowed production efficiencies to be gained.

- The ANZAC Communications Upgrade, project-managed by Beca, has been undertaken in conjunction with the PSU.
- CANTERBURY's power generation defect. In June 2009 CANTERBURY lost one third of her diesel generating capacity; Babcock Fitzroy diesel fitters rectified the defect but an inspection revealed concerns with the big end bearings. In order to achieve a repair without a complete removal of the generators, the Babcock Fitzroy drawing office designed lifting points for the engine block, the Boilermakers fitted and tested the lifting points, the engine block was split from the sump, lifted and the big end bearings refitted.

Captain John Tucker, Logistics Commander (Maritime), emphasises that the Babcock Fitzroy/Navy Alliance encourages both organisations to be open to technical and production innovation. The delivery of Phase One of TE KAHA's PSU saw innovation by the Joint Project Team in terms of project management, the contracting model employed, and the integration of Original Equipment Manufactures (OEM's) into a complex program. He sees that the Alliance benefits from both partners' inherent ability to innovate.

Managing Director of Babcock Fitzroy, Mr. Mike Wardlaw, says that the shared values of the Alliance Charter remain valid. "There has been a distinct trend for increasingly more ambitious projects, but we also have a record for delivering these complex packages".

"The fact that the PSU is being undertaken in New Zealand is a good news story for NZ and local industry as well as the Dockyard. For the Dockyard it has enabled the fundamental capacity (volume) and capability (skill sets) of the commercial dockyard team to be built up which will enable it to provide better support to the fleet in the future. For New Zealand it was timed perfectly for the recession and has increased the value of the work flowing into our local economy at exactly the time that the recessionary impact needed to be countered."

Like Captain Tucker, Mike Wardlaw is confident that the Alliance can continue to deliver, "Success begets success"

[A] On 27 May LT Rewi Thompson RNZN graduated as a Principal Warfare Officer in the UK. CDR Jame Routledge (our Naval Adviser in London) with BRIG Phil Gibbons (NZ Defence Adviser) attended, along with Rewi's wife Kate and their son Noah. LT Thompson is holding the Cup he won as Dux of the course. He and his family have since returned to NZ and Rewi is now posted to CANTERBURY.



[B] LTCDR Andrew Law RNZN is awarded his Master of Strategic Studies by Chancellor Ian McKinnon of Victoria University. Andrew began his Masters degree while attending the NZDF Command and Staff College, before transferring his studies to Victoria University. Also graduating that night, 19 May, as Masters of Strategic Studies were CDR Melissa Ross and Mr Murray Bays (of NSD). (Photo courtesy of Images by Woolf Photography).



[C] Recently promoted aboard TAUPO were ASCS Tui Raukawa and ASCS Filomena Songivalu.



[D] In late June Warrant Officer Divers Lance Graham (l) and Si Marston (r) were also promoted.



[E] During 1-7 July a Rapid Environmental Assessment team of 6 divers and 4 Hydrographic Surveyors participated in Ex TROPIC TWILIGHT. Here PODR Spencer Dimond (l) WOPTI Shane Reese (r) and LDR Paul Jackson (back) recover debris from the wharf area. They also conducted a beach survey at Vaitupu Island for CANTERBURY's LCMs.



[F] POCSS(A) Johnnie Brooke took part in this year's CWID (Coalition Warrior Interoperability Demonstration) with the NZDF team who went to Canada. Here he is talking to Canada's Minister of Defence, the Rt Hon Peter McKay, who was interested to talk with the Kiwis about our new Project Protector ships.



[G] Rear Admiral Jack Steer, VCDF, represented the NZDF in China, during a recent official visit. Here he meets General Ma Xiadian, Chief of Defence Staff for the PLA. Photo: PLA



[H] MGEN Warren Whiting became Force Commander for the MFO earlier this year. He is seen here with LT Sarah Smith RNZN, then the Force Commander's ADC. Sarah has since returned to NZ and her story is on the Navy Website.



[I] Twin brothers SLT Tom Cook and LSCS Bernard Cook keep watch together in HMNZS PUKAKI. Since this photo was taken Bernard ('Cookie') has posted to CANTERBURY. CPOMT Tim Clubb is in the background.



[J] Six of CANTERBURY's company enjoyed the lagoon at Funafati as Ex TROPIC TWILIGHT got underway (l to r): OCO Ohine Iti, LWTR Susie Davies, OCO Jo Mark (at back) OCO Shayna Keenan, LCO Hera Jamieson and (front) ASTD Relly Brown.

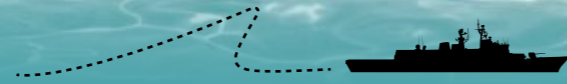


[K] LPTI Miria Paul and LMT Richard Te Nana went for an evening bike ride on Funafati on 3 July.

[L] RESOLUTION's Support Branch went for their branch run ashore while in Sydney in early June. The prize for best dressed was awarded to the three ballerinas (kneeling, front row) LSA Jury, APOCH Growcott, LMED Sheeran. See pages 30-31.

[M] At the end of Ex PACIFIC BRIDGE on 8 June, TE KAHA's company assembled on the signal deck to 'cheer ship' as a farewell to the Japanese destroyer AKEBONO.

[N] On 29 May TE KAHA took part in a tri-lateral exercise with the Japanese and US Navies; here LTCDR Alistair McHaffie is on the bridge as USS JOHN S MCCAIN speeds away.



HMNZS CANTERBURY

EXERCISE TROPIC TWILIGHT TOOK PLACE AT TUVALU, SOME 400NM NORTH OF FIJI, DURING JULY AND INVOLVED DELIVERING HUMANITARIAN AID FROM HMNZS CANTERBURY WITHIN A DISASTER RELIEF SCENARIO.



CANTERBURY departs from Noumea with the Puma helo on deck.

PHOTO: MARC KLEIN, FANC

A STOKER'S PERSPECTIVE

BY AMT2(L) JEMAL BOWLER

In June we began preparations to deploy via Noumea, New Caledonia, to Funafuti, Tuvalu, for Ex TROPIC TWILIGHT. This involved loading 40 Army vehicles: a Grader, a Loader, numerous Unimog trucks, trailers, water tankers, 4x4 Vehicles, and an Excavator. Total Gross weight for the vehicles was 369,000kg (369 tonnes). Other cargo embarked included:

- 5 X 20ft Containers weighing in at 34,000kg
- medical and dental equipment and stores
- building materials—33 construction packs containing plywood, corrugated iron and timber and fasteners; 36,300kg.

Most importantly, CANTERBURY embarked sufficient quantities of food and stores for the duration of the exercise, to give us the 'comforts of home'.

Our ship's company underwent a Damage Control refresher at the Sea Safety Training Squadron as well as sea survival training at the Fleet pool.

We sailed from Devonport on 25 June for Noumea, to embark a French Puma helicopter, which was for heavy lift during the exercise. In Noumea the sun was shining and it was 28°C. Our ship's company were given a day's leave to explore the city, the sandy beaches and the nearby small islands. But the CO was locked into planning conferences.

We sailed from Noumea for Funafuti, where CANTERBURY could go alongside the wharf and unload vehicles and supplies for the advance party. While unloading vehicles, we also embarked water tanks and some local staff, to take to the next island, Vaitupu. At Funafuti, we all took pleasure in a 'Hands to bathe' with the crystal clear water at 27°C! The ship was prepared to sail but the timing was dependant on the arrival of NZ Army personnel flying in a C-130 Hercules via Samoa. Delays to that flight meant more time alongside and therefore more time for swimming!

At 0445 next morning 'Wakey wakey' was piped so we could sail and catch up with the flight. When I wrote this, CANTERBURY

was operating off Vaitupu Island, where we launched both Landing Craft and began moving stores and vehicles ashore. As a Stoker, I'm one of the crew for LCM-01 and my job onboard is to aid the Coxswain by keeping the engines working, the pumps running and ensuring the craft is sound both electrically and mechanically. Being part of the LCM crew also involves helping to bring loads on/off and berthing/slipping of our vessel, which can be very interesting at times!



AMT Bowler in an LCM

WN 10-0142-034

EX TROPIC TWILIGHT 10



The Puma lifting another load to Vaitapu.

WN 10-0142-132



CANTERBURY alongside at Funafati on 3 July.

WN 10-0142-073



One of the LCMs offloads a Unimog at Vaitapu, 7 July.

WN 10-0142-010

The annual Tropic Twilight series of exercises provide direct support to MFAT and NZAID, focussing on the deployment of engineering, construction, logistic and medical capabilities to Pacific Island countries. This year's exercise, 29 June – 14 July, began with the delivery of assistance, but also exercised our Defence Force's ability to respond to a natural disaster within a Whole of Government approach. The scenario was based on a tropical cyclone devastating the islands of Tuvalu.

The purpose of the exercise was to:

- Support NZAID's South Pacific developmental programme, through engineering and construction projects together with medical, dental and surgical procedures.
- Exercise NZDF expeditionary capability in a demanding tropical environment.
- Enhance cooperation and interoperability with regional partners, particularly Australia and France, in the conduct of Humanitarian Assistance / Disaster Relief operations.
- Enhance NZDF partnership capability with other Government Agencies.
- Use the opportunity for deliberate planning to confirm disaster relief contingency plans and build a sound foundation for rapid planning in the event of an actual disaster.

The National Command Element was drawn from 2nd Land Force Group, along with an Engineering group, a Medical and Surgical group, the Logistic group and a Communications group, totalling some 150 personnel. In addition, the Navy's Littoral Warfare Support Group deployed staff, while aircraft of No.40 Squadron RNZAF and specialist Air Load planning teams supported the exercise.

A French Puma helo with aircrew and maintainers embarked in CANTERBURY while Australian Defence Force staff were integrated into some elements. Ministry of Defence analysts observed and validated NZDF activities in Tuvalu. Other agencies involved were: NZAID, NZ Red Cross, NZ Police and the Ministry of Health.

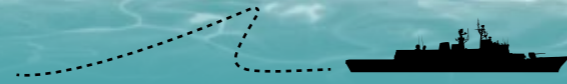
CANTERBURY UPDATE

The ship's year began with Waitangi Day in the Bay of Islands, before a deployment to Australia for SQUADEX and Ex SEALION, then on to Noumea for Ex CROIX DU SUD 10 [see NT 154 May 2010]. A leave period gave us all a chance to re-energise before the planned maintenance period and the current exercise.

During the maintenance period, a lot of work had to be done in just two weeks. CANTERBURY's Engineering Department and many other key members of our company to get stuck in, alongside VTF staff, to get all the jobs completed on time. The high priority jobs were:

- the LCMs' bow ramps
- testing and calibrating the main switchboard breakers
- cleaning the Aft fuel tank to remove a fuel infection
- full tests of the ship's fitted fire detection system (they took three days)
- finishing the new LED lighting throughout the ship; and
- the swap-out of the ELSAs with the newer EEBDs, as well as replacing the mountings to fit them throughout the ship.

Following all that maintenance, CANTERBURY underwent Harbour Acceptance Trials then Sea Acceptance Trials (two days at sea). Those included a full power trial for the main engines and RHIB trials with the Commandos (the former CTTAG). While at sea we met the brand-new HMNZS WELLINGTON and joined her for OOW manoeuvres.



NAVAL PATROL FORCE

WELLINGTON seen from MANAWANUI on 10 June.



WELLINGTON and the Seasprite seen from CANTERBURY, 10 June.



OTAGO arrives in Dunedin, 22 July; note the Piper on deck.

WELLINGTON ARRIVES AND OTAGO HEADS SOUTH

WELLINGTON SAILED OUT OF SYDNEY HARBOUR IN THE SECOND WEEK OF JUNE. WE ENCOUNTERED FIVE METRE WAVES OUTSIDE SYDNEY HEADS—A 'BAPTISM OF FIRE' FOR THE SHIP AND OUR DELIVERY CREW

BY LT LORNA GRAY RNZN

HMNZS OTAGO's homecoming events in Otago and Southland took place over 22-31 July, raising the profile of Navy to new heights in that part of the country. Under the command of LTCDR Simon Rooke MNZM, RNZN, OTAGO berthed at Dunedin on 22 July. Six days later the ship sailed to Bluff and, next, undertook a short visit to Stewart Island, anchoring off Oban for the afternoon of 1 August.

They were anticipated to be a hectic but happy few days! Following the Otago/Southland visit, OTAGO is to visit Wellington city, to demonstrate our new ship to more 'stakeholders'.

In NT 155 June, I described how the OPV delivery crew returned to Melbourne, after successfully delivering OTAGO to Auckland on 9 April. Once back at the BAE Systems shipyard, we set about preparing WELLINGTON for her delivery voyage. As readers will recall, our maiden voyage was marred by engine problems and we had a short, unplanned, stop over in Fleet Base East, Sydney.

WELLINGTON sailed out of Sydney Harbour in the second week of June. We encountered five metre waves outside Sydney Heads—a 'baptism of fire' for the ship and our delivery crew, who had forgotten their sea legs during our time in Sydney! However, the rest of the passage across the grey Tasman Sea was uneventful.

When we sailed into the Hauraki Gulf, we were pleased to see that HMNZ Ships MANAWANUI, CANTERBURY and TAUPO were also in the area, allowing us to seek out some playmates! Firstly, we found MANAWANUI anchored by Great Barrier Island preparing for a day of diving operations. After closing for photo opportunities, we moved on to look for CANTERBURY and TAUPO. Obviously the former was the easiest to spot when the time came! CANTERBURY happened to be conducting flying evolutions which allowed us to practice some basic OOW skills by maintaining a specific range from CANTERBURY whilst also ensuring that we did not enter the 'Ship Control Zone' that they had activated in order to conduct flying.

It wasn't just the ships, there was also the Seasprite working with CANTERBURY, and a P-3 which welcomed us home with a few low level passes. Hopefully, coastal waters this busy will become a common phenomenon now that all the Protector Vessels are in NZ.

TAUPO escorted WELLINGTON in; berthing at the naval base on 11 June in the last of the Protector vessels was a great moment. The VIPs awaiting our arrival confirmed how important the event was, but it was our families being able to greet us that made the occasion extra special.



LTCDR Simon Griffith welcomes CDF on board.



Former COs of the frigate WELLINGTON (l to r): CDR Paul Gilkison, RA Peter McHaffie, CAPT Andy Watts, LTCDR Griffiths, CDRE Alistair Clayton-Greene & CDRE Gary Collier.



WELLINGTON's quarter deck party: ASTD Nicholson, LMED Mordecai, ACH Wynands, AET Fergusson, ASCS Campbell, POCH Henderson & LSCS Moses.

It was also good to see the rest of our crew, who had stayed behind to carry out duties in OTAGO, still positive and probably just as pleased to see us as we were to see them.

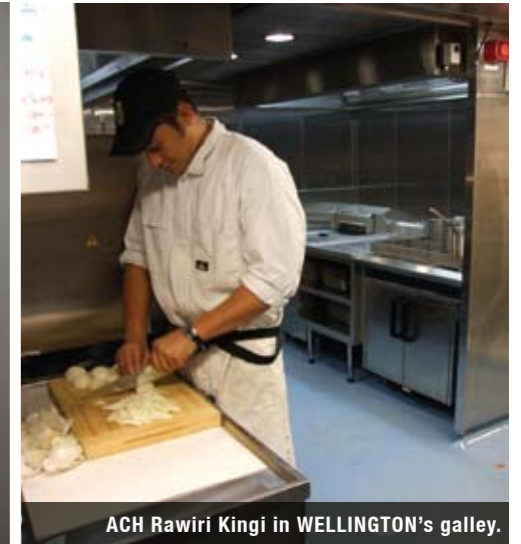
Subsequently, the OPV Delivery Crew was divided amongst the two OPVs, with the majority serving in OTAGO. We readied OTAGO for our inaugural visit to our home provinces of Otago and Southland and the official Commissioning Ceremony, which was to take place in Dunedin. Before that we had to embark ammunition at Kauri Point and undertake our Safety and Readiness Check. Meantime our Stores Accountants ensured we had beanies, gloves and thermals on hand for the voyage down South!



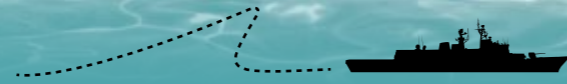
Firefighting training: POCH Dudson assists POMT Stoa.



Fire fighting support, ACSS Schwenke.



ACH Rawiri Kingi in WELLINGTON's galley.



H M N Z S R E S O L U T I O N

Sea state 7 in the Tasman, 30 May.



BY SLT DENHAM KONI

Currently RESOLUTION is undertaking trials, sea training and a work-up, after completing a maintenance period in July. Our ship's company undertook various training and refresher courses: sea survival, first aid, advanced casualty care, force protection and the helo transfer course. RESOLUTION also visited Gisborne and supported the recruiters and will return to operations by the end of August. But first, a look back at our trans-Tasman deployment!

RESOLUTION departed on 17 May for a deployment around New Zealand and over to Australia in support the Defence Technology Agency (DTA) and Australian Defence Science and Technology Organisation (DSTO) and their combined Multi-Influence Sensor trials programme. DTA was trialing Magnetic Signature Models that aim to predict changes to a ship's known magnetic signature as it sails to different locations. Knowing the magnetic signature of a ship is important, as this is one of the most common influences for triggering mines.



RESOLUTION's seamen prepare to hoist out a DTA scientific array.



Another DTA array is carefully lowered into the water.

THE SCIENTIFIC TRIALS

To conduct the trials we underwent magnetic ranging at various locations; to get the biggest latitude spread they included Auckland, Cloudy Bay (off Blenheim) Dunedin, Sydney, Brisbane, Harvey Bay, North Queensland, and back in Auckland - all within five weeks. A similar trial will be conducted next year in the Northern Hemisphere by the Canadian Navy to further enhance the model.

The Navy's Mine Counter Measures Team (MCMT) were also embarked, along with a REMUS (robot) underwater vehicle, to provide necessary bathymetry data at each ranging site for the trials team. The magnetic signature was collected by a portable range. The presence of the MCMT enabled our Navy's future Magnetic Influence Sensor operators a chance to learn about the operational requirements of the new MIS range, before its planned introduction into service.

During our deployment a number of other trials were also performed by DTA scientists, including:

- placement of sensors around the ship to record ship induced turbulence in various wind conditions for future Unmanned Aerial Vehicle Trials, and
- trialing the possible use of broadband LPI radar for close range force protection alongside and at sea.

A locally-produced 'Low Probability of Intercept' radar, along with a standard radar, was fitted to the DTA Tranzlab container that we embarked, for comparative testing of the LPI against targets identified by the standard radar system and, to evaluate its value for the RNZN and NZDF.

We endured a rough passage from Dunedin across to Sydney. The rough seas provided a valuable experience as many of our personnel had never encountered sea conditions that bad; sea legs were put to the test for all onboard! It was great when the conditions improved and the high seas provided us with some 'salty dits' for friends and family at home.

DEFENCE TECHNOLOGY AGENCY

DTA is the NZDF's science and technical research agency. Like Australia, NZ is a member of a five nation technical panel that collectively provides member nations with valuable data and information on current and future technologies.

MEETING WELLINGTON

RESOLUTION was in Sydney when WELLINGTON had her unplanned visit. For us it was an added bonus to have the presence of WELLINGTON's ship's company to join us in the many opportunities ashore.

In Sydney, our Support Branch went for their long-planned 'S & S run' which was organised by LSTD Webby. The theme for their evening was pink, and all attending personnel happily dressed for the occasion. They had a set budget for their outfits which made creativity and imagination vital. The unofficial prize for best dressed was awarded to the three ballerinas (LSA Jury, APOCH Growcott, LMED Sheeran) for their ingenuity and flair! [See p24]

RESOLUTION sailed from Sydney on 8 June and arrived at Brisbane two days later. The weather in Brisbane was like summer in NZ; we were obviously all delighted! We dived into various outdoor recreations, especially



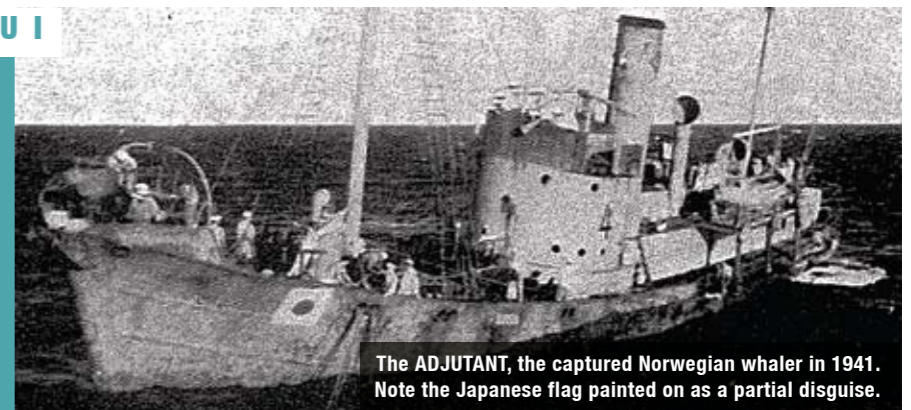
WELLINGTON berthing on RESOLUTION in Sydney's Fleet Base East, 3 June.

the local golf course and Dreamworld. Dreamworld is very similar to Rainbow's End with rides and attractions for all.

But we didn't neglect our professional training: Damage Control Circuit Training, First Aid, Seamanship and Engineering casualty drills, intended to raise the skills, competence and effectiveness of all on board. After returning to NZ, we moved into our maintenance period. The scientists seemed happy with all their data, while our ship's company are looking forward to the challenge of our Work up and our return to the survey grounds.

H M N Z S M A N A W A N U I

In March, MANAWANUI and the Mine Counter Measures Team undertook a search for some old German mines laid off the entrance to Lyttleton harbour. But how did those mines get there and why was it necessary to look for relics of World War II?



The ADJUTANT, the captured Norwegian whaler in 1941. Note the Japanese flag painted on as a partial disguise.

ADJUTANT'S LEGACY

BY MURRAY DEAR

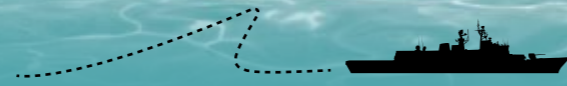
Two German raiders and a captured Norwegian whale chaser were involved in laying mines off New Zealand during 1940-41. Between 28 October and 7 November 1940 the raider PINGUIN laid six minefields around the south-east coast of Australia. By then PINGUIN had captured a Norwegian tanker, renamed it PASSAT and manned it with a prize crew; PASSAT was also tasked with laying some of those mines, which sank three ships and damaged another. Several of these mines later drifted across the Tasman, coming ashore on the west coast of New Zealand and one is preserved today at Mokau, North Taranaki.

In January 1941, PINGUIN captured an entire Norwegian whaling fleet in Antarctic waters. The three factory ships and eleven whale chasers were all given prize crews and sent to Occupied France, except for one chaser. The POL IX was renamed ADJUTANT and retained in company by PINGUIN to assist in the search for Allied merchant ships.

Meanwhile another auxiliary cruiser, KOMET, reached the Pacific Ocean via the North-East Passage (with the assistance of Russian icebreakers). KOMET's carried 270 magnetic ground mines and a fast motorboat to lay these. Operating with the raider ORION, KOMET sank two ships off the east coast of New Zealand and a further five off Nauru.

KOMET sailed to Kerguelen Island to rendezvous with PINGUIN and ADJUTANT. But on 8 May 1941, PINGUIN was sunk by the cruiser HMS CORNWALL; however, the detached ADJUTANT escaped. The captain of KOMET took ADJUTANT under command and converted the whaler into an auxiliary minelayer, with 20 magnetic mines, and armed with one 60 mm and two 20 mm guns, a rangefinder, more navigational equipment and a smokescreen apparatus. Lieutenant Karsten, KOMET's mine specialist, became ADJUTANT's captain (which caused ill-feeling amongst the crew, who had come from PINGUIN).

On 11 June 1941, ADJUTANT was detached south of Tasmania to undertake minelaying



operations in New Zealand waters. ADJUTANT rounded Banks Peninsula and shortly after midnight on 24/25 June, ADJUTANT laid 10 mines undetected across the approaches to Lyttelton harbour. The next night the little minelayer arrived off Pencarrow Head and laid a further 10 mines off the entrance to Wellington harbour.

On this occasion, ADJUTANT was picked up by a searchlight and the minesweeper FUTURIST was sent to search for “a suspicious vessel”. However, FUTURIST was too late, ADJUTANT had departed eastward to rendezvous with KOMET.

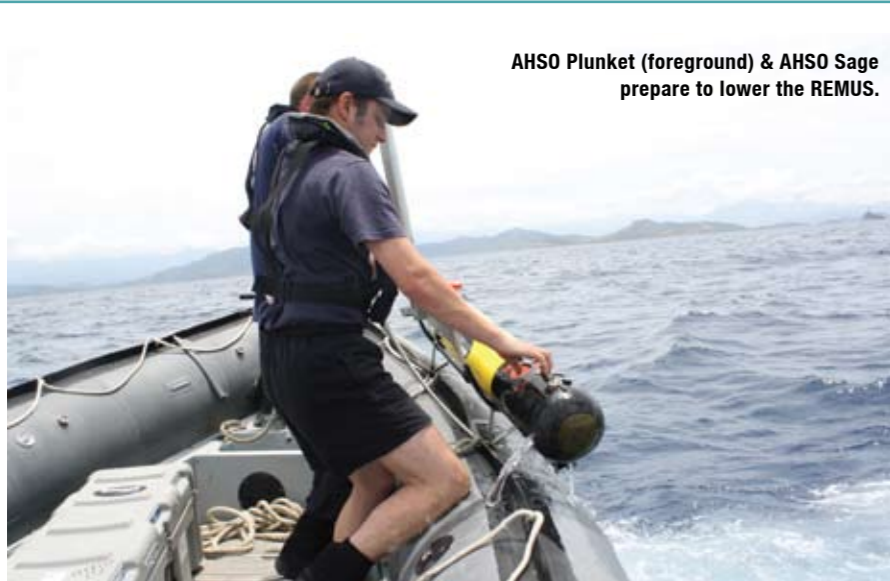
ADJUTANT’s engine had become increasingly troublesome; on 1 July ADJUTANT met

KOMET north of the Chatham Islands. With its engine “as good as useless” everything useful was stripped off ADJUTANT and it was then scuttled—ADJUTANT has the distinction of being the only enemy vessel sunk in New Zealand waters!

Despite the effort, ADJUTANT’s minelaying was not successful. Thousands of ships safely passed over the mines during the war and it wasn’t until Germany surrendered in 1945 that the existence of the minefields became known. As the mines were deemed to be “probably defective” and left undisturbed on the seabed.

However in December 2009 the Lyttelton port company announced that it was planning

a \$100 million project to deepen the harbour channel by four metres. The dredging is expected to take eight to twelve months over ten-year period and will involve cutting away 10.7 million cubic metres of seabed. The author remembered that these old mines were probably still there—mines and the proposed dredging work might not be a good mix! A follow-up by HQ JFNZ determined that further investigation was warranted, resulting in MANAWANUI and the MCMT conducting a search for the wartime minefield. Nearly 70 years on, the main explosive charge is now likely to be saturated with seawater, but primers and detonators might still be potentially dangerous.



AHSO Plunket (foreground) & AHSO Sage prepare to lower the REMUS.

THE SEARCH

BY LTCDR KELVIN BARRETT RNZN

The Mine Counter Measures Team (MCMT) supported by MANAWANUI, was tasked for the search. The search, during 19-22 March, formed part of the team’s annual training activity; however, they had the added benefit of a ‘real world’ objective.

The MCMT operate the HYDROID Remote Environmental Measuring and Underwater System (REMUS) which is a 160cm x 19cm autonomous underwater vehicle, capable of conducting side scan sonar searches of the seafloor. A typical area search consists of a box of up to 1 square kilometre divided up into tracks 30 m apart. This track spacing ensures that the sonar ‘sees’ each square metre of the seafloor at least twice during the mission. Therefore, a 1 km² search requires 36 tracks, covering a total distance of 37 km. At a search speed of 3 knots this takes six hours and forty minutes. In the past these types of searches were conducted using towed side scan sonar or by divers swimming with snag lines so, for obvious reasons, REMUS is now known as ‘the divers’ friend’!

None of ADJUTANT’s mines functioned during the war (and German magnetic fuzes for mines and torpedoes often malfunctioned in the first year of the war) so after the war nothing was done about them. In more recent times, extensive towed side scan sonar operations have been conducted off the approaches to Lyttelton, but nothing resembling a mine has ever been detected.

After the announcement of the new dredging plan, it was deemed prudent to review whether the area being dredged was also within the historical minefield. ADJUTANT was operating at night, by dead reckoning and visual fixing, without radar of course. Therefore, ADJUTANT’s navigational records were scant by today’s standards. However, a review of her likely track indicated that it was possible that one of the mines she laid might be within the dredging area.

The MCMT planned and conducted a search, using one kilometre square box, centred on the most probable lay position of the mine. The sea floor off Lyttelton is relatively flat and featureless—mostly soft silt. Therefore, the search itself was not particularly difficult. However, the weather was—cold strong winds and periodic rain storms. These were unpleasant conditions for the monitoring team sitting in an open RHIB while REMUS went about its duties.

The search failed to reveal anything. However, given the relatively soft sedimentary conditions off Lyttelton and the associated high probability of a large heavy mine burying into the silt, this was not surprising.

Hopefully, the Lyttelton harbour dredging operations will be conducted uneventfully and none of these unwanted mines will be brought to light. If, however, such an event did occur, the Operational Diving Team stands ready to bring their Explosive Ordnance Disposal skills to bear.

NAVAL PATROL FORCE

The previous issue of Navy Today took the story of our Inshore Patrol Vessels up to the beginning of May. With NT’s new publishing cycle, coverage of the Naval Patrol Force’s activities will be necessarily more constrained. This issue highlights key events among our four IPVs over the mid-winter period.



One of the large joint-venture trawlers in our EEZ.

HMNZS PUKAKI—A MIDSHIPMAN’S VIEW

BY MIDSHIPMAN WESLEY MOIR RNZN

My first ship was PUKAKI, during a five week operational tasking in support of the Ministry of Fisheries, OP KAUWAE and New Zealand Customs Services, OP RAPANGA. On 10 May we sailed for Gisborne, with pilotage training at Great Barrier Island to start. I have to be honest, travelling through Man o’ War passage with 40 yards of safe water either side was an anxious experience!

When the weather gods showed some kindness, we went in search for fishing vessels in the vicinity of East Cape. On the way down, we embarked Amy Adams MP (and got the chance to enjoy the local hot pools).

In Gisborne, I joined the Commanding Officer and local recruiters for the area, WOSCS Golding and POET Osbaldiston, to meet the Mayor of Gisborne, Meng Foon and his councillors—a plaque and photos were exchanged. That afternoon a small function and ship tour were laid on for Careers Advisers from various schools. Back at sea we headed for the fishing grounds off East Cape; over 17 boardings conducted, some minor infringements detected and hundreds of miles travelled.

In port at Napier, where the weather was not so inviting, one of our crew member’s family put on a hangi for us—an enjoyable and festive afternoon. On 24 May PUKAKI departed Napier with NZ Customs staff embarked to

check vessels in the Marlborough Sounds. Yet another bad weather system bombarded the country and no suspicious vessels were sighted; however, the week provided a good training environment for pilotage training, engineering casualty control drills (ECCD) and major damage control scenarios.

Nelson, on 28 May, provided a breath-taking entry with distant hill tops and mountains capped with fresh winter snow. We put on a BBQ for the Murchison Volunteer Fire Brigade, to thank them for the hospitality they provided to us on Anzac Day.

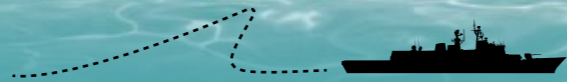
We headed from Nelson back up to the Bay of Islands, to again assist NZ Customs. But due to the winter season and frequent bad weather only a handful of yachts were encountered. PUKAKI returned to Devonport on 9 June; the patrol was the last for LT McQueen as our CO.

I couldn’t have asked for a better introduction to life onboard a RNZN warship. There were many challenges, but with hard work, I gained my first real slice of independence as a watch keeper. I now look forward to more opportunities at sea.

[Since this report PUKAKI, under the command of LT Alex Hansen RNZN, has continued with sea training and EEZ patrols in support of other government agencies.]



SLT Andre Davies, MID Wesley Moir & LT JJ McQueen of PUKAKI at the monument to Captain Cook in Ship’s Cove, Marlborough Sounds.



HAWEA moored in Pickersgill Harbour, Fiordland, in the same spot as Captain Cook's ENDEAVOUR.

HMNZS HAWEA— CIRCUMNAVIGATION COMPLETED

BY SLT SIMON WASLEY RNZN

Late in April, HAWEA was in Fiordland. Weather conditions were our biggest challenge; wind, rain and choppy seas ensured the Command Team and our boats' coxswains were kept on their toes, with the boats deploying up to 30nm from the ship.

HAWEA left the relative calm of the fiords for Stewart Island and Bluff. At Bluff we embarked nine Ministry of Fisheries Officers to conduct training and inspections around Stewart Island and along the south-east coast of the South Island.

The bad weather continued—despite the conditions we carried out boat drills, training, and boardings. On a number of occasions the weather changed within just a few minutes from 15 knots and good visibility to thunder, lightning, hail and 70+ knots of wind!

HAWEA disembarked the Southland contingent of the MFish personnel at Bluff before we headed north for Banks Peninsula. As we proceeded up the coast, fishing vessels from Dunedin,

Timaru, Akaroa and Lyttelton were inspected over a two day period.

In Lyttelton we held a Saturday training day for RNZNVR personnel from HMNZS PEGASUS. Two of the PEGASUS ratings remained onboard for the final leg of our patrol back to PHILOMEL. Tuesday 11 May, we sailed to conduct the sombre task of a final farewell and scattering of the ashes of the late Able Seaman Eric Walter (Wally) Donald and Chaplain Selwyn Hadlow. We stopped the ship to the east of Godley Head on that quiet and calm morning for our service.

On completion, we returned to Lyttelton to embark CN and conduct an overnight passage to Wellington. For our ship's company it was a good opportunity to spend some time face-to-face with CN and the WON.

We disembarked CN in Wellington and departed for Auckland. We had been in rough weather for the majority of the patrol, so why should the last week be any different? HAWEA spent two days zig-zagging up the east coast against a nor'easterly swell and the 40 knot winds. On finally rounding East Cape, we saw the weather slowly start to ease.

On a sunny, clear Auckland morning we shared a short set of OOW manoeuvres and formation entry with MANAWANUI and ROTOITI before securing alongside, after our five week circumnavigation of NZ.

[HAWEA underwent a planned maintenance period throughout June and July, and she will return to sea in mid-August.]

hours and they deserve a lot of the credit for meeting the timeline to get the ship operational again. This included passing the Safety and Readiness Checks to ensure our ship was safe to proceed to sea; we all breathed a sigh of relief as the Dockyard staff and other contractors departed and the maintenance work came to an end.

TAUPO is now undertaking sea training commitments and multi-agency patrols. One pause in the programme was for our annual Lloyds survey, while a highlight was to welcome the new WELLINGTON into Auckland harbour. But, everyone is happy to be back on patrol!

maintenance including a small SRA package and some warranty repairs. That was the plan, anyway ... but as often happens in the Navy you have to show flexibility!

Our period alongside included:

- Major structural work on the superstructure being conducted under warranty work on the main engines and generators
 - a complete strip-out and clean of the fuel system (an incident of fuel contamination had caused an OPDEF).
 - completing the originally planned work and, conducting harbour training with our many new crew members.
- The Engineering Department worked long

HMNZS ROTOITI

BY LT ANDREW HOGG RNZN

On 12 May, ROTOITI hosted a few of the Defence Attachés accredited to New Zealand to a wet and blustery 'Shop Window' which included Boarding, J3 RHIB, Damage Control and Man Over Board demonstrations. The Defence Attaches were appreciative of our efforts, but glad to get ashore at the end of the day!

Since our docking and maintenance period, ROTOITI has been tasked with multi-agency operations in support of Customs and the Ministry of Fisheries, interspersed with sea training periods, largely off the upper North Island. We responded to a 'Mayday' call on 15 June, a tug was on fire north of Cape Rodney. The crew reacted immediately with a willingness to help those in distress. They conducted a professional fire fighting re-entry to the engine room of the tug, which was especially commendable considering it was an unknown compartment and actually on fire. Subsequently, the tug was able to be salvaged

[This month (August) we are to be the work up consort for RESOLUTION.]



LT Hogg with defence attaches GPCAPT Graham Bond (UK) CAPT Dawn Driesbach USN, LTCOL Michael Kumun (PNG) and GPCAPT Peter Bennett (Australia).



ROTOITI alongside at Opuia.

DEPLOYED TASK GROUP



EXERCISING INTER-OPERABILITY WITH THE US COAST GUARD

During the Fleet Review in Canada the COs of TE KAHA and ENDEAVOUR met the Commander of the US Coast Guard 13th District and agreed to conduct an interoperability activity between our Task Group and the Coast Guard.

Subsequently, on 25 June, the New Zealand ships were joined by a Coast Guard HH-65C Dolphin helicopter. The Dolphin, based at North Bend, Oregon, had launched earlier to transit

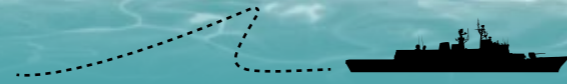
north, pick up a PR officer from Newport, then come out to join us. Once the helicopter joined, good communications were established and the helicopter conducted a fly-past, before undertaking a ship-controlled approaches and landing on TE KAHA.

The US Coast Guard air crew disembarked and were met by TE KAHA's flight deck party and ship's officers. The American aviators

were given a tour of TE KAHA's facilities before discussing flying procedures and the exercise intentions. The Dolphin launched with an RNZN helicopter crewman onboard to observe US procedures, while the USCG photographer remained in TE KAHA. Once airborne, three basket winches were conducted with TE KAHA and three more with ENDEAVOUR.

A load transfer was undertaken from TE KAHA to ENDEAVOUR and return. Once the deck was clear of the load, the Dolphin conducted 20 deck landings, using the USCG profile (rather than visual circuits). The Dolphin also chose to exercise the RNZN-preferred approach, as described in the international helicopter-ship operating instructions.

The final serial was a rotors-running refuel on TE KAHA and the exchange of crewmen, before re-launch and their return to Newport. Overall the event proved our interoperability, and this is understood to be the first time that a USCG helo has operated from an RNZN ship.



PREBLE and TE KAHA on the gun line for a surface warfare exercise.



READINESS TRAINING WITH USS PREBLE, 8 JULY

Formal planning for the Readiness Training Activity commenced on our arrival at San Diego. CDR John Wade USN, CO of PREBLE, with his key officers, came aboard TE KAHA for a planning meeting; later a return visit allowed more planning and our Flight Crew to plan cross-deck helo operations.

As our Task Group sailed on 7 July, we passed PREBLE entering harbour after a families day. The inter-ship communications aspects of the training activity were already under way. TE KAHA refuelled from ENDEAVOUR then detached overnight to join PREBLE next day in San Diego Roads. The sea exercise areas were busy, with an aircraft carrier, other ships and numerous helicopters and aircraft undertaking various exercises.

After meeting PREBLE, six personnel from each ship were exchanged for the day, by boat transfer. TE KAHA conducted Officer of the Watch manoeuvres by voice radio and flag signal, as both ship headed for the gunnery

area where the PREBLE took charge of a 5" surface shoot.

Cross-deck helo operations followed, with TE KAHA's Seasprite undertaking deck landings, ship-controlled approaches and winching with the PREBLE.

A planned light jackstay had to be cancelled; instead, the ships undertook a series of replenishment approaches. Warned of an ongoing USN tradition, the RAS approaches also included a rapid exchange of water balloons, master-minded by the junior officers. A direct hit on PREBLE's XO allowed us to claim victory!

The communications exercise continued through the day, and in fact was maintained for several days more. A boat transfer returned the cross-deck personnel to the correct ship, before TE KAHA headed west for Hawaii. Of note eight USN and USCG personnel were also aboard TE KAHA and ENDEAVOUR to sea ride for the passage to Honolulu.

TE KAHA's Seasprite conducts a winchex with PREBLE.



TRIDENT WARRIOR 10

This was the demonstration of communications equipment for operations in a satellite-denied or -limited environment. TE KAHA and ENDEAVOUR were fitted with a new technology called Spatially Aware Wireless Network (SPAWN). During the transit down the US West Coast, communications trials were conducted between the two ships (mobile nodes) and also two vehicles (mobile nodes) that were driving to specific points along the coast. Each ship had two US sea riders who conducted the trial and analysed the results. The equipment quickly proved to be operationally useful, with the ships and shore nodes using the equipment for, among other tasks, video conferencing.



Broadsides! TE KAHA's waterballoon 'gunners' open fire. ENS Tamara Tarr supplies the ammunition; a USN Ensign prepares to fire.



THE INTERNATIONAL FLEET REVIEW – A PERSONAL PERSPECTIVE

BY WOCSS GILVREY MOHI, COMMAND WARRANT OFFICER, HMNZS TE KAHA

The Fleet Review included 20 ships: a Carrier, 2 Guided Missile Cruisers, 6 Guided Missile Destroyers, 9 Frigates and Auxiliary vessels. HMCS OTTAWA was our host ship for the Review, the crew from OTTAWA treated us like we were long-lost friends and all ranks met and enjoyed the hospitality of their counterparts. The Canadian Navy were great hosts for the visiting ships, with our personnel all attending at least one or two different activities during the Review.

Activities included welcomes in each of the respective Fleet Messes, various official calls and functions for our CO and Heads of Departments, a rock concert, the Parade of Nations, a Command Master Chief's breakfast and the sports day. The Parade of Nations through the main streets of Victoria was very successful.

This was an occasion when our sailors gave an impromptu performance of our Navy Haka; the spectacle certainly made us stand out amongst the many nations involved.

During the Mess receptions our RNZN sailors were amongst the favourites of other nations' sailors to strike up a conversation with, our collective friendly nature drew positive comments from many, including the Ship's Warrant Officer of HMAS NEWCASTLE:

"I just wanted to give you a heads up about your team (both TE KAHA and ENDEAVOUR) at the reception after the march through the streets of Victoria the other day. Mate, your team were absolutely fantastic in both the march and the reception. The Haka (I hope I have spelt that correctly) that they performed, led by the LSCS, was a very stirring and emotional moment for all present. You should be well proud of the whole team."

"Further, it was great to see the Kiwis and the Aussies getting on so well. I travelled a few times on the bus or on the boat to the ships at anchor and each time, talked with RNZN personnel, predominantly Junior Sailors, and we had some top conversations about anything, plenty of laughs and the like."

There was a fantastic atmosphere in Victoria and all sailors were well received by the public. Most of our ships' companies went ashore in Rig for the Uniform Day (and well into the night!) in Victoria. It was a unique occasion with the different uniforms in town; some could not resist the opportunity to swap pieces of kit (however, on sailing some personnel did regret the items they'd swapped!)

The Rock Concert featured big name bands from Canada who put on a fantastic show. On the actual day of the Review all ships moved out to anchor, TE KAHA's anchorage had a clear view of the aircraft carrier USS RONALD REAGAN. This is truly an awe-inspiring war machine. The Canadians rounded out the review with a parachute team demonstration, an air show—showcasing the world-famous Snowbirds flight demonstration team—and finally a fireworks display.

The sports day was another great event with the RNZN well-represented at all events. We cleaned out the competition in 7-a-side Rugby and performed well in the other sports.

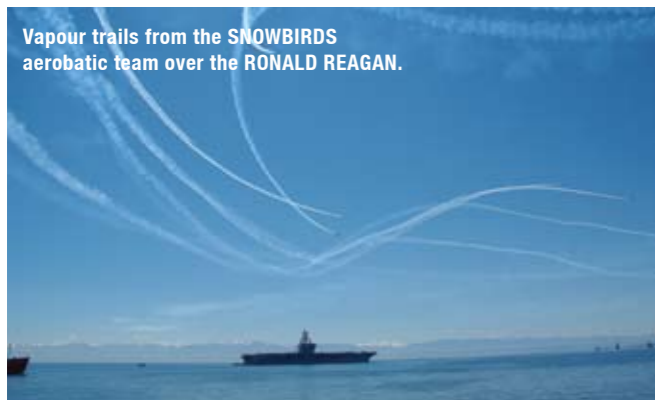
For our senior officers and ratings the Canadian Review brought back comparisons with our Navy's 50th Anniversary celebrations in 1991, while for many of the Junior Ratings it was an experience they will never forget. It has been the highlight of the deployment and it was great to be a part of it and represent New Zealand and the RNZN.



PHOTOS: CHRIS SATTLER



HMCS ALGONQUIN, the reviewing ship with Canada's Governor-General embarked, passes TE KAHA on 12 June.



Vapour trails from the SNOWBIRDS aerobatic team over the RONALD REAGAN.



USCG Cutter ALERT, 1,100 tons and 64 m long, is similar to, but smaller than, our new OPVs.



HMCS ORIOLE, Canada's sail training ketch.



HMCS PROTECTEUR.



USS CHOSIN.

ALL PHOTOS CHRIS SATTLER

COMPILED BY – POCSS (A) JONATHAN BROOKE HQ JFNZ

NOTE: THIS FORECAST IS SUBJECT TO CHANGE

NAVAL COMBAT FORCE

HMNZS TE KAHA
(CDR M C WILLIAMS MNZM, RNZN)

August
01-02 Papeete
02-11 Passage
11-31 PAL & IMAV Preps

HMNZS TE MANA
(CDR B A GERRITSEN MNZM, RNZN)

August
01-31 ESRA
27 Change of Command 27 August
September
01-30 ESRA

NAVAL SUPPORT FORCE

HMNZS ENDEAVOUR
(CDR D J TOMS MNZM, RNZN)

August
01-02 Papeete
02-11 Passage
11-31 PAL & AMP

September
01-06 AMP
06-30 EEZ patrol & sea training
09-13 Wellington
16-21 Lyttelton
23-27 Dunedin

HMNZS CANTERBURY
(CDR J L GILMOUR RNZN)

August
01-02 DNB
02-06 Sea Training
06-09 Nelson
09-13 MAO&T Operation
13-18 Wellington
18-20 EEZ patrol
20-31 DNB - Lloyds Survey

September
01-13 Lloyds Survey
13-15 EEZ patrol
15-18 Napier
18-24 Passage
24-27 Townsville
27-30 Passage

HYDROGRAPHIC SURVEY FORCE

HMNZS RESOLUTION
(LTCDR S D ARNELL RNZN)

August
01-20 Work up & Survey Evaluation
20-23 DNB
23-31 OP Acheron
September
01-14 OP Acheron
14-30 DNB - PAL

DIVING AND MCM FORCE

HMNZS MANAWANUI
(LTCDR W W LEEF RNZN)

August
01-31 DSRA
September
01-06 DNB - HATS
06-11 SATS
12-27 Sea Training (Nautilus/Viper)
27-30 Work up

OPERATIONAL DIVING TEAM
(LTCDR A G LESLIE RNZN)

August
01-12 MCM Training
12-30 Harbour Training
30-31 ROV Training
September
01-03 ROV Training
03-13 Harbour training
13-24 Sea Training (Nautilus/Viper)
24-30 PAL

MINE COUNTER MEASURES TEAM
(LTCDR K BARRETT RNZN)

August
01-23 REMUS & Harbour Training
23-31 Op BUSHNELL Training
September
01-18 ROV & Harbour Training
18-30 PAL

NAVAL PATROL FORCE - OFFSHORE

HMNZS OTAGO
(LTCDR S ROOKE RNZN)

August
01-03 EEZ patrol
03-05 Wellington
05-06 EEZ patrol
06-25 DNB - IMAV
26-31 CAT 6 Trials

September
01-03 CAT 6 Trials
03-26 Work up
26-30 PAL

HMNZS WELLINGTON
(LTCDR S GRIFFITHS RNZN)

August
01-31 DNB - fit out & HATS
September
01-20 CAT 6 Trials
20-22 EEZ patrol
22-28 Wellington
28-30 EEZ patrol

NAVAL PATROL FORCE - INSHORE

HMNZS ROTOITI
(LT A HOGG RNZN)

August
01-09 MAO&T Operation
10-15 Sea Training
16-31 IMAV
September
01-12 SATS & Harbour Training
13-23 OOW (B)
24-27 Dunedin
27-30 OOW (B)

HMNZS HAWEA
(LT G I JUDSON RNZN)

August
01-24 DSRA - HATS & SATS
25-29 RTAC Trial
30-31 MAO&T Operation
September
01-30 MAO&T Operation
03-06 Opuia
17-27 Harbour Training

HMNZS PUKAKI
(LT A L HANSEN RNZN)

August
01-20 MAO&T Operation
01-02 Picton
06-09 Timaru
13-18 Wellington
20-29 DNB - Harbour Training
30-31 IMAV
September
01-31 IMAV

HMNZS TAUPU
(LTCDR J L CLARKSON RNZN)

August
01-31 Op Multus
13-17 Wellington
23-25 Tauranga
28-31 Gisborne
September
01-03 Op Multus
03-20 DNB - Harbour training
20-24 MAO&T Operation
24-30 DNB - PAL

VISITING SHIPS TO NZ

ROK Ships YANG MAN CHOON (DDH-973) & HWA CHEON (AOE-59)
19-22 August Auckland; 60th Anniversary of Korean War
CTG: RA Lee Byeung Kweon
PLA (N) Ships MIANYANG (FFG) & ZHENGHE (AXH)
11-15 Sept Auckland
CTG: RA Leng Zhenquing



JDS ATAGO.



The Navy Museum site in early June (yet another rainy day!)

MC 10-0174-028

THE NEW NAVY MUSEUM SITE

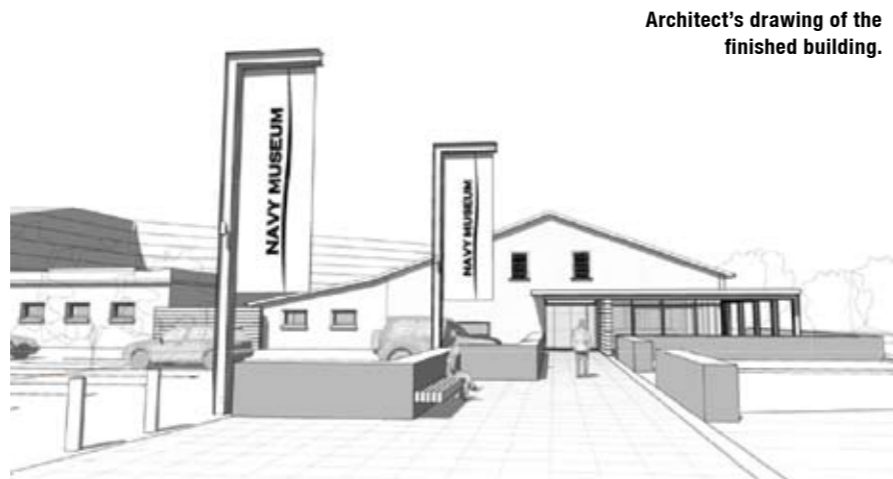
The new Navy Museum is due to be opened in October. The re-fitting of the Museum buildings and the planning and layout of the displays has been keeping the Museum staff, and the contractors, at full stretch over the last year.

A key part of the project has also been a formal archaeological investigation of the site, because Torpedo Bay had been an integral part of Auckland's defences since colonial times. But the investigations also uncovered evidence of a prehistoric Maori settlement, showing that the site was attractive to New Zealand's earliest settlers.

Mica Plowman, Senior Archaeologist, reported that the signs of prehistoric settlement, excavated and identified by her team, have provided an additional aspect to the human activities recorded at Torpedo Bay. Given the tradition of the Tainui landing at the bay, as part of the 9th century Polynesian migration to New Zealand, the evidence uncovered, of stone adze manufacture and the hunting of Moa, have provided significant material for research into early settlement of the area.

In the mid-19th century, commercial ship building was established at Torpedo Bay, using local timbers to build coastal sailing ships.

But the main historic feature at Torpedo Bay is the Submarine Mining Base which was begun in 1886 as part of the coastal defences of Auckland. By 1899 the base had been rebuilt and expanded, although it incorporated some of the earlier buildings. The buildings completed in 1899, today represent the last intact 19th century Mine Base in



Architect's drawing of the finished building.



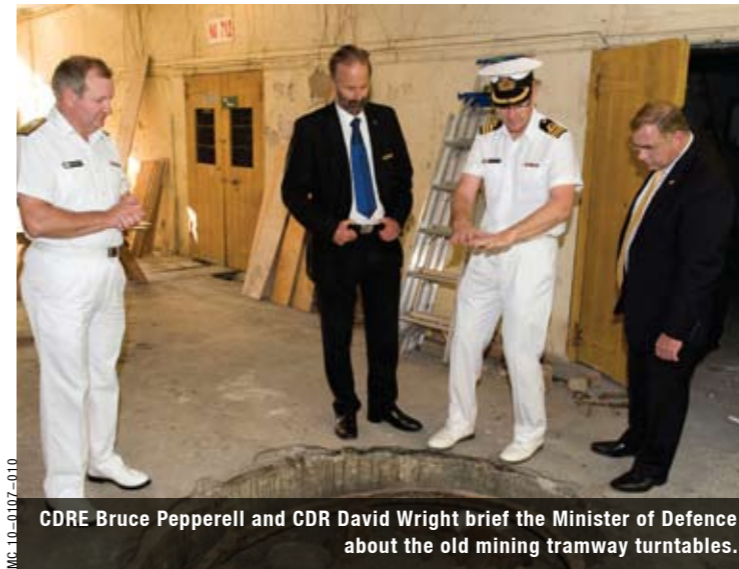
Mica Plowman, Senior Archaeologist, briefs the Museum Trust Board and VTF personnel. This was the occasion that VTF donated a substantial sum towards the Museum redevelopment [See NT 154, May].

MC 10-0087-003

New Zealand.

Thus the refurbishment of the site for the Navy Museum has provided an opportunity for insight

into late 19th century building techniques, New Zealand's early coastal defences and, into pre-historic Maori settlement.



CDRE Bruce Pepperell and CDR David Wright brief the Minister of Defence about the old mining tramway turntables.

MC 10-0107-010



CDR Wright explains about old jetty timbers, uncovered during the excavation, to the Minister of Defence.

MC 10-0107-009



LONG LOOK 2010— THE RN CONTINGENT

Front row (L-R): CPO Cobby, PO Broadbent, LWTR Axten, LSTD Mudie, CPO Hamlyn and AB(D) Craig. Back row (L-R): MUSC Chester, Lt Ruddock, LHST Corps and LPTI Platt.

BY LT JANE RUDDOCK RN

After our journey to New Zealand with the RNZAF, our contingent of 10 arrived in Devonport to begin the Long Look experience. Our group was a mixture of ranks and ratings and included Marine Engineers, Logisticians, a Diver, and a Musician.

Our first impression was how similar it all appeared! The uniforms, terminology and structures all seemed very familiar, even some of the place names were the same! However, any thoughts that we were just visiting a far flung RN base were dispelled when we all attended the Powhiri at the Te

Taua Moana Marae. It was clear that here was a completely different culture to learn more about.

The second major difference was that of size; however, we did identify some advantages to being compact, including the ability for people to establish a stable, long term home in the local area.

We were fortunate to be employed in a number of different areas, and a number of us served at sea in RESOLUTION, PUKAKI and TAUPO and we were all impressed with the professionalism and positive attitude displayed by the ship's companies.

Of course, being on Long Look is not all about work, and we were given opportunities to travel and take part in adventurous training. Between us, I think we covered most parts of the North and South Islands and also participated in adventurous training in Taupo.

We have all thoroughly enjoyed our Long Look experience and would like to thank all those who supported us throughout the four months. We look forward to returning the favour and helping to host those members of the RNZN who take part in Long Look next year.

REVITALISING PERSONNEL BRANCH

THE FORMER NZDF PERSONNEL BRANCH HAS UNDERGONE SIGNIFICANT CHANGE, WITH THE BRANCH BEING RESTRUCTURED AND RENAMED TO BETTER REFLECT THE NEW FOCUS FOR HUMAN RESOURCE MANAGEMENT WITHIN THE DEFENCE FORCE. THE NEW DEFENCE PERSONNEL EXECUTIVE (DPE) STOOD UP ON 31 MAY.

The first step for the new DPE is the Transitional Organisational Structure, which brings together existing Personnel Branch employees, single-Service HR Heads and their Wellington-based staff, and the interim 'Centres of Expertise'. These include:

- Workforce Planning
- Psychology
- Policy and
- Recruitment etc

These centres are all under AC Pers, as the single point of accountability.

This is a transitional structure until the end of this year, and while positions within the transitional structure have been confirmed to the Director level; there is still a lot of work to do in determining the final structure. The 'restack' of Defence House in Wellington has allowed space for DPE personnel to move to the second floor of Defence House.

AC Pers, Brigadier Mark Wheeler says "I am confident that as a result of these and future changes we will succeed in our Mission: To enable and optimise the personnel capability to achieve the NZDF Mission. I aim to accelerate our ability to achieve the first part

of our organisational intent, that the Defence Personnel Executive delivers world-class, simpler and better support to enable NZDF outputs."

This restructure was the result of months of work by Personnel Branch heads and the HRM Change Programme (part of the Defence Transformation Programme [DTP]), with constant involvement from HR personnel from the three Services. Although the HR functions within each Service have been consolidated under AC Pers, there will be single-Service representation at the Captain level within the DPE.

The functions previously undertaken by ACN (Pers) will now reside mainly within the Fleet Personnel Training Organisation (FPTO). Full details will be promulgated shortly via a Navy Order. A Navy Captain within the DPE will retain a co-ordinating role back to CN for Navy personnel issues working with DCN and the FPTO.

This is the start of a series of changes that Defence Personnel Executive and the DTP will implement by early next year. These include:

- changes to HR Admin and Advice,
- developing a new organisational design

for Training and Education, and

- continuing to develop and refine each part within the DPE.

The changes are intended to be 'simpler and better', changing the way we operate. The Base HR Advisors will become critical in providing advice and supporting commanders on base, with the transactional stuff being dealt with separately. There will be a cultural change also—when dealing with the DPE, Navy perspectives will be considered but may not be dealt with by somebody in a dark blue uniform. For more information about HRM changes, check the DTP intranet site.

The HRM Change Programme is working towards more streamlined, consolidated Human Resource Management support within Defence. You'll hear more information about HR changes over the coming months, and you can read more about the new structure on the new Defence Personnel Executive intranet site.

These changes mark the beginning of a significant transformation that will result in stronger, consolidated personnel services providing quality support and advice to everyone in the Defence Force.

A WIDER RANGE OF SELF-SERVICE ADMIN AND ADVICE

Following on the successful launch of the centralisation of civilian payroll administration in May (see NT 155 June) the DTP is preparing for the implementation phase of two new significant initiatives that will deliver more centralised self-service to personnel. The final outcomes are dependent on the results of consultation, but both:

- Human Resource advice and,
- Training & Education advice and administration

are intended to be centralised in order to provide better, faster, more user-friendly service.

HERE'S HOW IT WOULD LOOK

- How do I apply for parental leave?

- How do I make a complaint?
- How do I find HR assistance with my deployment?
- What support does NZDF supply for extra study?
- How do I enrol or offer feedback on a course?
- How do I apply for funded study?

In order to get answers to these and many other questions, personnel on camps and bases presently need to physically go to the office of the HR or personnel advisor, or to a course administrator.

In the future, personnel will be able to pick

up the phone or log on to a computer to be immediately connected with either phone or online support through a centralised service. This means that personnel will enjoy better, faster service, with more consistency of advice.

LT CDR Andrew Law RNZN, a member of the HRM programme, knows that this will be a change for Navy personnel.

"This centralisation of services marks a fundamental change in the way we do things in Defence. All NZDF personnel will need to become more proactive and go online first for HR information and self-service applications rather than physically visiting an office. But this is not a



CIVILIAN PAYROLL CENTRALISED AND ONLINE TOOLS STREAMLINE ADMIN TASKS

During July civilian payroll and related personnel administration activities were centralised to the National Service Centre in JLSO, Trentham. The change means civilian personnel and their commanders and managers will increasingly rely on self-service tools.

While personnel may be familiar with KEA, they may not know about the HR Toolkit which went live in December 2009 and is being used by civilians, their managers, and increasingly by military personnel as well.

HERE'S WHAT YOU NEED TO KNOW TO MAKE THE MOST OF THESE TOOLS:

For commanders/managers – HR Toolkit

The intranet-based HR Toolkit is your first port of call when it comes to HR support for managing civilian and military personnel. The intended user of this tool is, in most cases, managers of civilians, however all the information is available to all NZDF personnel. Some information (like the superannuation page) is aimed at civilians, military personnel, and their managers. Each page tells you whether the information is applicable to civilians, military, or both.

"The HR Toolkit should be able to answer 80% of all queries commanders or managers have about managing civilian employees. This will free up the HR advisors for more value-added HR work, rather than emailing out templates and responding to simple HR queries" says Karu Shaw, one of the toolkit's developers. Karu credits the site's user-friendly design with its steadily increasing use over the past few months. "In June we had 26,900 visits, and 218,600 total hits."

FOR PERSONNEL – KEA

Self-service on KEA was introduced in 2007, enabling personnel to view their pay and leave details, as well as complete a range of administrative tasks such as changing address or phone number, changing bank account details and submitting leave requests. Recent enhancements have included a wider range of leave types, and soon there will be an automated approval feature.

new concept. It's no different to referring to the internet at home instead of driving to the local library for information."

WHAT'S HAPPENING NEXT?

Over the next few months, information about the proposed new structures of HR Advice and the Training and Education Directorate will be promulgated.

- If you have any comments or questions email DTP@nzdf.mil.nz.
- If you are directly affected you will be able to make a submission during the consultation phase.

Once the consultation phase is complete you'll be hearing more about the final structure of these services in your base or camp newsletter, Service magazine, and of course, on the DTP intranet site.

KEA—ON-LINE HELP

KEA is already well used by personnel. In the last year to April, for instance, 83% of leave was entered directly on to KEA.

"KEA provides online help when you are in a particular screen, in the form of Dynamic help which takes you to the respective pages of the User Guide," says Simon Garwood from CIS Branch.

"KEA also has online tutorials which take you to the respective tutorial. While viewing a tutorial you can pause, fast forward, etc.

RNZN PROMOTIONS & FAREWELLS

COMPILED BY AWTR JO STEWART, Courses and Promotions Clerk, FPT

CONGRATULATIONS ON YOUR PROMOTION:

CAPT	D C	Proctor	RNZN
LTCDR	B	Symmons	RNZN
LTCDR	MT	Tapsell	RNZN
A/LT CDR	DP	Hewson	RNZN
A/LTCDR	AS	Howieson	RNZN
A/LTCDR	RD	Thompson	RNZN
LT	RW	Bexley	RNZN
LT	AR	Biss	RNZN
LT	L M	Bruce	RNZN
LT	R C	Docherty	RNZN
LT	N A	Foster	RNZN
LT	A J	Green	RNZN
SGN LT	J K	North	RNZN
LT	A R	Olivier	RNZN
LT	SJ	Palmer	RNZN
LT	D H	Roderick	RNZN
LT	M J	Tolerton	RNZN
Lt	TDD	Weeramuni	RNZN
Lt	M	Bilton	RNZN
S LT	N E	Oguz	RNZN
S LT	S	Shaw	RNZN
S LT	A G	Robinson	RNZN
SLT	DJ	Stanley-Boden	
SLT	NM	Vink	RNZN
ENS	T J	Gorden	RNZN
ENS	M J	Hofsteede	RNZN
ENS	MJR	Jamieson	RNZN
ENS	S S	Prasad	RNZN
ENS	A J	Robinson	RNZN
WODR	ST	Marston	
WOSA	D C	Hickson	
CPOSCS	J D	Leaf	
POMT(P)	W D	Mills	
LCSS	P J	O'Callaghan	
LCSS	S B	Stretton	
LET	P J	Hinds	
LHCM	T A	Kalin	
LMEDIC	K M R	Ratapu	
LMEDIC	M L	Masters	
LSA	W A	Grace	
LSCS	S M	Herewini	
LSCS	J S C	Mcdougall	
ACH	J A	Faleofa	
ACH	W R	Parata-Haua	
ACH	A R	Gray	
ACH	S C E	Varley	
ACH	J R	Cook	
ACH	M V	Rata	
AMA	K	Batty	
AMT2(L)	C W	Lapham	
AMT2(P)	A D	Trinnaman	
AMT2(P)	S M	Latham	
ASA	L T	Sakaria	
ASA	J E	Flett	
ASA	D R	Hapi	
ASCS	D J	Corkill	
ASCS	T T T	Raukawa	
ASCS	J T R	Macarthur	
ASCS	F	Songivalu	
AWTR	P T	Onehi	
AWTR	S E	Kutia	
LT	C J	McGregor	RNZN
WOWTR	A J	Hurst	
LCSS	J R	Webb	
AMT1(P)	D L	Anderson	
AMT2(P)	A P	Stevens	
AMT2(P)	A J	Partridge	
AWTR	J M	Mabon	
OOSC	J A P	Fisher	
OSEA(VR)	C A	Polkinghorne	
OHS	B A	Summerville	

DEPLOYED TASK GROUP



Rugby vs San Francisco Golden Bay; AET Gibson offloads to POSA Poroa-Simmons. We won, 32 - 15

Our task group teams played a variety of sports in Hong Kong, Korea, Canada and California. But the biggest sports day was the **International Fleet Review Sports Tournament**, which was an awesome day, where navies from around the world shared in some fun. While our players dominated in sports such as Sevens Rugby and Cricket, we could only watch in amazement as the North American teams put on a show during the baseball and floor-hockey rounds. LT Boyd captained our soccer team and CPOET Hawke led the Softball team.

Slow Pitch Softball. There were no winners or losers, and we were not sure if anyone was keeping the score (but we were informed that the Kiwis beat the Aussies!) The Americans got into the spirit by batting with one hand or even using the wrong end of the bat to give us a chance. The Japanese were really sharp and we Kiwis had the loudest supporters. At the end of the day we were presented with medals 'for participation'.

Rugby. In Canada we were 'cleaned up' by the Canadian Bears. Able Chef Pene Sola scored our only try the 71-5 defeat. We performed the Navy haka before the match, which was a big hit with the crowd. But the Bears' website said 'to beat any New Zealand team by that score is an accomplishment to celebrate.'



LT Boyd and LSCS Green (behind) accept a presentation from the Canadians.



Philomel Blue score against Philomel Black.

BASKETBALL

The 2010 Inter-ship Basketball Tournament was held on 19 May with six men's and three women's teams; the competition was strong. HMNZS TAUPO fielded a team for their first outing in their new colours.

The tournament featured some close matches while players demonstrated some superb skills. Our Navy selectors had a lot to think about leading up to Inter-Services Tournament.

The women's final between PHILOMEL Black and PHILOMEL Blue was a very even affair until the last quarter when Black built a lead, winning 23 - 16. The same story was to unfold in the Men's final with PHILOMEL Black winning 38 - 31. A big thanks to our referees,

and to the ships and players who made the day a success.

- Best and Fairest (women): LMED Andrews
- Best and Fairest (men): OMT Ngarongo-Porima
- MVP (women): OCH Calvert
- MVP (men): OCSS Maxwell

Inter-Service Basketball. On 24 June the Navy Men's and Women's Basketball Teams played for the 2010 Inter-Service titles, in the Fleet Gym at Devonport.

- Women: Navy 45 vs Army 47
- Men: Navy 50 vs Air Force 47



The Task Group's women's tug o' war team in action.



TE KAHA's rugby team after their Hong Kong match on 15 May.



TE KAHA's squad for the Ex BERSAMA SHIELD sports tournament.



CANTERBURY conducted the Funafuti Coast to Coast challenge on 11 July. Participants ran from one coast to the other, jumped off the jetty for a 100m swim, before a bike ride around the jetty. This team consisted of OCO Ohine Iti, OCS William Smart (covering his face) OCS Dennis Nepia & OCS Frank Moses.



MANAWANUI's hockey team.

HOCKEY

The 2010 Inter-ship Hockey Tournament was held on 30 June at the Crown Relocation Hockey Turfs, Albany. Five teams competed in a round robin: PHILOMEL Black, PHILOMEL Blue, MANAWANUI and two teams from TE MANA.

PHILOMEL Blue came through undefeated; TE MANA 1 finished in 2nd place, with TE MANA 2 in 3rd, PHILOMEL Black in 4th and the mighty MANAWANUI 5th.

MANAWANUI commented "Clearly the underdogs of the tournament due to our inexperience (half the team not knowing the rules) and lack of time to train. Our team who battled it out with the other ships did themselves proud and their sore bodies the next day proved that they had given 110%!"

Congratulations to PHILOMEL Blue, and thanks to all the teams for participating. Throughout the tournament there were some great players: Nicole Booth, Temera Morgan, Kerry Mayall, and Darren Lyall, who each earned Most Valuable Player titles. With some up and coming stars our Navy team will be looking sharp for the Inter-Service Hockey which is to be held in Manawatu 9 - 13 August.

REUNIONS 2010

RNZN WRITERS' REUNION

22-24 October 2010
Devonport Naval Base
Website: www.rnznwriters.com

Please contact:

Jill Thompson
E: jill.thompson@clear.net.nz
P: 09-480-9985
Aline Larkins
E: aline.larkins@nzdf.mil.nz
P: 09-445-5987

ALL SHIPS' REUNION

Palmerston North, Labour Weekend 2010.

Friday 22 to Monday 25 October
At the Palmerston North RSA and Navy Clubrooms

Contact: Dave Leese

E: exnavy@inspire.net.nz,
P: Ph 06-354-0479 or 027-243-0427
Website www.rnzna.com

HMS ASSEGAI ASSOC. REUNION

20-21 October 2010
Taupo

Contacts:

Jim Dunning 07-574-1040
Colin Topp 09-298-9419

HMNZS TARANAKI REUNION 2011

50th Anniversary of "The Homecoming"
New Plymouth, 28 - 30 October 2011

Contact:

Reunion 2011 PO Box 3250
New Plymouth 4341.

E: reunion2011@hmnzstaranaki.org

RP/SN (AKA CSS) REUNION 2012

Crowns and above
Devonport Naval Base
Queens Birthday Weekend 2012

Contact: CPOCSS (A) Anaru Moa

To register: opsreunion2012@nzdf.mil.nz

RNZN ENGINE ROOM BRANCH REUNION

30 March-2 April 2012, Masterton,

Contacts:

Malcolm Harris, 90 Cameron St
Masterton
P: 06-377-1606
Dennis R Bell
P: 06-370-1901
F: 06-370-1902
E: drbell@xtra.co.nz

RNZN 1/70 INTAKE (7TH JAN 1970) 3RD REUNION

To be held in Hamilton 10 - 12 May 2013.

All BCTs from the this intake are welcome

Contacts:

Wayne Tapsell
P: 07 957 5624 or 029 2809 734
E: wayne.tapsell@customs.govt.nz
Neil Brimblecombe
P: 021 831 872
E: neil@kiwibrims.com
Dave Franks
P: 07 8288 612 or 0274 978 925
E: davecarol@xtra.co.nz

NAVY WEEK 2010: 4 - 10 OCTOBER

TO MARK THE 69TH ANNIVERSARY OF THE RNZN

WEDNESDAY 6 OCTOBER

Charter Parade, North Shore City

FRIDAY 8 OCTOBER

Navy Museum opening at Torpedo Bay

SATURDAY 9 OCTOBER

The Naval Base open to the public

5 PM, SATURDAY

Beat Retreat & Ceremonial Sunset at Windsor Reserve, Devonport.

10 AM, SUNDAY 10 OCTOBER

Anniversary Church Service and cake cutting at St Christopher's Naval Chapel.



YOUR FIRST JUMP IS A SPECIAL MOMENT!

The RNZAF Parachute Club is a tri-Service club located at RNZAF Base Auckland. It offers first-jump courses and further training.

Cost: \$185 for 1st Jump Course, for service people.

Email: skydiveclub@nzdf.mil.nz

Phone: (weekends) 09- 417-7000 x7519



ANTARCTICA WITH THE NZDF

DID YOU KNOW YOU CAN MARCH ON THE ICE?

PLAY RUGBY FOR THE ICE BLACKS? UNLOAD SHIPS ONTO AN ICE JETTY? THESE DAYS THAT'S MORE LIKELY TO BE A BOEING THAN A BOAT.

THINK OF THE SCENERY YOU WILL SEE. THE NZDF HAS BEEN AN IMPORTANT PART OF NEW ZEALAND'S COMMITMENT TO ANTARCTICA FOR NEARLY 60 YEARS.

AND WE DO GET TO MAKE SOME GOOD MATES DOWN THERE.

SO IF YOU'D LIKE TO BE PART OF THE TEAM AT SCOTT BASE OR MCMURDO, CONTACT YOUR CHAIN OF COMMAND TO MAKE SURE YOU'RE PART OF THE TOP TEAM AT THE BOTTOM OF THE WORLD THIS SUMMER.



One of CANTERBURY's LCMs is loaded with construction timber for aid projects on Vaitapu Island, in Tuvalu, on 7 July. CANTERBURY was a key asset for Exercise TROPIC TWILIGHT, which tested NZDF disaster response capabilities and also brought medical and civil aid to the people of Tuvalu. See CANTERBURY's feature page 26.

INSET: CANTERBURY sails through the channel in the reef as she departs Funafuti, Tuvalu, on completion of Ex TROPIC TWILIGHT, 17 July.

Photos: SLT Hamish McGee RNZN

TODAY

YOU'RE **TAPPING OUT A RHYTHM**
ON YOUR DESK.

TOMORROW

YOU'RE **FLASHING OUT MORSE CODE**
UNDER RADIO SILENCE.

VISIT NAVYJOBS.MIL.NZ
OR CALL 0800 NZ NAVY

