

# NAVY

## TODAY

ISSUE 187 MARCH 2015



**BCT FAMILY  
CHURCH SERVICE  
REFLECTIONS**

**HMNZS TE KAHA OFF  
TO GALLIPOLI AND  
ANTI-PIRATE PATROLS**

**BILL MORLEY SEA  
SAFETY TRAINING  
FACILITY OPENS**

TE TAUA MOANA – WARRIORS OF THE SEA





## DIRECTORY

Published to inform, inspire and entertain serving and former members of the RNZN, their families and friends and the wider Navy community.

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## COVER IMAGE:

The recruits of Basic Common Training (BCT) 15/01 march through the Devonport Naval Base tunnel on their way to the Family Church Service. See page 10.

Photo CPL Paul Firth.



**CHIEF OF NAVY**  
Rear Admiral Jack Steer, ONZM

# YOURS AYE

**A**s I sit down to write this it is now early in March. The year is flying past and already we have achieved so much. Then I pause to think about what we are really here for. What is our purpose? Do you all have the same understanding of what we are actually here for? Do you all think about what you contribute towards our purpose?

Some of you are now thinking the Chief of Navy has lost it. Maybe I have, but let's put things into perspective. Our ships go to sea, our sailors get trained, we parade, we repair things and we do an awful lot of paperwork. This year there will be a Defence White Paper. Soon there will be decisions as to what our Navy and indeed, our Defence Force is going to look like in the future. These are obviously important questions that we, as a Navy, will need to be able to answer. We also need to be able to answer what is the role our people play? What are you here for? What does your work contribute to? How does what you do every day contribute towards our purpose?

Easy questions I guess, although I don't think we all have a clear defined purpose for our Navy in mind. So I would like you all to think about that. What are we really here for? Once we know that, we can look at what we do and then decide how that contributes to our purpose.

Our current Vision is "to be the best small nation Navy in the world". Not a bad thing to strive for but we can end up tying ourselves up in knots trying to define "best" and "small nation" and so on.

Our Mission is "securing New Zealand's prosperity through a versatile, responsive and effective Navy." Yes, that is pretty awesome when you think about it, and I hope you do think about it.

So let's keep it simple. What is our real purpose? What are we really here for? That is what I want you all to think about, to discuss amongst yourselves and to come up with ideas.

For me it is quite simple. Our purpose is to provide the best maritime capability we can for the New Zealand Defence Force and the people of New Zealand. Everything we do has to contribute towards that purpose. Every little job, every piece of work has to eventually contribute towards providing that capability.

But, this is just my idea of what our purpose is. I want to hear yours, so that we can all help shape the Navy of the future. Submit your ideas via a 4 India Chit. Log on to the Navy intranet site and follow the link. I'll be reading every idea you have and taking the best ones to use in our strategic planning process.

This is where to me, the really important piece comes in. Think about your job in our Navy. It is easy when you are posted to a seagoing billet to say, yes, I get what I do and how it contributes towards our purpose. If your job does not seem directly related to a sea going ship, then it requires a little more thought. For example,



what is the purpose of the person cleaning up in the galley ashore? You could say that it is to clean the galley. I say that their role contributes to us being able to get trained men and women to sea on our ships. I say they contribute towards our purpose of providing the best maritime capability we can.

When I say this I want you all to remember that everyone in our Navy—men, women, regular force and reservist, plus our civilians—you all have a part to play in achieving our purpose. You are all as important to achieving this purpose as your shipmates.

I cannot do my job as Chief of Navy without the most junior person in our Navy doing their job right. None of us is indispensable and none of us can do it alone. You are all a very important part of us achieving our purpose. We are all here to make this Navy work, to enable us to achieve our purpose. What you do in your place of work on a daily basis, whatever it is, contributes towards us providing that very important maritime capability. I believe that is something to think about and be proud of.

He heramana ahau

I am a sailor

**Above: Meeting the Challenge—CN at Waitangi**



# TE KAHA'S VERY BUSY YEAR

Australia, Gallipoli, counter-piracy patrols and much more



**The frigate HMNZS TE KAHA is—as of mid-March — undertaking major work-ups in the Western Australia Exercise Area, having left Devonport Naval Base on Monday 16 February for a nearly six-month deployment on many distant operations and exercises.**

Scores of family members farewelled the ship, which was joined by a Navy Seasprite helicopter soon after leaving the wharf.

The ship arrived in Sydney on 20 February for a weekend before sailing for Fleet Base West, Rockingham, south of Perth for close to a month of work-ups in company with Royal Australian Navy ships, directed by the Maritime Operational Evaluation Team.

TE KAHA is scheduled to depart Fremantle on 24 March, bound via the Suez Canal for Istanbul and Anzac Cove on the Gallipoli Peninsula to take part in the 25 April commemorations of the original Anzac landings exactly 100 years earlier.

"The crew are honoured to be representing New Zealand at this historical occasion," says TE KAHA's commanding officer, CDR Simon Griffiths.

"Gallipoli laid the foundation for our modern military. Honouring the brave soldiers and sailors who gave their lives is something we do with pride every Anzac Day, but the 100-year anniversary is a particularly poignant moment. We are extremely proud to be part of it."

While on this deployment TE KAHA will be testing and showing off its latest upgrades in company with other navies. TE KAHA is the first Anzac frigate redesigned to have personnel-free machinery control spaces. Sister-ship TE MANA is undergoing a similar upgrade. A further \$446 million upgrade to the combat systems of both ships will begin next year.

"The mid-life upgrades to TE KAHA and TE MANA have allowed our Navy to remain a versatile and valued global partner, capable of working seamlessly in coalition with other nations," said CDR Griffiths.





***“The mid-life upgrades to TE KAHA and TE MANA have allowed our Navy to remain a versatile and valued global partner, capable of working seamlessly in coalition with other nations.”***

Opposite: HMNZS TE KAHA departing Devonport Naval Base on 16 February  
Above, from top: Family members throng TE KAHA's flight deck prior to the ship's departure; Ready to say goodbye









"The first part of the systems upgrade has been a real eye-opener for me. When I first worked on frigates many years ago, the systems were mostly manual. Now all the operational components are controlled through touch-screen technology on the bridge, which is a huge step forward, and it makes operating the ship more intuitive.

"The upgrades will extend the life of each frigate and continue to ensure New Zealand has the ability to undertake work in international task groups, such as the counter-piracy operation conducted by TE MANA last summer.

"It also ensures we are well placed to respond to natural disasters, or situations like the violence which occurred in East Timor just over a decade ago," said CDR Griffiths.

After leaving Turkey following the Anzac Day commemorations, TE KAHA is scheduled to go back through the Suez Canal then to the Arabian Sea area to conduct about a month of anti-piracy controls similar to those done by TE MANA in late 2013-early 2014. But the ship's busy programme will not stop there.

TE KAHA is scheduled to visit Cochin in India for several days in late June, then rendezvous with the tanker HMNZS ENDEAVOUR en route to Darwin for Exercise Talisman Sabre in July. Both ships are expected to return to Devonport Naval Base in early



August, but leave again in September for the Five Power Defence Arrangement Exercise Bersama Lima in Malaysian waters, returning to New Zealand in November for the big New Zealand Defence Force-led Exercise Southern Katipo.

While TE KAHA is away, regular updates and photographs from the ship will be published on the Navy Facebook page as well as in Navy Today, as happened during TE MANA's long deployment of 2013/14. But this time there is more!

The ship's mascot, a bear with the historic name Pelorus Jack, affectionately known as PJ, is publishing a regularly updated blog of his adventures at [www.pelorusjack.net](http://www.pelorusjack.net)

The blog is the idea of the CO, CDR Griffiths, who sends the text and photos for it to his wife, who posts them on the internet.

PJ is named after Pelorus Jack, a bulldog who joined HMS NEW ZEALAND—a warship gifted to Britain by New Zealand—as mascot in 1913. The bulldog was in turn named after the dolphin of the same name famed for accompanying ships in the Marlborough Sounds area between 1888 and 1912.

After the original bulldog died in unhappy circumstances, Pelorus Jack II, another bulldog, joined HMS NEW ZEALAND in 1916. He achieved the rank of leading sea dog before being given to the City of Auckland when the ship visited New Zealand in 1919 on its final voyage. ■

**Opposite page – clockwise from top: Map of TE KAHA's deployment; HMNZS TE KAHA arriving in Sydney on 20 February escorted by the RAN guided missile frigate HMAS NEWCASTLE 06; Pelorus Jack, blog-wielding mascot of HMNZS TE KAHA, with famous Sydney landmarks in the background; CPOET Hamish Ivey; POSCS Dan Paese.**

**Clockwise from top left: A happy family preparing to say goodbye; CPOET Stevie Winikerei; OCSS Shannan Namana; ASTD Joel McDowell.**



## Navy's new seamanship training aids facility opens

By LT CDR Ange Barker, RNZNR, Programme Manager,  
Reclaiming Seamanship Excellence

**T**he Navy's new Seamanship Training Aids Facility at Devonport Naval Base was officially opened on 9 March by Chief of Navy RADM Jack Steer and LT CDR (ret) Bill Morley, after whom the building has been named.

The facility is a large warehouse that contains realistic working environments for seamanship training—life-size ship replicas made to scale from the original ship design drawings.

The facility houses an Inshore Patrol Vessel forecastle, an Offshore Patrol Vessel midships and quarterdeck, a Replenishment At Sea tower and a main mast working at heights tower.

Using those assets the Navy can now train berthing, slipping, anchoring, anchoring to a buoy, towing, working at heights, replenishment at sea and awning assembly to an on-the-job standard prior to any trainees stepping foot on working platforms.

The facility will be used by all ranks and trades and allows a consistency of training, safer and more experienced personnel joining the ships and the releasing of critical operational ships to conduct Government-directed outputs rather than on-the-job training.

The lead contractor was Lockheed Martin Global, which used local companies such as South Pacific Industrial, Opus, the Shed Company and Legacy to complete the project.

The replica ships have been built to the same specifications as those in the Fleet and much of the specialist equipment has been supplied by Navy to ensure it replicates that which is seen on our vessels.

The Navy held a competition to name the new facility, with the winning entry submitted by CAPT Jim Gilmour.

LT CDR Morley served for 40 years as both a Gunnery Instructor and, in the later stages of his career, as an officer. On 15 March 1970 Bill was involved in an incident on HMNZS WAIKATO in Wellington Harbour. He and two colleagues were washed overboard. One of the trio died from injuries received in the initial wash-off, however, Bill and the forecastle officer LT CDR Mair managed to stay afloat with just a life ring (they were not wearing life jackets). After nearly two hours in the water they were rescued by helicopter, due to the ship not being able to turn around as it was too rough.

There is a phase two for this project called the "Waterside Trainer." It is expected to provide external realistic working environments such as a Vest Davit and Hiab crane for the launch and recovery of seaboats; an accommodation ladder; a swimmer of the watch gantry; and a pilot ladder. All these will be situated on a wharf or pontoon structure and will be full working pieces of equipment. "It's a step change for the way we train our Navy," CN says. "The things we can do in there are extraordinary. We can train our people in a controlled environment." ■

**Above: Interior view of the new facility.**





# MARITIME SURVEY TEAM MAKES SUCCESSFUL SURVEYS OF SMALL PACIFIC PORTS

By LT CDR Tim Hall RNZN, CO Maritime Survey Team

The Maritime Survey Team set sail in HMNZS OTAGO last 18 August for Operation Calypso 2014. The team was tasked with conducting surveys in Samoa, Penrhyn and Rarotonga for the purpose of having up-to-date knowledge of the harbours and ports in case of a humanitarian assistance or disaster relief event being needed. The 2009 Samoa tsunami and 2012 Samoa cyclone had devastating effects on the small nation and the NZDF played a major role in helping after both those events.

Operation Calypso was split into four phases. The first was the United Nations Small Island Development States Conference (SIDS) in which OTAGO provided security in Samoa. Once SIDS was complete, OTAGO sailed leaving the Maritime Survey Team in Samoa for a week. The Rapid Environmental Assessment boat TARAPUNGA and Survey Motor Skiff DIRK were used to survey the small bays around the islands of Upolu and Savaii to find potential Landing Craft Medium landing sites. This was the first time the near-new TARAPUNGA had been used for surveying and it proved to be a capable and reliable platform.

In the second phase, OTAGO disembarked a team of six Maritime Survey Team personnel and SMS DIRK to the remote atoll of Penrhyn in the Northern Cook Islands. Penrhyn's lagoon, one of the largest of its kind in the Pacific, is teeming with sharks, turtles and rays but also many thousands of coral heads which are a hazard to navigation.

With a population of just 200 the community relies on the lagoon for its livelihood collecting pearls and fishing. Our team was able to survey a safe channel from the reef passage to the main village of Omoka. This information will be passed to Land Information New Zealand so the chart can be updated. Once the route is marked it can be used to safely negotiate the lagoon and cut down transit times to the reef passage. The team spent a week surveying and got to experience the local culture and cuisine in a place not many people get to visit.

Phase three involved two weeks surveying around Rarotonga and Aitutaki while OTAGO conducted fishery patrols in the Cook Islands EEZ. We split into three teams; one surveyed Aitutaki Lagoon; an REA boat team surveyed harbours and reef passages around Rarotonga; and a shore team focused on coast-lining, and



positioning of wharfs and ramps suitable for landing craft. For many Maritime Survey Team members, this was their favourite part of the deployment as in some ways, Rarotonga felt a lot like small town New Zealand—only tropical. One highlight was surveying the Ngatangia Harbour at Muri, where many Cook Islanders believe the seven great Maori waka set sail from Rarotonga bound for New Zealand circa 1350.

The fourth phase saw the team reconnoitre the Island of Niue and complete a sketch survey of Alofi Wharf. The team also participated in ceremonial duties for Niue's 50th independence anniversary.

Overall Operation Calypso was a successful deployment for the team. It proved the use of different platforms from OTAGO and some new techniques for surveying in the tropics. Team personnel integrated well in to the ship's routines and provided additional RHIB crew. Our Ordinary Hydrographic Systems Operators were also able to complete their seamanship taskbooks, gaining promotion to Able HSO on return to Devonport.

With HMNZS RESOLUTION decommissioned in 2012, the Maritime Survey Team has been restructured to focus more on smaller surveys that can be done from platforms such as SMB ADVENTURE, SS DIRK, and "vessels of opportunity." RESOLUTION's Multi-Beam Echo Sounder can be fitted to OTAGO as a partial capability until the arrival of the new Littoral Operations Support Capability around 2019. Our team was able to use the Multi-Beam sounder when OTAGO entered and exited harbours, collecting previously unavailable modern survey information for the small ports visited. ■

**Above:** REA boat TARAPUNGA underway with HMNZS OTAGO at the wharf at Rarotonga; Shark in shallow waters at Penrhyn.



# BCT FAMILY CHURCH SERVICE REFLECTIONS

The Basic Common Training (BCT) 2015/1 Family Church Service was held at the Chapel of St Christopher, Devonport Naval Base, on Sunday 22 February, five weeks after what is now an 18-week course began. This feature contains the full text of the Reflections of four of the recruits, as well as short items on why the course has been extended and why we have the church service.

## WHY THE BCT COURSE IS NOW 18 WEEKS

By WOMED Mike Wiig, Leadership Warrant Officer, Leadership Development Group

The Basic Common Training course has been extended from the original 13 weeks to a new course of 18 weeks. This is a culmination of a number of initiatives to produce, by the end of their initial training period, a self-reliant and resilient sailor who is able to be more widely employed—even to the extent of proceeding to sea in a generic role. The introduction of the Lead Self package (a component of the Leadership Development Framework) of one week, and return of Basic Mariner Training (BMT) into the course required the duration of the course to be extended.

The BMT consists of Sea Qualifying Seamanship and Sea Qualifying Damage Control.

All RNZN sailors (and some NZ Army and RNZAF personnel) posting to sea-going platforms are required to undergo these components prior to posting. The only real change from other sailors having undergone initial training is having this BMT training upfront and completed by the commencement of the specific trade courses (Basic Branch Training). This effectively is reducing the overall training pipeline and potential delays in posting to sea, due to programming challenges.

Our ships have an induction process and refresher training to ensure new joiners are given the necessary skills and updated information to make their transition safe and be able to contribute to the command intent. ■

## WHY DO WE HAVE THE FAMILY CHURCH SERVICE?

By CHAP Michael Berry

It's fair to say that the church service is a part of the traditional landscape of Basic Common Training. I'll try and unpack that a little though.

It's an opportunity for family and friends, not simply to come and pick their loved ones up, but also to participate in a meaningful event. The church service is in a formal setting that brings in elements of the ceremonial (guard presenting the colours), space for presenting the training Reflections, as well as having the recruits well-presented in their best rig.

No doubt there would be other ways of achieving this. I think the enduring nature of this service though—given the change in the cultural and religious landscape—is testament to the impact that the church service provides in meeting that need.

The service is also the first time that family and friends come onto the base, so it serves, in part, as a welcome to them also. The Family Church Service is by its nature very much a family friendly environment that meets that purpose. Senior training leadership are able to be involved and inject their own welcome into the service.

The chapel is also a place of historical significance—the final resting place of the Royal Colours, as well as memorabilia of significant ships. This also helps to bring gravity and significance to this key milestone in training, and serves as an impressive space for welcoming families.

### Do they have to attend?

The simple answer is “no.” I'm not aware of examples where this has been an issue. It is a church service, but the heart and highlight is often the reflections, so it's not a threatening or overtly-religious environment.

To provide some context to chapel involvement, the recruit's first encounter with chapel is on their first Sunday. I understand that they are required to come to this, though this session is focussed around being an “intro to the chapel and chaplains,” focussed on the role of the Padres and the historical significance of the items in the chapel.

Certainly from my point, when it comes to the prayers part of the day, I offer the opportunity for those who want to be excused to do so, though this is seldom taken up. I think recruits generally understand that chaplains are not there to Bible-bash, but to offer pastoral care and meet welfare needs. For this reason, we have very little resistance even from those who are quite clear about their atheist views. ■



## OET ISAAC INWOOD-REARDON

Good morning and welcome family, friends and all of my newly made friends from 15/01. I am OET Isaac Inwood-Reardon, from sunny old Nelson. The past five weeks have been the most challenging and rewarding weeks of my life so far, right from the moment we stepped into the gate it was all on. Leaving my home and family is a first experience for me and most others in this room. I was nervous as to what to expect when arriving here, but now that I'm here I know I've made the right decision.

Signing our Attestation was the day that my life had changed, I was part of the Royal New Zealand Navy and I couldn't have felt more proud to be part of something so much bigger than me. My male mess-deck, which is naval language for a dorm, got pretty comfortable over the first week and it was almost like we had known each other for ages, conversations got rolling and soon enough we were one big unit. The instructors have been great so far, they're strict and serious, but they are also funny and relaxed when they want to be. They have been teaching us discipline and how to be self reliant and motivated sailors, instilling the three core values of what it takes to be in the Royal New Zealand Navy—Courage, Commitment and Comradeship. Over the past five weeks I have learned what these core values mean and have started to live by them during this training.

Our second week we got told to pack up our roll bags, put on our sea boots and march down to the other side of Devonport Naval Base, only to find we were heading out for a week on HMNZS CANTERBURY. Everyone was buzzing and excited to get aboard. Our cabins were small and each room had 15 pits stacked up three-high from the deck. Pits are naval language for beds. We sailed to the eastern side of Great Barrier Island and got to witness the firing of the 25mm naval cannon, known as the Typhoon.

***“I have managed to push my own personal boundaries and achieved things I never thought I could have...”***

PT on the ship was something different, doing push ups and running around on the flight deck as the ship is rocking back and forward, up and down—there were a few slips. In the end it was sad to leave the ship, it had been the most amazing experience of the training so far, but it reminded us why we were doing all this in the first place and knowing it won't be the last time we get to go aboard.

Week four of training was Shakedown at the Tamaki Leadership Centre or TLC in Whangaparaoa. This week was the toughest part of the training yet. Each morning we woke at 0430, ran down to Army Bay which is about 1km away, walked waist deep into the sea, then conducted press ups and burpees in the shallows. We also got to help out the instructors when their vehicles mysteriously “broke down” and they needed to be relocated from Army Bay back to the camp.

The Demolition Range, or Dems Range as we call it is where Divers and Engineers carry out demolitions, Dems Range is at the bottom of a 300m hill, the slope or “slight incline” from the top to bottom



OET Isaac Inwood-Reardon delivers his Trainee Reflection dit

is on a 40 degree angle. We ran sandbags filled with heavy black sand up this “slight incline” with the intent on protecting the radio bunker from an “incoming storm.” Being put into the challenging and difficult environment has brought us together as a team, and helps us see the strengths and weaknesses between ourselves; this helps us to be able to work effectively together. By far the best part of TLC was trekking through WWII tunnels, finding missing persons and evacuating them in total darkness relying on the person in front of you to guide you through. Although we didn't quite manage to succeed, it was a very surreal experience being around all the history in the tunnels.

I have managed to push my own personal boundaries and achieved things I never thought I could have and I'm sure your loved ones have too, you should be very proud of what they have achieved this far. I bet that by now you would have noticed a difference in your loved ones, maybe they're standing a little taller, just lost weight or that they have no hair now. We ourselves might not notice any changes as we haven't had any chance to see what we have become. We have come far in the past five weeks and made a lot of changes. I'm excited to see what's in store for us in the next 13 weeks, and am prepared for the training ahead, and now that I'm here there's no going back. We're all in this together. Thank you for your time here today, I hope you all go out and enjoy your time with your families, make the most of it. Then tomorrow we bring on the rest of BCT. ■





## OMA MARY WALSH

Good morning family and friends of BCT 15/01! We are all really excited that you could be here with us today. I am OMA Walsh, the fourth and final member of my family to join the Navy and I am honoured to stand before you today to share with you my reflection on the adventure so far that is BCT 15/01.

Joining the Navy was the start of the next chapter in life and it began by saying goodbye to my parents at the departure gate of Napier airport. As soon as I left those doors I knew there was no turning back but I don't think the reality of what I was doing really hit me for days. I arrived at the gate bright eyed and bushy tailed, nervous on the inside, scared of the unknown but ready to give it all a crack and was happy to see just how many other young, nervous looking recruits were here too.

Coming in the gates for the first time was surreal and we were straight into it, there was no grace period to walk across the small parade ground, instead we were straight into doubling everywhere and I reckon that we are twice as fit as we have ever been just by always being on the double. We had to double round, lugging all our possessions plus the overalls we were given before being assigned to our mess decks, the rooms we were to call home for the next 18 weeks. This was our first opportunity to talk to some of our fellow team members who would quickly become some of our closest friends.

By Wednesday 21 January, everything was in full swing and it was time to sign the line and make the pledge to serve and protect our country and its people. This was such a huge moment for us all as we made our commitment and life hasn't been the same since.

During our first week we also got fitted for our uniforms which turned up on the Friday and to me this is when it all became real, this was also when it hit home that we would have to iron it all. I'm sure I'm not the only recruit standing here who had an ironing fairy at home. Somehow everything would just turn up ironed. I think she went by the more common name of mum. We quickly learnt though that this fairy didn't exist round here and so for the first time in my life I had to pick up an iron! New experiences everyday!

It was also in that first week that I learnt how to use a washing machine and drier, how to clean the heads (or toilets as we knew them in our former lives), mop floors and make a pit comfy enough to sleep in. Sorry mum if I'm embarrassing you by mentioning my lack of skills but I promise that after basic training I will in fact be a domestic goddess. And we discovered that the world does in fact still turn before the sun rises and that there are hours in the day before 1000. It is true that you can achieve so much more with your day getting up at 0500. Who would have known?

During our second week we got our first real taste of what Navy life will be like when we join the fleet. We were kept in the dark all day before being told at lunch that we had approximately two hours to iron our rigs and have our bags packed ready to go. We were then marched across base, lugging our gear over our shoulders to board HMNZS CANTERBURY for the week. I was lucky enough to be in the half of the division that enjoyed the week, unlike the other 15 or so who spent the first and much of the second day hugging the heads and their own personal vomit bags due to sea sickness. It was a real eye opener for us when we were assigned our cabins. A shoebox-sized space for eight girls was surprisingly cosy while the corner shower room with six shower heads and no curtains took us all to the next level of friendship early on in training.

Whilst on board we were able to speak to people already doing our trades and learn more about what we would be doing in the future, go out for a ride on the Rigid Hull Inflatable Boats, a definite highlight; observe dolphins, a first for many of us; and do PT on the ship's flight deck. It was in these moments that we realised how unique our jobs were. How many people can say that they have done push ups on board a ship's flight deck in the rolling waves as the sun rose or circuit training and running as it started to pour down with rain while being told "don't mind the rain, it makes it just like a movie?"

Our time on HMNZS CANTERBURY was a definite highlight and I can say many of us now think that we're pretty salty sailors with four sea days under our belts.

Week three had its ups and downs as we all got more into the routine and learnt the ways of our new Navy life. We experienced PT and parade training and learnt to become more disciplined and to move with more urgency and importance so mothers; you can expect next time your children are home, that everything will be done with the utmost urgency and efficiency rather than a day or two later.

It was during this week that I lost a little piece of myself. During my last year at school, my hair was my pride and joy, flowing from the crown of my head to the dimples on my back, long blond and silky smooth. As you may have noticed today, this is no longer the case. A pretty rash decision resulted in me finding my ponytail sitting in my hands after a few minutes of hacking, 10 minutes later it was a number 4 and I officially became the fourth Walsh to have joined the Navy.

It was at this time that we realised that there is always a way to apply the Navy's core values, it took courage to make a change, commitment because once that first hacking cut was made there was no going back and comradeship as we now stand as four G-I Janes, not one. The Navy really has been a place for first experiences, and in this case it will be a first and a last, I think being mistaken for a boy once during week four was enough to put me off doing it again.

Week four would have to go down as our hardest week so far. Shakedown at Tamaki Leadership Centre in Whangaparaoa was where we found out all about the importance of working in teams as well as learning more about ourselves and just how far we could push ourselves. There is always more energy in the tank if you are prepared to push yourself far enough from your comfort zone. It was also in week four that I found the first two of my abs and I reckon at that rate I should have found the other four by week 12.



Our hardest activity during this time was running sandbags from the bottom of Dems Range, the area that is more commonly used for demolition purposes, to the top and I'm telling you now that if your loved ones have described this to you, they aren't exaggerating. Dems Range is that big, it is that steep and sandbags really are that heavy.

Dems Range is also where one of my proudest moments occurred as I saw my class make it to from the bottom to the top, 10 sandbags between eight of us, beating the next class by a mile and knowing just how hard we had all worked to get each other there. Not only that, but then, seeing them, exhausted returning half way down Dems to help the next class make it to the top too. This showed the true comradeship that we have all developed over the past five weeks and just how much we have grown together over this time.

It also seems timely to acknowledge the dominance that is Leander Division, winning both tug-o-war and cross country. It is now our flag that flies everyday and our flag that will remain flying until graduation.

With Shakedown behind us, we were allowed certain privileges, like being allowed to have toast and coffee in the mornings and getting that all important first phone call home. It is the little things in life that we took for granted before we came here that we really come to appreciate. I never thought that I could be so excited to hear mum's voice but it was an unforgettable moment to hear her screaming down the phone when she realised who was calling.

And finally week five. With Phase One behind us we started on the next part of the Basic Common Training journey, but really how could we focus 100 per cent on all this week's classes? There is no denying that we have all just had one thing on our mind this week and that was imaging these moments right now. The moments when we marched around that corner and saw our families standing there waiting for us.

I'm sure that you all felt immense pride to see your loved ones in uniform and we all feel immense pride to stand before you. We are now five weeks down and have 13 weeks to go so standby, next time you see us we will be self reliant, disciplined sailors. ■

## OSCS TOSH HAPUKU

Strangers all around me, and my family, slowly fading away behind me. A voice chanting "LEFT, RIGHT, LEFT." My name is OSCS Tosh Taniora Hapuku. You may have seen me walking through the gates with your son or daughter, brother or sister on the 18th of January 2015. I remember hearing words of wisdom, words of encouragement from mothers/fathers to us, to me "Kia kaha son". It was time to fly the coop, which we have, and throughout the past five weeks I no longer see strangers, but instead family.

The official day we joined the RNZN was 21 January when we attested at the Navy Museum and swore allegiance to our sovereign and our nation by signing the dotted line. Since then day after day, week after week we have been pushed physically and mentally. We have conducted numerous strenuous exercises coached by our Physical Training Instructors who strive to transform us into machines, in doing so all we have to do is give 100 per cent and we will achieve but I'm sure we still have a lot more push-ups, squats, burpees and sandbags before then.

Preparation is the key—however nothing prepared me for a week at sea aboard HMNZS CANTERBURY. A surprise to all, but a shock to some as we fell victim to motion sickness. Other than that the experience was a joyful one. To look, listen and learn a bit more about our trades, from Marine Technicians or stokers to Seaman Combat Specialists driving RHIBs, and the humble chefs. Back to base we sailed, with four sea days under our belts we were ready for promotion. Chief Hapuku sounds good, maybe one day.

Being a self-reliant sailor isn't all about how many press-ups you can do or how big your arms are but instead learning to use that top two percent of your body. We all have our strengths and weaknesses but identifying those areas and developing them will make you stronger. During Shakedown we had the opportunity to showcase our strengths through lead-self consisting of different physical and mental evolutions aimed at the use of teamwork to complete each task. Being a part of something much bigger than yourself, whether you be a winner or just in Achilles, showed us that we alone cannot pass these 18 weeks but together as one we can achieve anything.



OSCS Tosh Hapuku delivers his Trainee Reflection Dit

Due to a mechanical malfunction, a transit van was broken down at the bottom of a hill. Some way, some how we had to get it back to the top. Incorporating brute strength and pure heartiness, a bit of ticker from everyone, one mind, one goal, one step at a time we made it to the top already proud of our achievements and our day was just beginning. Looking back at Shakedown, I have a better understanding of myself and what I am capable of and now have faith in everything I do.

It's great to see my family, especially my daughters. There are some things that we can't get across in a piece of paper, like a hug or a kiss and finally the day has come where we can express this.

By the end of the next 13 weeks, I, along with my BCT family, will be able to stand tall and say the Navy creed with pride and passion for I will be a sailor of the Royal New Zealand Navy. I will represent the proud heritage of those who have gone before me. I will serve to protect our people and our whanau with integrity and mana. I will follow those above and lead those below me. I will embody the Navy's core values, courage, commitment and comradeship and will challenge those who do not. I will be a sailor. ■



## OMA ALICE STUART

Tena koutou katoa. A warm welcome goes to our distinguished guests who have travelled afar to celebrate this occasion alongside BCT 15/01 and staff members. I am OMA Alice Stuart. Born and bred in the Bay of Islands, New Zealand.

My life has changed at a rapid pace within the last five weeks. It took me a while to come to terms with the fact that I am no longer a civilian. After signing the line at Attestation, I realised I am not leaving my old life behind, only starting a fresh chapter that is full of surprises.

All of a sudden I was being woken up through a pipe at 0510 every morning. "Call hands, call hands, call hands. Wakey, wakey, wakey. You have five minutes to muster on the small parade ground." This was a surprise to my regular morning schedule I would have at home. On a day to day basis my oppos and I would form up on the small parade ground ready for our Early Morning Activities that may consist of a wide range of exercises to get our blood moving for an adventure-packed day.

Although many recruits have come across the feeling of different sicknesses, I don't think it is anything as intense as some who experienced seasickness aboard HMNZS CANTERBURY on our second week of our military career. This five-day adventure came as a surprise for us BCTs as we were only told to pack a particular amount of kit then were marched through the Naval Base to find ourselves coming to a sharp halt on the wharf, looking at a massive ship towering above us. This surprise has easily been the highlight of my last five weeks. When we were standing out on the flight deck, looking into the horizon and deep blue oggy, which is the Navy term for ocean, it made me realise how blessed I was that I am finally making my Navy dream come true and another plus factor, I was getting paid for this!

***"After signing the line at Attestation, I realised I am not leaving my old life behind, only starting a fresh chapter that is full of surprises."***

We may not be living with our families anymore but all of 15/01 have gained at least one new family member. And his name is Uncle Hawser. For those of you who do not know Uncle Hawser, you don't want him to be in your family. Trust me.

Parade takes up a lot of time in our already hectic schedule. Our first parade training gave me a wide awakening as stern commands were shouted in our direction to about turn! We have recently been introduced to parade weapons which are called Steyrs. Although they only weigh 3.5 kg, after holding them for 25 minutes, it feels as if you are clenching on to a solid 35 kg. And no matter what, if you are gonna faint and drop your weapon, you better hit that deck before your weapon does! Or else!

As many of us are fresh out of school, we originally thought PT was going onto the field to play a game of touch. But boy were we wrong. I can honestly say, I don't think I have ever sweated as



OMA Alice Stuart delivering her Trainee Reflection dit

much as I do in these PT sessions nor have I heard the words lower and raise as greatly either. My first PT lesson may have been a rude arising, but the enjoyment of it is slowly beginning to grow on me. Last Sunday our bodies and minds were on track to recovering after a chaotic five days at Shakedown Week in Whangaparaoa. We were introduced to some new friends, Jack, Jill, Opera and Dr Phil. Some staff seem to think that over the course of the five days with all the movement in various activities, we would have covered a full marathon worth of running, which is a great achievement for some. A very exciting moment for us BCTs was having been granted our first opportunity to wear our GWDs, which is our General Work Dress uniform, back to base from Shakedown. For me, this was a significant moment in my career as it made me feel that much closer to becoming a part of the fleet. I am still coming to terms with the fact that I confessed alongside my oppos that "I love Dems Range." If you saw Demolition Range, your eyes would widen as your head tips back in fear. I have not yet come across a hill as steep and as long and painful as Dems Range in my life. And lucky us, we get to go back there in twelve weeks.

Due to a small number of recruits selected for this intake I believe that it has granted us with the opportunity to come closer as a team. If I had to sum up one word to represent BCT 15/01, it would be the wide sense of manaakitanga. Manaakitanga is the process of displaying respect, support and generosity for others. Regardless of the circumstances, manaakitanga is essential in any team and without a doubt, I know 15/01 holds this valuable asset.

As the days pass by, I find that I enjoy my time here more and know that this has been my calling all along. I am prepared for a lifestyle that is less ordinary than most and that is exactly what the Royal New Zealand Navy is providing me. I look forward to my upcoming voyages as do my oppos.

To the whanau and friends, keep sending the letters. We want the encouragement from you and need to be reminded of the support and love that is at home. Sometimes we lose focus and need that motivation to pick us back up. To the staff, keep doing what you're doing, the harder you push us, the better we will be. And lastly, to my oppos, I want to see 100 per cent effort in your future accomplishments. I expect to see many of you again in 13 weeks at our graduation. I am looking onward to the day where I am privileged enough to stand in front of you and proudly say, he heramana ahau. Thank you. ■



# BIG SUCCESSFUL NAVY PRESENCE AT WAITANGI 175

**The 175th anniversary of the signing of the Treaty of Waitangi saw a bigger Navy presence at the commemorations than usual on 6 February and the days leading to it.**

**T**hree ships were present—HMNZS TE KAHA, HMNZS CANTERBURY and HMNZS ROTOITI. The ships provided platoons for the parades on the Treaty Grounds and a Charter Parade in Paihia on Waitangi Day where the Whangarei, Kaipara and Far North councils conferred a Charter on the Navy. The traditional presence of at least one Navy ship on Waitangi Day signifies the presence of HMS HERALD in the bay in 1840, having brought Lieutenant Governor William Hobson RN from Sydney to negotiate the treaty.

Also at Waitangi this year were a Navy Guard, the Navy Band, the Maori Cultural Group, a boat's party and more.

The events began with a powhiri on Te Tii Marae, across the bridge from the Treaty Grounds, for the Governor General LTGEN the Rt Hon Sir Jerry Mateparae and Chief of Navy RADM Jack Steer. Many sailors were with them. Later the band performed at the Paihia Village Green. That evening CN and the CO of TE KAHA CDR Simon Griffiths hosted a reception for local people onboard the ship.

Next day, Thursday 5 February, ROTOITI held an open day at the wharf at Opuia. At 11am a rehearsal for the Beat Retreat ceremony was held on the Treaty Grounds. The full Beat Retreat



**Above, from top: Beat Retreat and Ceremonial Sunset, Treaty Grounds, 5 February; The Navy Kapa Haka group perform on the main stage at the Treaty Grounds**





and Ceremonial Sunset was held in the early evening, with the Prime Minister in attendance and the Governor General reviewing the parade.

“The parade was outstanding and special credit should be made of our fantastic Guard which was largely made up of Basic Branch Trainees,” CN said afterwards in a Leadership Log. “Later that evening I accompanied our Prime Minister out to TE KAHA where he was entertained by the Ship’s Company. They were magnificent hosts and the PM seemed to have a great time.”

On Waitangi Day itself, there was a dawn karakia, a formal breakfast and a church service. The band and cultural group performed for the many visitors to the Treaty Grounds. At noon the Guard paraded again, TE KAHA fired a 21-gun salute and a Navy Seasprite helicopter soared overhead.

The very last event was the Charter Parade in Paihia. “It was a very special thing to accept the Charter on behalf of our Navy, to see our men and women parading for the mayor, and then march through Paihia,” CN said. “A great way to complete the week’s activities.

“During this week our shipmates performed amazingly well and really showed the people who were at Waitangi what our Navy stands for and who we are. Whether it was a band concert, the cultural group performances, the parades, the boat driving, the training or indeed the actual organisation of all the events, everything was first class. It required a lot of hard work, determination and pride. You all stood up and were counted.” ■

**Clockwise from top left: Navy Charter Parade through Paihia 6 February; The Governor General inspects the Guard; A young visitor to Waitangi, Corey Fleming is excited to see a man with a sword—not a pirate but Deputy Chief of Navy CDRE Dean McDougall; HMNZS ROTOITI berthed at Opuia for an open day; The Navy Band perform for the crowd at the Beat Retreat Ceremony; Chief of Navy RADM Jack Steer with Far North Mayor John Carter at the Charter Parade, Paihia.**





# WON REPORT

## WARRANT OFFICER OF THE NAVY Steve Bourke



**T**ake a risk, a chance, an opportunity. Have you ever considered the thought of taking a risk and completely stepping outside your comfort zone or sticking your foot in between the door and the door jamb to take an opportunity that comes your way?

Sometimes we do not take that leap of faith to take those opportunities. Why would that be? Are you afraid to do that, or do you not want to fail if it goes wrong and worry what others will think? Is it uncertainty or are you just happy to swim around in your own fish tank (comfort zone) because it is safe, and not jump from one tank to another to actually see what is out there and available to you?

Sometimes you have take that leap from one fish tank to another to help you advance, succeed, improve your self-confidence, gain increased knowledge and even learn a little more about yourself—and probably discover things about yourself that you didn't even know.

Recognition of you coming directly from other people, especially when they are face to face with you, sends a very strong message as it tells you exactly how they see you and provides you with that instant feedback. Thus you also learn about others you meet. We are of course only human.

Everything that you do has some level of risk with it, so why do people take a risk? The answer can be very different for each and every one of us but taking that first step in deciding whether or not you are going to do whatever will always be the hardest.

Once you have taken that first step or jumped the first hurdle or put yourself on the list or "I'll take this one for action" you may still have that wave of apprehension come over you asking the question of yourself: "Have I made the right decision?" Go with your gut instinct as you know yourself that you have actually made the right decision. You may even enjoy it.

Being able to take advantage of as many opportunities as possible is important. Taking that one opportunity can mean the difference between an extraordinary life and career and a mediocre one.

Opportunities do not last forever, but you can take steps to make sure you don't miss out on something that could be truly life changing. Say yes more often, don't hesitate, take more risks, have a positive attitude, meet more people, be more curious, go for it—you know you want to.

There are numerous opportunities for us to take on but it is up to you to take the first step. If you don't take that opportunity how do you know what the outcome could have or even would have been? If you don't try you will never know. Nothing is more expensive than a missed opportunity.

He heramana ahau, I am a sailor.





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1. LT Kim Hamilton marching proudly in the 21 February Auckland Pride Parade. 2. OET Clayton Rigby receives his rank slides from WOMED Mike Wiig at the completion of the Basic Branch Training Electronic Technicians course. 3. More than 50 NZDF personnel took part in the 21 February Auckland Pride Parade along Ponsonby Road. Here is some of the Navy contingent, which included Chief of Navy RADM Jack Steer and Warrant Officer of the Navy WOCH Steve Bourke. 4. LT Charlotte Burson is the new Flag Lieutenant (Flags) to the Chief of Navy, replacing LT Eric Chapman. 5. Chief of Navy RADM Jack Steer awarded a CN Commendation to Jason Hallie of the Naval Community Organisation on 5 March. Jason was taken by complete surprise. His wife Anne and children Kate and Alex were in on the secret and were present





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for the award. **6.** Army Major John Barclay reviews the Basic Common Training (BCT) 15/01 Divisions on 6 March. **7.** CO HMNZS TE KAHA CDR Simon Griffiths (left) with AMT(P) William Kerse, who had just been awarded his Good Conduct Badge as the ship made passage for Western Australia. **8.** LSA Maine Clements receives her National Certificate in Distribution from CDR Quentin Randall on 16 February. **9.** On the bridge of HMNZS TAUPU, the CO, LT Andrew Hudson, shows features of the ship to the visiting BRIG Gilbert Toropo, Commander Papua New Guinea Defence Force on 4 March. **10.** CPOCH Maylene Booker was promoted to Warrant Officer Chef in the Vince McGlone Galley at Devonport Naval Base on 19 February. Here she is with her family after the ceremony.





# FIRST NEW SEASPRITE TAKES TO NEW ZEALAND AIRSPACE

**T**he first of the Navy's new Seaspriate SH-2G(I) helicopters flew for the first time in New Zealand airspace on Wednesday 4 March at RNZAF Base Auckland, Whenuapai, two days before its official handover by the maker, Kaman Aerospace of Bloomfield, Connecticut.

The crew for the first flight were CDR Owen Rodger, LT Ben Melville and LT Mark Sharples.

The \$242 million purchase includes 10 helicopters (two will be used as spares), together with a full motion flight simulator, training aids, spares inventory and publications. New Penguin missiles will replace the Maverick missiles used currently. The Penguin missiles are matched to the new helicopters' weapon control systems.

The helicopters have updated flight control systems and a better mission management system than the Navy's current fleet of five SH-2G Seaspriates. They also have a modern communications system that allows sensor data to be shared between the helicopter and its ship. The new sensors provide a much greater range and ability for surveillance and search and rescue.

These Seaspriates were initially ordered by the Royal Australian Navy, which changed its mind after they were built, allowing the RNZN to get these sophisticated machines for a good price.

Five RNZN ships can operate a helicopter—the frigates TE KAHA and TE MANA, the sealift ship CANTERBURY and the offshore patrol vessels WELLINGTON and OTAGO. ■

**Above:** The new Seaspriate lifts off the tarmac at Whenuapai on 4 March.



The family of the Navy's beloved No 1—laundryman Mr Shiu Hang Che—presented the Navy with \$10,000 in his honour on 26 February to support our sailors. Mr Shiu died on 29 December after retiring from the Navy last August after 57 years of service with the RNZN, on ships and ashore. His daughter Emily Shiu (pictured) gave a cheque to Chief of Navy RADM Jack Steer. What a magnificent legacy. CN has asked that it be used for an appropriate cause to support our sailors. An announcement will be made in due course.

# HISTORIC WAITANGI DAY ARTICLE BRINGS BACK MEMORIES

By former Chief Yeoman of Signals Barrie Chivers

Ron Rowe's Waitangi article (Navy Today 186, February 2015) brought memories flooding back of many times at Waitangi over the years but especially 1966 when we had no ships at Waitangi.

I was the Yeoman of Signals assigned to the Base Party, under the command of CDR Willy Rudd and he was tasked with providing the accommodation, victualling and setting up all arrangements for the final training of both Guard and Band which would arrive at a later date.

The Army provided a couple of truck-loads of six-man tents, a full field kitchen, and two sergeants—Syd Leef and Peter Henriksen—to show us how to put everything up properly. We also had marquees large and small for the establishment of a CO's cabin, wardroom and messes. The main "tent city" for the guard and band was in a freshly cut field to the side of the Treaty Grounds with latrines, long-drops and showers all provided, complete with running water. The Base party lived in a smaller field closer to the Treaty Grounds.

It was more of a holiday camp than work, although everyone got stuck in and helped each other. One note of interest was each morning, the gash (rubbish) was taken to the local tip. On the truck,

one could find a Master at Arms, POGI, YS, Stores PO, chef, writer and two sergeants. Having deposited the gash we would carry on to the Waitangi Wharf where morning tea would be waiting and also part of the previous day's marlin catch all cut neatly into huge steaks ready to be given to the chefs for Base Party personnel only. The guard and band did not arrive until two days before Waitangi Day and departed the day after.

As Ron Rowe said in his article we were visited by the Governor-General Sir Bernard Fergusson and his wife and young son George (whom I met again whilst he was out here as British High Commissioner from 2006 to 2010). They all had afternoon tea with the Base party and were shown around the facilities by The Boss, as Willy was called. Normal Navy routine was carried on and after Colours each morning, The Boss would outline the day's events.

Lieutenant Fred Field, (Gunnery Officer) was our First LT and ran a very happy "ship." In the "tent city" at strategic points accessible to all the inhabitants, there were placed receptacles which the Army called gonnophones which looked rather like large versions of the old His Master's Voice gramophone speakers, but with the small end pointing downwards into a special frame. I leave the reader to figure out what they were used for.

Come the last night of residence for the Base party at Waitangi '66 we held a sod's opera and one of the songs sung to the tune of "Much binding in the marsh" was "Gonnophones G'anomynous". I once had a copy of the words and several photos of those wonderful days, but regretfully, too many shifts have seen things disappear.

I do recall each member of the Base party being given a package of marlin steaks by people from the local marae and the hospitality of the owners of the Paihia Private Hotel.

My kindest regards to all of those who still remember those good times. ■

## AUMANGEA PROGRAMME SEEKS NON-GREENS

The Aumangea Programme is often thought of as purely Army but it is open to all services, so would be great to have some Navy and Air Force personnel on it too to dilute the green.

To be the best you can be in today's environment you must test your resilience, courage and self-reliance. The Aumangea Programme is designed to let you find the psychological wherewithal to succeed on tasks and missions, increasing your innovation in varied environments and preparing you for any situation.

It will take you to the edge and let you find your way back braver, stronger and more resolute than before. Aumangea—Bravery, Resilience, Determination, Tenacity.

To find out more and enrol email [aumangeaprogramme@nzdf.mil.nz](mailto:aumangeaprogramme@nzdf.mil.nz)

### 2015 DATES

21/3/2015 – 24/4/2015

16/5/2015 – 19/6/2015

15/8/2015 – 18/9/2015 Concentration for tabbed personnel







## NAVY NOW HAS TWO WEATHER FORECASTERS

**L**T CDR Bron Heslop has returned to New Zealand after completing the Royal Navy's METOC (meteorology and oceanography) Officers' Course and qualifying as a World Meteorological Organisation (WMO) Meteorologist. She also worked as a forecaster at the Royal Naval Air Station Culdrose in Cornwall, England.

She has been appointed as the Devonport-based METOC in the Littoral Warfare Support Force and will be responsible for providing METOC support to the Fleet.

Now that there are two Navy METOCs, the Joint METOC, LT CDR Matt Ruglys, has more time to concentrate on proving support in the Joint Force arena. Of note he has been recently been supporting 40SQN Ice Flights.

The two METOCs recently visited MetService in Wellington, with which the Navy has a contract, so LT CDR Heslop could see how MetService operates and to make contact with the key people with whom the Navy interacts with on a frequent basis.

"With only two METOCs we must make smart use of automated products and delivery," says LT CDR Ruglys. "We are investigating the use of a forecaster workstation called Visual Weather which is in use by MetService, the Royal Navy, the UK Met Office and will be introduced to the Australian Bureau of Meteorology and the Royal Australian Navy in due course. Visual Weather would allow us to create customised products for METOC support across all of NZDF.

"Of note we are beginning to use our own Surf Zone Tool (SZT) which allows METOCs to forecast the surf conditions on a beach so as to determine when and where an amphibious landing can be made. The SZT was commissioned by us through the Defence Technology Agency from MetOcean, a New Zealand meteorology and oceanography company. The SZT is a unique solution to forecasting in the surf zone quickly and accurately without the need for computer network access or reach back to headquarters. It has already generated interest from overseas. ■

**Above: LT CDR Heslop (left) and LT CDR Ruglys in the MetService studio with their green screen video system.**

## FALKLANDS RECOGNITION FOR LT CDR RUGLYS

**LT CDR Matt Ruglys RNZN recently received the South Atlantic Medal for serving in the RN in the Falklands theatre in 1982. In this article he tells how it came to be.**

**T**here are quite a few in the RNZN who wear the South Atlantic Medal. Until recently I was not one of them. But last year the British Government amended the dates for the award of the medal without the rosette and suddenly I qualified. There is a New Zealand aspect to how I came to be in the South Atlantic in 1982 at all.

On passing out of Britannia Royal Navy College at Dartmouth at Easter 1982, I was appointed to the Leander Class Frigate, HMS APOLLO, for sea training. As we exercised our way round the North Sea we thought that we were to be deployed to the Persian Gulf for Armilla Patrol.

Meanwhile the New Zealand Prime Minister, Robert Muldoon, had offered HMNZS CANTERBURY to help the Royal Navy to retake the Falkland Islands. One night, crossing the North Sea, I was woken for the middle watch with the words "SHEFFIELD has been sunk."

Robert Muldoon was dismayed by the very real risk that he could lose one third of his frigate force in the South Atlantic, so the British Prime Minister, Margaret Thatcher, suggested that CANTERBURY could do the Armilla Patrol

thereby allowing a British frigate to head south. APOLLO was that frigate.

We had a few hectic weeks storing the ship (including with Argentinean beef), ammunitioning and painting out the cream coloured deck beading, the side numbers and the insides of the upper deck vents.

We sailed a few days after the "de facto cessation of hostilities" and arrived in the Falkland Islands Exclusion Zone on 29 June as part of the first relief force.

At the time it was uncertain as to whether the Argentines would try to re-invade so we were turned to in Defence Watches. One night we chased what was thought to be a submarine and lobbed a few Mortars Mk 10 at it.

We successfully located the wreck of HMS COVENTRY by sonar and spent a lot of time on the anti-air picket out to the west standing between Argentina and the Falklands.

I visited many of the ships of the fleet including spending a night in the New Zealand ship RANGATIRA which had been requisitioned as a barracks ship. ■

## KIWI D-DAY WEATHER FORECASTER DIES

**L**T CDR Lawrence Hogben, the New Zealander whose accurate D-Day weather forecasting was chronicled in *Navy Today* 180 (July 2014) died at his home in France in January, aged 98.

A trained meteorologist, LT CDR Hogben was part of a Navy team that analysed the weather in Europe and the North Atlantic during World War II drawing charts every six hours and forecasting the synoptic situation for up to five days ahead.

The accuracy of their work convinced Allied Commander in Europe GEN Dwight D Eisenhower not to launch the D-Day invasion of Normandy on his favoured date, 5 June 1944, but the next day, when they predicted better weather.

Lawrence Hogben was born in Auckland on 14 April 1916 and was educated at Auckland Grammar before graduating from Auckland University College in 1938 with a first class degree in mathematics. On winning the Cook Memorial Prize in New Zealand his tutor said: "We only come across mathematicians like you every 20 years."

His began studies at New College, Oxford, as a Rhodes Scholar, but soon after war was declared and he joined the Royal Navy, where he gained his meteorology training.

LT CDR Hogben was awarded the US Bronze Star for the part he played in providing the D-Day weather information. The award recognised not just that the forecast for 6 June allowed the invasion to go ahead, but that the advice not to go for the 5th was sound and avoided what could have been a disaster for the Allies.

After the war he started his own weather forecasting company then in 1948 joined Imperial Chemical Industries. He remained with ICI until retiring in 1978, with his wife Elaine, to Soyans in the Rhône-Alps region of France. On taking French citizenship he was also awarded the Croix Des Combattants and a small French war pension. ■

**Below: LT CDR Hogben receives his Bronze Star from Colonel C M Thiele in 1946**



## 100 Years of ANZAC

The RNZN Band honours  
100 years of the  
ANZAC spirit

Featuring  
Jackie Clarke  
& Rebecca Nelson



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Auckland  
Town Hall

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# COMMUNICATIONS WARFARE SPECIALIST CONFERENCE

By CPOCWS James Leomotu

The 2014 RNZN Communications Warfare Specialist Conference was held at Ngataranga Sports Complex in December. This conference is held every two years and provides an opportunity for all CWS personnel to view and hear about the latest CIS developments within the RNZN and NZDF.

Maritime Component Commander CDRE John Campbell led the way as the keynote speaker, setting the tone and theme for the conference—"Lessons of the past informing the future"—followed by a variety of speakers from various ships and branches.

Of particular interest were the Literal Warfare Support Force (RIMPAC), Satellite Communications and Special Forces Communicator briefs which piqued the interest of several young and not-so young personnel.

The conference had a tri-service feel to it and keeping in line with three services one force, this statement was very evident with CIS presenters from HQNZDF, NZDF IT Academy and 1NZSAS.

The CWS conference also provided the opportunity to acknowledge and recognise significant achievements, with the award of course completion certificates to LCWS Hayden



Bradford, LCWS Sarah Jamieson, LCWS David Carpenter, LCWS Virginia Hannam, ACWS Nicole Booth, ACWS Nikita Leeks, ACWS Komene, ACWS Matthew Tatana, ACWS Tyler Simeon and ACWS McKay by WGCDR Stephen Alexander (DDC4OPS). LT Vanessa Brown was issued her Commissioning Parchment by MCC.

Following the closing remarks by MCC and CDR Rodger Ward (DC2S-ORM), the Communicator of the Year was announced by CDR Frank Rands (RNZN Communicators' Association). This was awarded to LCWS Shayna Kitchen.

The next conference will be held in May 2016. ■

**Above: LCWS Shayna Kitchen, Communicator of the Year**

# NO UNIFORM? NO PROBLEM

Ian Gladding has an interesting job. He's the Programme Delivery Manager for Internal Projects at the NZDF Capability Branch in Wellington, with around 40 military and civilian personnel working in his team as project managers. He's also a civilian, one of the few who have so far been through the Institute for Leader Development (ILD) Lead Capability course.

The Lead Capability course is one of seven that the ILD has responsibility for, and is aimed at the LTCOL (equivalent) level (Commander in the Navy).

All of the courses are available for civilians, and as somebody who has to work with both uniformed and civilian personnel, Ian says the course helped him see both the differences and the similarities.

"Being a good leader is about looking after people, no matter what they're wearing. Everybody is the same under the uniform or the shirt and tie."

Ian was put onto the course by his manager, who had completed the Lead Integrated Capability course. Having a manager who understood the process meant there was assistance for Ian when it came to planning how he was going to implement changes to his work. Ian will be able to provide that same assistance to staff below him who may attend the courses.

"I would certainly recommend that the personnel in my wider team do the courses. The self discovery and awareness is great."

It was more than self discovery and awareness for Ian though, as his light bulb moment came in the way of a wake-up call about his health.

"Some of us volunteered to wear heart rate monitors, firstly at rest and then in a stressful situation, which was delivering a presentation. My heart rate was quite normal while I was sitting and listening, but when I got up to present, well it went off the graph! The PTIs present suggested I need to make time in my busy schedule and get away from the desk to work on my fitness."

Through the learning in the course, and that advice from the PTIs, Ian now knows that he needs to structure his time better so he can factor in stress-reducing breaks, and take exercise opportunities to walk and see people rather than emailing or picking up the phone.

"Like me, there were other people on the course who barely left their desks. We learned that it's okay to delegate, and it's definitely okay to take breaks." ■



# Combined NZDF and ADF Logistics Conference

By Natala Faith, Defence Public Affairs

The New Zealand and Australian Defence Forces share a special interoperable relationship. This is partly due to our similar culture and beliefs but also borne out of friendship and understanding. This relationship is present on operations, in training exercises, in conference rooms and in our attitudes to work together to achieve the best outcomes.

Recently the relationship between NZDF and ADF logisticians stepped up another level with the first Combined NZDF and ADF Logistics Conference in Canberra. This was the brainchild of the respective Commanders of Logistics; Brigadier Charles Lott of New Zealand and Rear Admiral Clint Thomas of Australia, who wanted to bring the logistics fraternity closer together because both defence forces face similar challenges, though on a different scale.

BRIG Lott says the conference provided an opportunity to listen, learn and engage but also to continue building enhanced working relationships between NZDF and ADF, so when we have a problem we feel comfortable picking up the phone and talking to our counterpart across the ditch to find a solution.

"We've supported each other logistically in Vietnam, Bougainville, Timor Lesté, Solomon Islands, Afghanistan and in countless exercises and events. The NZDF logisticians regularly work with ADF on shared commodities like ammunition, fuel, software, Anzac frigate spares, Light Armoured Vehicle barrels, aircraft spares and training to name just a few.

"We talk to our Australian counterparts all the time and our thinking is very much aligned in spaces such as fuel management, health and safety, movements and amphibious operations," said BRIG Lott.

Forty personnel from Defence Logistics Command and one hundred ADF logisticians gathered in Canberra for the two day conference. Topics discussed included information technology as a logistics enabler, amphibious capabilities, international engagement and global challenges.



BRIG Lott speaking at the conference

The NZDF and ADF relationship has paid dividends on a wide variety of military issues. For instance NZDF has grown its Health Intelligence capability with ADF help and in the last three years there has been a lot of development in this area, making us better prepared to provide health support to operations. NZDF is also utilising ADF expertise for our Light Gun Rebuild project, which is progressing on time and under budget—a great result. In addition we regularly support each other with loaning ammunition and other equipment.

The close relationship between the two defence forces has continued to grow and mature and there are many similarities between NZDF and ADF. We both use the same doctrine and very similar policy documents; and we often use jointly developed mission plans which include tasks, command structure and rules of engagement.

The relationship isn't just about talking the talk either. More trades and roles are learning first hand how the other defence force operates, so they can step into the other person's shoes. Examples include our loadmasters who can work as part of an ADF team if needed, and ADF personnel currently working in HQ Joint Forces NZ and NZDF personnel working in Joint Operation Command in Australia.

"The great thing about the two groups working together is everyone wants to find ways to improve how we do things. We have lots of action items over the next 18 months including developing a joint working group to look at land, sea and air fuels, working on managing our critical inventory better and reviewing where we can cross share the products and services we each use.

"In the future I expect we'll collaborate closer on the purchase and disposal of major equipment, and hopefully develop mutual arrangements that see us streamlining how we do things. This will go a long way to enhancing our operational capability," said Brigadier Lott. ■

## New online talent management system

The second phase of the NZDF Human Resources Information System (HRMIS) project goes live in March with the introduction of a new online talent management system.

The new system, known as SAP HCM—Talent Management, is being introduced over the next 12 months, staggered by rank and employment groups.

Last year, phase one of the project made it possible to request leave, check pay, update personal details and make several transactions online, using DIXS, DIXS-RAS and the Internet.

Starting March 23, NZDF personnel will begin to use a common set of online processes and tools for career development, performance management and annual civilian remuneration review.

The new system features three new tools: talent profiles, career development plans and performance and development reports. The tools make it possible for personnel to have more input into career development, goal setting and to record career-related outcomes online.

They will also increase engagement in the talent management process; give NZDF a common set of tools and processes for all ranks and grades and for military and civilian personnel; improve access to talent management information (through being available online); and integrate with the new Competency Framework within the Defence Professional Development Framework.

All personnel will receive a combination of education and online training prior to using the new tools for the first time and will have access to a range of relevant support and resources. ■





# DIVE TEAM BOMB DISPOSAL

## doctrine explained and new equipment described

By LT CDR Trevor Leslie, RNZN, Project Manager, Capability Branch NZDF

The Maritime Explosive Ordnance Disposal (MEOD) capability requirement is detailed within the NZDF Output Framework 2014. Specifically, under Output 1 where the RNZN (via RNZN Clearance Divers) is responsible for providing MEOD forces to support maritime operations (domestic and expeditionary). Also within Output 4.3 the RNZN is tasked to provide short notice MEOD (including Maritime Improvised Explosive Device Disposal (IEDD)) assistance domestically in response to requests from the Police and civil authorities.

In accordance with NZDF doctrine, the RNZN MEOD capability provides a key role in the support of expeditionary operations by assisting Theatre Access (TA), specifically: opening and maintaining beach access in support of amphibious operations; maintaining access to the seaport of disembarkation (SPOD); and maintaining Sea Lines of Communication (SLOC).

Enduring and concurrent commitments include MEOD in support of Maritime Interdiction Operations (MIO), maintaining access to military and civil strategic ports, maritime infrastructure, support to Maritime Counter Terrorism (MCT) operations and the provision of surface and subsurface force protection (including EOD and IEDD) to the Naval Combat Force (NCF) and key strategic infrastructure.

Recent additions to the RNZN MEOD ORBAT include the Vulcan Counter Limpet Mine System (VCLMS) which is a point focal shaped charge kit comprising a number of components from which small point focal and explosively formed projectile (EFP) shaped charges can be assembled. The Vulcan provides a reliable method of explosively entering heavy and light-cased munitions in order to accomplish a render-safe procedure (RSP) where the risk

of collateral damage from high order detonation is unacceptable. Attached image shows LDR Jarron 'Unit' Williams placing a Vulcan against some Explosive Remnants of War (ERW) during the recent RNZN led OP PUKAURUA in the Solomon Islands.

Also the new Maritime EOD Tac 6 Bombsuit has arrived which will provide Maritime Personal Protection Equipment (MPPE) to MEOD and Maritime Improvised Explosive Device Disposal (IEDD) operators within the RNZN.

The MPPE is a modular lightweight bomb suit system that provides a high level of protection from; blast, heat, flame, and fragmentation. The modular design allows the wearer to use only the components necessary to carry out a job safely while still providing the necessary protection. Having the ability to remove unnecessary components allows the wearer greater movement and dexterity in an enclosed, complex or awkward environment that the maritime context often presents. ■



From top: LDR Jarron 'Unit' Williams placing a Vulcan against some Explosive Remnants of War; ADR 'Flash' Gordon modelling the new MPPE Bombsuit and protective eye wear.





# HMNZS ENDEAVOUR she wants to run!

By SLT Ryan Brewerton, RNZN

**H**MNZS ENDEAVOUR began her commissioned service in the RNZN on 8 April 1988 and since then has been under way a total of 60,323 hours steaming a total of 757,092.3 nm. That's six years 11 months spent underway and equal to 35 circumnavigations of the world at the equator!

Although originally planned to decommission on 25 April 2013 (close to her 25th birthday) instead she entered an extensive period of maintenance which will give her further service until April 2018. As a single-hull tanker her cargo tanks required reconfiguration to effectively create a second internal hull. This double hull is now a standard design requirement for all new tankers and single-hulled tankers are being phased out. The purpose of having all tankers made or refitted to this standard is to reduce the environmental damage of accidents at sea involving tankers.



All planned reconfiguration and maintenance work was completed in December 2014 and, after a small setback experienced this year, ENDEAVOUR sailed on 8 March for Australia and south-east Asia. Getting back to sea is a massive deal for the ship and Ship's Company after this long, 18-month maintenance period.

During recent sea trials ENDEAVOUR performed remarkably well with one exception. Whilst running at normal power levels, higher than normal temperatures were observed in the main reduction gearbox (MRG). After fault-finding, conducted over two sea trials, overheating in the MRG was confirmed as just a symptom of a much bigger problem—a shaft misalignment, causing excessive torque on the shaft within the MRG. Overheating was persistent both in the MRG and at times also in the Engineering Officer's cabin! The complexity of the problem meant it took weeks to complete the repair, with the ship's 50-tonne engine needing to be first jacked up and then lowered to sit a quarter of a millimetre below its previous position.

It took six marine technicians two days to remove the auxiliary systems off the engine just to prepare the engine to be worked on. Babcock, MAN, an alignment engineering specialist and Lloyd's Register, along with many other contractors worked days, nights and every weekend. The engine was lifted and the steel chocks it sits on machined down a fraction of a millimetre. Unfortunately the engine then sat too low and a compound called Chockfast (think pourable steel) had to be used to set it in the correct position.

This was a huge undertaking with a lot of people working long hours to fix the misalignment, all for the sake of a quarter of a millimetre movement to the engine. Another set of sea trials was conducted in the first week of March and this proved the realignment as successful with reduced MRG temperatures. ■

**Above:** HMNZS ENDEAVOUR departing Auckland on 8 March

**Left:** Pouring the Chockfast





# HMNZS TE KAHA

## starts strong and ready for a busy 2015

By LT Sam Wilson, RNZN

Less than a week into 2015 and the new work year had begun for HMNZS TE KAHA. This was only the beginning for what will prove to be an extremely busy year for the ship and her people. Throughout January TE KAHA finished up the final bits and pieces of her planned maintenance in preparation for Waitangi Celebrations and the upcoming six month deployment.

The deployment will require TEK to complete a five week Work Up in Australia (under way at publication date), attend the 100th anniversary of Anzac Day commemorations at Gallipoli, complete maritime security operations in the Indian Ocean and participate in a large multinational naval exercise in Northern Australia.

The following week saw the majority of Ship's Company return from well-earned Christmas leave. The following three weeks was a demanding period that required a concentrated effort by Heads of Departments and Branch Co-ordinators to manage multiple activities around the ship.

With the ship in a maintenance period, life onboard was a hive of activity as Ship's Company went through their Annual Weapons Qualification at Tamaki Leadership Centre on Whangaparaoa



Peninsula and sea survival refresher training in the Fleet Pool.

The latter involved jumping in the pool dressed in coveralls and a lifejacket. We practised huddling to keep warm, swimming across the pool linked together and also entering and exiting a life raft.

The ship's Force Protection teams also managed to squeeze out some training on the ASP Baton, along with other techniques and knowledge vital to protecting the ship.

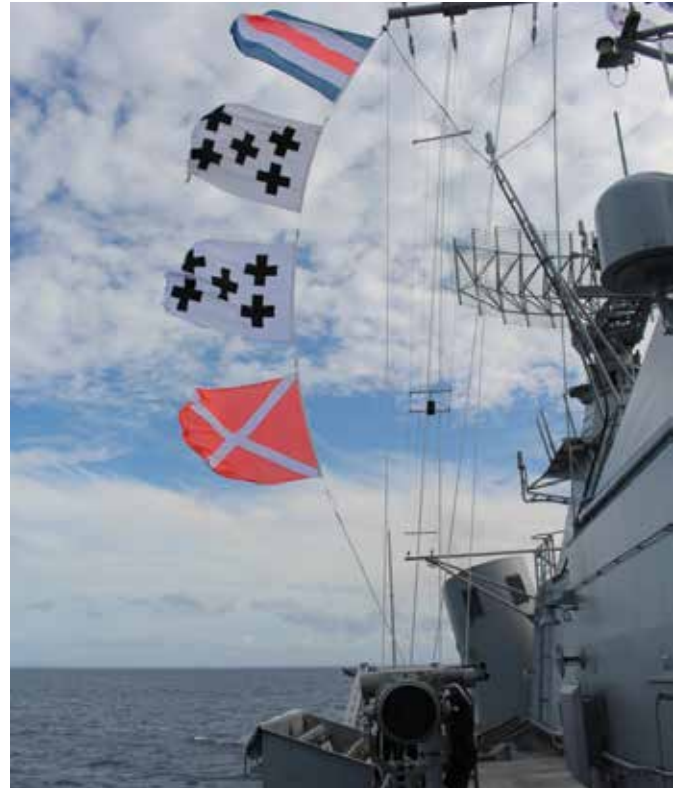
On 2 February we departed Devonport Naval Base to conduct sea trials on the ship's propulsion diesel engines, to ensure that recent maintenance on both engines had been conducted correctly. Fortunately the hard work the Engineering Department had put in over the preceding three weeks meant that there were no issues. The sea trials proved successful, which then meant it was time to make the gun go bang! Heading out to the exercise areas east of Great Barrier Island, we conducted a series of 5-inch gun firing drills.

Once the gunnery firings were completed TE KAHA rendezvoused with HMNZS CANTERBURY and completed a series of in-company and ship-handling exercises. These included Towing Approaches, Officer of the Watch Manoeuvres (during daylight and at night), and some Replenishment at Sea approaches. It was a rare chance for both ships to operate in-company, and an excellent training opportunity for the bridge teams of both ships. Later that evening both ships transited together overnight up to Waitangi, anchoring the next morning in a cloudy and slightly drizzly Bay of Islands.

During the first evening at Waitangi TE KAHA hosted a reception on the flight deck on behalf of the Chief of Navy. It was a great way to begin commemorations in the build up to Waitangi Day. Over 100 guests attended including His Excellency, the Governor General.

The next night a group of Ship's Company had the privilege of dining with the Prime Minister on the bridge. This was a great opportunity for him to meet some of the officers and sailors while also enjoying excellent food and drinks on a sunny and calm Bay of Islands evening. After dinner the Prime Minister was given a tour of the ship. The visit culminated with the Prime Minister donning





full fire-fighting gear (Bristol Suit and breathing apparatus) and entering a smoke-filled compartment to fight a “for exercise” fire.

Waitangi Day dawned and around one third of the ship went ashore to parade on the Treaty Grounds. This ended with a 21 Gun Salute, perfectly executed by the ship's saluting team (led by CPOSCS Shane Dixon), and in time with a 6 Squadron Seasprite helicopter flyover.

With their ceremonial duties complete TE KAHA and CANTERBURY departed later that evening and conducted a Night Steam In Company back towards Auckland. Just prior to entering harbour on Saturday morning we thought one more seamanship evolution should be on the cards. TEK and CAN both took turns to tow the other. This evolution was completed with some extremely technical ship handling, and excellent seamanship from both vessels.

One week later it had finally arrived...the last week in DNB before the ship departed for her six-month deployment. A huge amount of work needed to be completed and there was a large push to

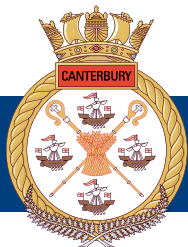
get it all done. Luckily all departments knew of the rapidly closing deadlines and everyone stepped up.

The ship was prepared, packed out and ready to go by the 11th, allowing for a well-earned and much needed four-day weekend prior to departure. Ship's Company took the opportunity to farewell their loved ones, and the following Monday we sailed for Sydney and the start of TEK's odyssey.

It's going to be a long and challenging deployment, and for much of the crew it will be their first overseas trip away from home with the Navy. We will miss our family and friends, but we are excited for the opportunity to get out there and do what we've been trained to do. It's our pleasure to represent the Navy and New Zealand and we will of course strive to make everyone at home proud. ■

**Clockwise from opposite (top): The ship firing her 5-inch gun—a remarkable photo that captures the shell blasting out; Helicopter winching operations; Signal flags flying; Maori Cultural Group on the flight deck during the reception at Waitangi; Action messing—feeding the entire ship's company in 20 minutes during WA-bound work-up.**





# HMNZS CANTERBURY

## a busy start to the year

By SLT Holly Swallow RNZN

**H**MNZS CANTERBURY had a productive February with various Operational Test and Evaluation trials, Landing Craft Medium operations, Officer of the Watch manoeuvres and screenplay with HMNZS ROTOITI, and a Towing Exercise with HMNZS TE KAHA; all after a successful weekend at Waitangi for the 175th anniversary of the signing of the Treaty.

CANTERBURY sent over 50 members of Ship's Company ashore to participate in the Waitangi commemorations, with more than 150 sailors from ROTOITI, TE KAHA and HMNZS PHILOMEL also in attendance.

The sailors were inspected by His Excellency LTGEN the Rt Hon Sir Jerry Mateparae, Governor General of New Zealand, for a Beat the Retreat and Ceremonial Sunset at the Waitangi flagpole. The following day, CANTERBURY conducted a special Charter Parade in Paihia and proudly marched through the streets which were lined with enthusiastic members of the public. The two days were long and busy for Ship's Company, but it was a great opportunity for many young sailors who had never experienced a Waitangi Day with the RNZN.

CANTERBURY has also been privileged to receive many visits onboard; firstly from United States Chief of Naval Operations ADM Jon Greenert who came onboard with RADM Jack Steer, Chief of Navy and presented the Commanding Officer CDR Simon Rooke, with a plaque.

On Saturday 21 February the New Zealand Military Vehicle Collectors Club gathered onboard, showing off 19 of their famous vehicles. The vehicles were driven on by their owners, some even bringing their families. There were several vehicles from the Second World War, including a Daimler Dingo and a Willy's Jeep. The vehicles were parked in formation, organised by the Ship's Amphibious Load Team. The vehicles later drove off to be displayed at the Navy Museum in Torpedo Bay.

Amongst the various ship tours and VIP visits, CANTERBURY has congratulated a few members of the Ship's Company for their outstanding work efforts and commitments to the RNZN. OCWS Ra Taiwhati was promoted to ACWS, AMT James Wood, AMT Scott Howard and AMT Christopher Warren all received their first Good Conduct Badge, and SLT Alexandra Barnett was awarded her Officer of the Day Harbour Watchkeeping certificate. BZ everyone!

Looking ahead, CANTERBURY's company are undertaking their Annual Weapons Qualification up at the Tamaki Leadership Centre range and will be conducting further Test and Evaluation trials at the end of March. The ship is also preparing to visit her home port of Lyttelton for the 100th anniversary commemorations of the original Anzac landings before heading down to the Antipodes Islands in mid-year. ■



From top: HMNZS CANTERBURY preparing to be towed by HMNZS TE KAHA; CANTERBURY personnel from left LT Thomas Young (who received his commissioning parchment), the newly promoted POSCS Kyle Reville and POSA Megan Polglase, and ACH Megan Ward Hartstonge and OCH Kayden Bean (who both received their London City and Guilds certificates); From left AMT James Wood, AMT Scott Howard and AMT Christopher Warren with their Good Conduct badges.





# HMNZS MANAWANUI

## productive start to 2015

By MID Ezekiel Waring RNZN

**H**MNZS MANAWANUI has had an eventful start to 2015 and is expecting a lot from the year to come. So far Ship's Company have been working hard to ensure she is fit for sea and ready for multiple tasks that have included Exercise Nautilus, Damage Control training, securing to a buoy and preparing for the upcoming Exercise Acme.

For much of February MANAWANUI provided a platform for the Operational Dive Team for Exercise Nautilus. During the exercise, members of the dive team dived to various depths to test and re-familiarise themselves with different pieces of diving equipment. The divers also train for deep mine clearance to depths of 54m and demonstrate their knowledge of, and ability to conform to, the Standard Operating Procedures for each piece of equipment.

Each time Nautilus is conducted the focus is on a different piece of dive equipment. In 2014 the focus was deep underwater

engineering, utilising MANAWANUI's dive bell and crane. During the latest exercise the focus was been on the Viper SC Re-Breather Mine Counter-measures Set.

During Nautilus, MANAWANUI also conducted regular Damage Control training, including major fire, toxic gas and casualty exercises. Ship's Company are constantly improving their skills with the assistance of our Damage Control Instructors in preparation for our Work-Up in mid-2015.

On Friday 20 February the ship secured to the Naval Buoy off Browns Island, becoming the first RNZN ship to secure to this buoy since its refurbishment. On the day of the evolution, in conditions close to sea state zero and after in-depth briefs from the CBM, the evolution ran smoothly and as planned. After taking a few photos of the ship and its crew, MAN slipped from the buoy as swiftly as she secured.

In the upcoming months MANAWANUI has a large role to play with the Littoral Warfare Support Force (LWSF). In Exercise Acme, the LWSF will conduct field training tasks on Great Barrier Island. The aim of the exercise is to increase individual and collective skills, whilst conducting Rapid Environmental Assessments in an austere location. The LWSF is to stand up an Advanced Force Staff, comprising of the unit's existing individual commands, to conduct scenario based planning and execution in preparation for Exercise Southern Katipo 15.

Overall MANAWANUI has had a productive start to 2015. Ship's Company continue to engage in their roles and responsibilities with a high level of enthusiasm, and are very much looking forward to what the rest of 2015 has to offer. ■



Top: MANAWANUI Secured to Browns Island Buoy

Left: AHSO Ivan Charchafie acting as the Buoy Jumper



# HMNZS WELLINGTON

## to the Kermadecs after fine Art Deco experience

By SLT Nick Braun RNZN

**H**MNZS WELLINGTON sailed from Auckland on 4 March and conducted successful trials on the Autonomous Underwater Vehicle (AUV) called Sentry (aka the Giant Tic-Tac!) in support of the Institute of Geological and Nuclear Sciences Limited (GNS) and Woods Hole Oceanographic Institute.

Following those Hauraki Gulf trials the ship deployed to the Kermadec Islands region for most of March to resupply the Department of Conservation station at Raoul Island and survey the nearby ocean bed with this fantastic Sentry system.

In February, the Napier Art Deco Weekend, a first for many of HMNZS WELLINGTON and HAWEA's Ships' Companies, was filled with fanfare and pageantry and enjoyed by all. The weekend not only commemorates the destruction and lives lost in the tragedy of the 1931 earthquake but also gives our ships an opportunity to celebrate the RNZN's ties with the region. When the earthquake struck in 1931, Ship's Company of HMS VERONICA, berthed at Napier, were the first responders to the disaster, delivering first aid, taking charge and pulling casualties from debris and collapsed buildings.

Throughout Art Deco week officers and sailors were invited to attend numerous events including the Thank God for the Navy Breakfast, the Gatsby Picnic, evening soirees and steam train journeys to name a few. The Guard paraded at several events for dignitaries of the Napier District and also conducted a Beat the Retreat Ceremonial Sunset.

Ship's Company led the parade by marching through the city past thousands of cheering spectators enjoying the 1930s atmosphere and their chance to thank the RNZN for their work. There was plenty to keep all entertained with Charleston dancing on every corner, musicians playing in the streets, old steam engines on show, and rides in vintage cars.

The highlight of the week was a 1930s themed charity reception hosted onboard Wellington. Guests travelled in style to the ship



in 1930s vintage cars and were all well dressed to the theme. The event raised more than \$200,000 for the HMNZS ROTOITI fund, a charity that contributes to the education of reading and writing of under-privileged and special needs children in New Zealand. The guests thoroughly enjoyed their evening as they were entertained by members of the RNZN Band and indulged in fine Navy food.

Members of the public were fascinated by the sailors and officers of the RNZN who were only too happy to pose for photos. Many were thrilled to have a tour of a warship and were eager to learn about what the Navy does and the work we do for the people of New Zealand. Members of Ship's Company certainly loved the chance to show off our ship and be proud of the work we achieve, while also getting the chance to "go back in time" and adorn period dress. ■

**Top (from left to right):** The Sentry underwater vehicle about to be lowered over WELLINGTON's side; The reception aboard WELLINGTON in Napier that raised \$200,000 for charity. *Photo credit: Warren Buckland Hawkes Bay Today.*

**Above:** POCWS Mark Naish (right) is awarded his third good conduct badge by the CO, LT CDR Graham MacLean.





# HMNZS HAWEA

## Ship's Company swaps back from HMNZS ROTOITI

BY SLT Hannah Clarke RNZN

**H**MNZS ROTOITI and her crew had a busy start to the year. ROTOITI participated in the 175th anniversary of the signing of the Treaty of Waitangi as well as preparations for the crew swap back to sister ship HMNZS HAWEA.

ROTOITI returned to Auckland on Saturday 7 February and commenced the swap back to HAWEA. This was a busy period which involved moving all stores and personal belongings from one ship to the other.

HAWEA sailed for the first time since July 2014 in company with HMNZS CANTERBURY and HMNZS MANAWANUI. HAWEA assisted CANTERBURY with her trials before completing trials of her own, including anchor and stabiliser trials.

Once trials were complete HAWEA departed the Hauraki Gulf and transited south to Wellington. Along the way the crew got used to the idiosyncrasies of the new ship and conducted internal training to test both the crew and the equipment.

HAWEA berthed in Wellington on Thursday 12 February and was open to the public on Saturday 14 February. Despite the rain and cold wind, over 800 people filed through the ship. It was a great opportunity to show off the ship and tell the public a little about what we do.

On Sunday 15 February the sailors of HMNZS OLPHERT (Wellington Reserve Base) were hosted onboard to conduct training. The sailors were taught how to be part of Standing Sea Emergency Party, layout a tow, go through preparations for sailing and weapons training as well as conducting a toxic gas exercise.

HAWEA sailed from Wellington with six sea riders embarked. Two were major sponsors for the Napier Art Deco Weekend, while the rest were NZDF recruiters. Despite a few people being sea sick they really enjoyed their time onboard and got a bit of an appreciation of what life at sea can be like.

HAWEA in company with HMNZS WELLINGTON attended the Art Deco Weekend. This is an annual event which commemorates the 1931 earthquake that devastated the region. The crews of both ships attended parades, receptions, ceremonial sunset, Veronica Bell ceremony and a Thank God for the Navy breakfast. The weekend was a huge success and the crew enjoyed the various festivities.

We sailed from Napier on Monday 23 February for the Bay of Plenty to conduct the first fisheries patrol of the year. ■

**From top right: From left LCH Sergio Hollis, LMED Chloe Andrews, ACWS Jess Abrahams and ACSS Cassie Moran in the bus departing for the Art Deco parade; The Executive Officer, LT Trent Nancekivell, rides in an old jeep during the Napier Art Deco parade; The crew of HMNZS HAWEA and WELLINGTON march in the parade.**



# HMNZS NGAPONA

## Sea-ride Tauranga to Auckland for MTO

By SLT John Hilario, RNZNVR

One output that the RNZN provides to the Government is a “shore-based capability able to implement naval co-operation and guidance for shipping and provide for the naval supervision of shipping in a crisis.” Naval cooperation and guidance for shipping (NCAGS) is a NATO doctrine, providing a framework for interaction between the Navy and commercial shipping. In most navies around the world, this capability is a Reserve, rather than a Regular Navy, function. In the RNZN, this rests with the RNZNVR's Maritime Trade Organisation (MTO) branch, which maintains a specialist understanding of seaborne trade and how merchant ships operate. So when coastal passage on a cargo ship from Tauranga to Auckland was arranged for NGAPONA MTO personnel, LMTO Lindsey Clark and I were both keen to volunteer.

The evolution got off to a great start—fair weather and a scenic drive from Auckland to Tauranga. It would be our first time to go to sea on a merchant ship, so LMTO Clark and I were looking forward to the experience. After port security escorted us from the gate to the berths, we saw her—the MV LILOA, an Antigua and Barbuda-flagged, German-owned multipurpose container ship, currently on charter to a New Zealand operator, Matson South Pacific Limited.

Plying a monthly service between New Zealand, Fiji, the Samoas, the Cook Islands, Niue and Tonga, LILOA is 6030 tonnes DWT, 109 metres LOA, with two 45-tonne cranes. LILOA is typical of the small feeder ships employed in Pacific island trades, carrying approximately 300 containers and break bulk cargo such as timber. It is manned by 11 Filipino officers and sailors, a Russian chief engineer and an Indonesian cook.

As LMTO Clark and I strode up the gangway, the crew welcomed us with wide smiles and warm handshakes—the ship owners and charterers had previously agreed to participate in the evolution. Once the introductions and formalities were over, we set about accomplishing our objectives: to familiarise ourselves with the operation of the ship, gather ship and crew information, and interact with the ship's crew as much as possible.

The crew were friendly and helpful. Although the crew spoke good English, my ability to converse in Filipino made communications easier. This proved especially handy while conversing with the second engineer in the hot and noisy engine room.

Having obtained permission to take photographs, LMTO Clark put our unit's digital camera to good use. The images would be helpful in documenting the features and scantlings of the ship, as well as providing visual aids for the briefing that we would give to our MTO shipmates on completion of the evolution.



The 12-hour voyage from Tauranga to Auckland was routine yet memorable. LILOA's departure was delayed due to cargo loading issues (which we learned was par for the course in the merchant shipping industry), but by 2337 she was underway. I set up a watch system with LMTO Clark so that we could divvy the workload and maximise our exposure to ship activities. The seas were calm to moderate. With the wind behind her, LILOA steamed steadily on at 11 knots, and by 1100 the next day “A” buoy finally came into view.

The Ports of Auckland docking operation was well-executed. Guided by the harbour pilot, the port's two tugs expertly manoeuvred LILOA alongside, with the ship using her John Crane bow thruster to assist.

With the ship's company engaged in loading/unloading activities, it was now time to debark. The chief officer farewelled us since the master was understandably busy. After graciously declining an invitation to join the officers for a late lunch, LMTO Clark and I thanked the crew for their hospitality and on that note shook hands and went ashore.

All in all, the evolution was a success. LMTO Clark and I achieved our objectives and came away with a clearer understanding of a merchant ship's routines and operations and a better appreciation of a civilian crew's capabilities and skills. Best of all, we gave them a positive and professional impression of our Navy. As MTO personnel, the evolution was an eye-opening experience that LMTO Clark and I will not soon forget. ■

From top: LMTO Lindsey Clark, taken from LILOA's port bridge wing (Mt Maunganui in the background); SLT John Hilario in the engine room.



### Bay of Plenty Officers' Club

The club meets at 4.30pm on the last Friday of each month at the Ministry of Defence Building, corner Devonport Road and 11th Avenue, Tauranga. Contact Graham O'Riordan, tel 07 579 3476 or graham.oriordan@gmail.com. All serving or retired military officers welcome.

### HMNZS CANTERBURY F 421, First Commission, Mess Members of 3 L

These members are holding a reunion on 20, 21 and 22 March 2015 at the Lakeland Resort, 282 Lake Terrace, Taupo. Activities include meet and greet Friday, Saturday evening dinner, and Sunday 'Tot Time'. Any of the frigate CANTERBURY's crew, or in fact any ex-RNZN personnel, are welcome to join us. Contact Bob McKenzie, 25 Truro Road, Camberne 6006, Wellington. Phone 04 233 2188 or email bamck@xtra.co.nz

### HMNZS OTAGO Association 55th Reunion

**Friday 27 – Sunday 29 March 2015, Whangarei**

All members and all other ship's matelots and partners are warmly invited to attend. Based at the Whangarei RSA. For further details either go to [www.hmznzotago.org](http://www.hmznzotago.org), email the Claymore Editor/Vice Pres (Terry Whimp) at [whimps@vodafone.co.nz](mailto:whimps@vodafone.co.nz) or ring (09)473-8854 (during office hours!) A registration form will be included with the December 2014 Claymore and posted on the website.

### Christchurch Boys' High Old Boys Anzac Day Service

**Saturday 25 April 2015**

All Old Boys of Christchurch Boys' High School are invited to attend the Centenary Anzac Day service at the Shrine at the School on Saturday 25 April 2015. Details of the service will be on the invitation. Covered seating is planned for 1000 guests. For an invitation please forward your postal address to Old Boys Executive member, jim.blair@clear.net.nz.

### HMNZS NGAPONA 90th Anniversary Dinner

**Saturday 9 May 2015, Auckland**

An invitation to all serving and retired Ship's Company of HMNZS NGAPONA and their partners to attend a formal function to be held at the Pt. Chevalier RSA from 1830 to 2359. Dress for non serving personnel will be jacket and tie/cocktail dress. Expressions of interest in attending should be forwarded to either Miss Lisa Bean: [lisa.bean@nzdf.mil.nz](mailto:lisa.bean@nzdf.mil.nz) or Mr Jerry Payne: [jerry.p@ihug.co.nz](mailto:jerry.p@ihug.co.nz) Please advise your service number and dates you served when you email. Tickets \$40 per person going on sale from 1 March 2015. There will be a limited number of tickets.

### RNZN/RNZNVR South Island get-together

**Saturday 9 May 2015 2pm–6pm HMNZS PEGASUS, 419 Montreal St, Christchurch**

For all ex and current RNZN/RNZNVR personnel living in the South Island. Cost \$5 a head (for catering) and a cash bar. Due to a restriction on numbers, this function does not include partners. For more details or to register contact:

Dianne Fowler [dianne.fowler@NZDF.mil.nz](mailto:dianne.fowler@NZDF.mil.nz) or 03-353-4022, or WO Roger Sheehan [roger.sheehan@NZDF.mil.nz](mailto:roger.sheehan@NZDF.mil.nz) or 03-353-4021

### RNZN May 1980 Intake '35 Year' Reunion

**Friday 29 May 2015 to Sunday 31 May 2015, Auckland, venue TBC**

Calling all BCTs who enlisted on 28 or 29 May 1980 plus Instructors and Divisional Officers who were involved with this group. Registration forms are available from Sandy Hiku at [sandra.hiku@nzdf.mil.nz](mailto:sandra.hiku@nzdf.mil.nz) or on our FB page (RNZN Intake 28.05.1980). The FB page is by invitation only so to be added as a member, please send Sandy Hiku a FB friend request. Completed forms (including confirmation of payment(s) made) are to be returned to LT CDR Chris Smith at [christopher.smith@nzdf.mil.nz](mailto:christopher.smith@nzdf.mil.nz) by 28 February 2015. Further details, proposed programme, and event costs will be advised in due course.

### Reunion for all serving and ex RNZN Stewards



**Weekend of 9–11 October 2015, Ngataranga Sports Complex/Birkenhead RSA.**

The celebrations will include a get-together on Friday night with lots of catching up and story sharing. On Saturday, an optional tour of the new-look naval base, wardroom and a ship visit will be arranged for those who wish to see the base as it is today. The tour will include a lunch at the Vince McGlone Galley. A dinner will be held that evening followed by dancing and more story telling! A family BBQ will be held at the Birkenhead RSA on the Sunday. Partners, wives and husbands are welcome to join us for the weekend – the more the merrier!!! Cost \$110.00 per person for the whole weekend or \$35.00 per person for the Friday, \$88.10 per person for the Saturday including lunch, \$15.00 per person for the Sunday. Final date for registration is 1 September 2015. Contact Jon Walker on 021 103 5856, Denise Kingi on 021 215 910 or Neville Sutton on 021 024 51038, email [stewardsreunion@hotmail.com](mailto:stewardsreunion@hotmail.com) or join us in the Royal New Zealand Navy Stewards Reunion Group on Facebook.

### RNZN Engine Room Branch Reunion

**6–8 November 2015, Napier**

This Reunion will be held in Napier on the weekend of 6–8 November 2015. For details please contact: Dennis Zachan, 12 Norrie Place, Tamatea, Napier PH: Home: 06 8442201 Mob: 021 673 242 Email: [exstokers@gmail.com](mailto:exstokers@gmail.com)

### RNZN Diver Trade Reunion 2015



**4–5 December 2015, Devonport**

For details please contact:  
Trevor Leslie – [trevor.leslie@nzdf.mil.nz](mailto:trevor.leslie@nzdf.mil.nz) or  
Brendon Johnson – [brendon.johnson@nzdf.mil.nz](mailto:brendon.johnson@nzdf.mil.nz)

## SELECTED RNZN RANK ABBREVIATIONS

With the various Navy trades, the trade has the same title across all relevant ranks, so, for example, a LSCS (Leading Seaman Combat Specialist) is the same trade as a CPOSCS (Chief Petty Officer Seaman Combat Specialist), and so on. Men and women have the same rank titles—a Midshipman or Leading Seaman Combat Specialist can be (and are) men and women. Almost a quarter of Navy personnel now are women, up to the rank of Captain.

**RADM:** Rear Admiral

**CDRE:** Commodore

**CAPT:** Captain

**CDR:** Commander

**LT CDR:** Lieutenant Commander

**LT:** Lieutenant

**SLT:** Sub Lieutenant

**ENS:** Ensign

**MID:** Midshipman

**WOCH:** Warrant Officer Chef

**WOMED:** Warrant Officer Medic

**CPOWTR:** Chief Petty Officer Writer

**CPOEWS:** Chief Petty Officer Electronic Warfare Specialist

**POPTI:** Petty Officer Physical Training Instructor

**POCSS:** Petty Officer Combat System Specialist

**LSCS:** Leading Seaman Combat Specialist

**LSA:** Leading Stores Accountant

**LMT (P):** Leading Marine Technician (Propulsion)

**AMUS:** Able Musician

**ADR:** Able Diver

**AHCM:** Able Helicopter Crewman

**OSTD:** Ordinary Steward

**OMT (L):** Ordinary Marine Technician (Electrical)

**OCWS:** Ordinary Communications Warfare Specialist

## JACKSPEAK—NAVY SLANG

**BZ:** The flag signal Bravo Zulu, meaning "well done"

**Brow:** Gangway between ship and wharf

**Crossing the bar:** To die

**Dit:** A Navy yarn

**EMAs:** Early Morning Activities—running, swimming etc for new recruits

**Gash:** Rubbish

**Goffas:** Non-alcoholic drink

**Heads:** Toilets. In sail days they were under the figurehead.

**MOET:** Maritime Operational Evaluation Team

**Oppos:** Shipmates

**Oscar:** The flag signal for "man overboard." The name of the man-overboard dummy used for drills.

**RHIB:** Rigid hull inflatable boat, jetboat carried on our ships

**Rig:** Uniform

**Roughers:** As it looks, rough seas

**Scran:** Food

**Work-up:** Intense exercises working a ship up to its full operational capabilities, conducted by MOET.



# ANZAC DAY 2015

## ST KILDA V CARLTON

WESTPAC STADIUM - WELLINGTON

25TH APRIL 2015 - 1:10PM

THE SAINTS ARE BACK IN NEW ZEALAND! TO CELEBRATE WE WOULD LIKE TO OFFER NZ DEFENCE:

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GET 1 FREE**

GO TO [WWW.TICKETEK.CO.NZ/AFLNZ](http://WWW.TICKETEK.CO.NZ/AFLNZ) AND ENTER **PASSWORD: NZDEFENCE**

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