TRAfalgar
City of Nelson Celebrates

No. 6 Squadron
- New Home for Seasprites!

Kiwi Peacekeepers in the Middle East

Ready to serve from the sea, anywhere, anytime - in peace or in conflict.
LTCDR Mike Longstaff RNZN salutes with his sword during the Trafalgar Bicentennial Parade in Nelson. The city’s Mayor Paul Matherson is in the background. Photo: Rebecca Kelleher, RNZAF, Base Woodbourne.

FEATURES:

04: NEW MARITIME SQUADRON FORMED
The Seasprite maritime helicopters have been formed into a new RNZAF Squadron. At the same time, the Navy has established the Helicopter Crewman Branch. Navy Today celebrates the formation of No 6 Squadron RNZAF.

08: THE WAIOURU CULTURAL FESTIVAL
Last month the Army Training Group at Waiouru hosted a cultural festival among the Maori cultural groups from throughout the NZDF. Te Taua Moana was there...

22: TRAFALGAR 200 COMMEMORATIONS
In the city of Nelson warships and sailors of two navies gathered to mark 200 years since the battle of Trafalgar, while the city of Nelson joined in to celebrate its special heritage. LT Vicki Rendall was there.

CONTENTS
03: Yours Aye
06: Defence Industry
10: Community Support
14: New Plymouth Charter Parade
16: Kiwis in the Middle East
28: Fleet Progress
33: Around the Fleet
36: Sealink
41: Galley Slide
44: Sports
46: Notices
Earlier this month I was in Taupo for the reaffirmation of the adoption of the Navy Band by the city. The reason for me going to this event was that I wanted to reinforce the value we place on relationships between the Navy and communities around New Zealand.

I wished, too, to recognise the important contribution the Band makes to the Navy and our Vision to be ‘the best small-nation Navy in the world.’ In many parts of New Zealand the members of the Band are the most visible ‘public face’ of the Navy. This means that often our reputation rests on their performance – principally as musicians and entertainers – and their behaviour – relative to our Core Values.

Over the past few weeks I have seen the Band perform in support of our ships in New Plymouth and in Nelson. During performances in both places, I have watched with admiration the way in which they are able to ‘connect’ with the public. The Navy Band is making a valuable and unique contribution to the Navy’s good reputation. We all owe them a ‘Thanks’.

There was another reason for my visit to Taupo – and that was to attend the opening of the Navy’s new holiday accommodation. As I thought back over the project to purchase four new accommodation units, it struck me that it had some important elements that would be characteristics of ‘the best small-Nation Navy in the world’.

The project was run in a way that gave people across the Navy – and not at the top of the rank structure but down through it – the opportunity to make a significant contribution to providing an important facility for yesterday’s, today’s and tomorrow’s Sailors.

The Sailors in the project team seized the opportunity they were given ‘to make a difference’ with enthusiasm, determination. They also displayed considerable skill in using the Nx problem-solving tools to make their decision based on facts and analysis. As a result of their efforts we now have an outstanding holiday facility in Taupo.

It has been a very impressive performance by a high performing team. In this project, the principal job of the senior leadership team – in this case as the Trustees of the Central Fund – was to support the project team, to guide it with a ‘light touch on the helm, to make the decisions they had to make in a timely manner, to ensure the required resources, principally money from the Central Fund, were available. They also had an important task to acknowledge and recognise the substantial contribution the team was making – and sustaining over a relatively long period.

This relationship between the project team and the Navy’s senior leadership team provides us with a glimpse of how we could envision the ‘best small-nation Navy’ working; because it is consistent with a fundamental characteristic of ‘best’ organisations.

In ‘best’ organisations a critical role of senior leadership is to establish and maintain an organisational environment in which individual contributions are able to made – because people have the ability to make them – and in which people wish to make contributions – in large part because the prevailing culture is a ‘learning’ one and not a ‘blaming’ one.

This is the environment that we should all be working towards. However, we need to understand that it will be a more complex environment than you would find in an average organisation; and more complex than in other military organisations. It will only work if we have the right people.

We had the right people in the team that got us the holiday units in Taupo. They took ownership of the Vision for the project – they grabbed in both hands the opportunity they were given - and showed for us all the powerful difference between ‘sitting in the waiting room’ and getting out of it and ‘moving mountains’.
On 31 October 2005 an RNZAF squadron was re-formed - No.6 Squadron. The new squadron takes on the activities and responsibilities of the former Naval Support Flight (which previously was a part of No.3 Squadron RNZAF). The new unit is an independent RNZAF squadron with its Commanding Officer reporting to OC 485 Wing and the Air Component Commander (ACC).

Helicopter support to the RNZN with the Seasprite is specialised both in terms of operations and in technical aspects, and it has now diverged from the utility and training tasks associated with the rest of No.3 Squadron.

The change to the RNZAF organisation, by forming the new squadron, is intended to overcome the difficulties No.3 Squadron has had in providing effective command and supervision of Seasprite operations, training and maintenance. In addition the geographical separation of the Seasprite Flight from its parent Squadron at Ohakea only aggravated the command challenges. The new command arrangement will provide for more effective command and management of Seasprite operations.

The reactivation of No.6 Squadron for the new unit recognises the historical connections with an earlier maritime unit. No.6 squadron was formed initially at Milson, Palmerston North, in 1942 as an Army co-operation squadron, but then was reformed in Fiji in May 1943 as a Catalina Flying Boat squadron. No.6 Sqn saw active service in the Pacific Islands 1943-45. At the end of the war it was disbanded again but reformed in 1952 at Hobsonville flying Catalinas and later Sunderland flying boats. It was again disbanded in 1957.

Reforming No.6 Squadron with the role of providing helicopter support to naval operations re-establishes the unit’s maritime aviation focus and provides the new squadron with a strong heritage.

THE AIRCRAFT

No 6 Squadron operates five SH-2G (NZ) Seasprite helicopters. The role of the SH-2G (NZ) is to provide an organic air capability to the RNZN. The SH-2G (NZ) is a multi purpose helicopter fitted with an array of modern avionics and armament to conduct a variety of tasks. This capability includes:

- surface warfare missions,
- surveillance operations,
- under water warfare,
- helicopter delivery services/logistics helo,
- day and night search and rescue,
- medical evacuation,
- VIP flights,
- and intelligence gathering.

The SH-2G (NZ) Seasprite helicopters presently operate from
Historically, HCM have always been employed as a part time trade and individuals have conducted their flying duties in addition to core trade activities. The introduction of the SH-2F Seasprite into service and the retirement of the Wasp in 1998 unofficially “disbanded” the HCM sub-specialisation trade. The configuration of the SH-2F however included a radar located in the rear cabin and therefore a need was identified for a third crewmember primarily as a radar operator, and HCM second. With this in mind, two ex-Radar Plotters and former Wasp HCM were identified and employed as full time HCM, originally as a temporary initiative until the arrival of the SH-2G Seasprite which has the radar display located in the Observers console in the cockpit.

The SH-2G Seasprite was originally designed for a total crew of two. Specific modifications from the US Navy Sea Sprite were made to allow for this such as widening the gap between the front seats to allow for the Airborne Tactical Officer to climb out of his or her seat to access the rear cabin. Experience with the Seasprite has now shown that this initiative was ineffectual. Movement between the front and rear cabin in flight is dangerous and is now specifically prohibited.

Additionally it has been discovered that a vast majority of Seasprite operations directly require a third crewmember and as such, the decision to retain a full time HCM capability was made in 2000.

Since 1998, a total of six HCM have been trained and qualified on the Seasprite of whom four are still currently serving (WOPTI Paul Stewart left in 2000 to take up a recruiting position in Christchurch and LSN John Anderson has since left the RNZN). Although HCM have been employed on a full time basis since 1998, they were still regarded to be working in an unofficial ‘out of branch’ position in a ‘part time’ trade. This arrangement resulted in a lack of career progression with individuals’ promotion prospects effectively put on hold. That approach also had a number of negative implications for the sustainability of maritime aviation. It has therefore been decided that a new HCM trade is now established within the Operations Branch. The effective date of the implementation of the HCM trade was 31 Oct 05; coincidently the same date as the formation of No.6 Squadron.

The HCM trade is led by WOHCM Dave (Billy Sunday) Morgan, an ex-Diver who originally qualified as a HCM on the Wasp in 1987 and shows no signs of slowing down in his old age. Others to grace the skies of freedom as Navy Crewmen are POHCM Steve Creeggan (ex Steward), Ati Wynyard (ex CA) and Nathan Tamihana (ex LSCS). There are two more currently under training (POYS Scripps and LCH Strickland) who are due to qualify next March/April 2006. Also, MACR (Master Aircrew) Ash Wilson is seconded from the RNZAF to assist in the initial shortfall of HCM and to provide additional instructor coverage on the unit. Although small in relation to numbers, this newest of trades within the RNZN has been a long time in the making - official recognition as a stand-alone trade is well worth the wait!

HELICOPTER CREWMAN BRANCH FORMED

The ANZAC-class frigates TE MANA and TE KAHA, with aircrew from the RNZN and maintainers embarked from the RNZAF. By 2007 the Seaspites will also operate off the two new Offshore Patrol Vessels and the Multi Role Vessel.

In 1966, No3 Squadron took delivery of two Westland HAS Mk1 Wasp helicopters. Naval Support Flight (NSF) formed as a part of No3 Squadron in 1977 and continued to fly the Wasp helicopter service until 1998; they served with distinction on all our Leander-class frigates. At the Flight’s peak, 7 Wasps were in service.

The Wasp was replaced by the Kaman SH-2F Seasprite, which was operated for three years whilst the SH-2G (NZ) Seasprite helicopters were being built. In July 1998, Naval Support Flight moved from their original home at Hobsonville to Whenuapai.
At the Defence Industry Forum Dinner held in Wellington, the Minister of Defence presented the Defence Industry Awards of Excellence. These awards were established in 1998 by the Defence Industry Committee of New Zealand to highlight and reward the contribution made by New Zealand industry to Defence.

**NEW ZEALAND DEFENCE INDUSTRY AWARDS OF EXCELLENCE**

The ‘Category A’ awards are for major suppliers of goods or services to the New Zealand Defence Force or Ministry of Defence. This may include major sub-contractors or service suppliers.

**WINNER**

Yakka Apparel Solutions Limited (YASL), North Shore – for the supply of clothing, apparel and accoutrements to NZDF

YASL carries out warehousing and distribution of all NZDF clothing items. The contract has existed since June 2000, when the company took over surplus NZDF stock and is managing this through to extinction. YASL has 6500 stock lines and has a staff of 24, up from 15 at the start of the contract. This contract has resulted in “the total cost to Defence coming down”, through reducing the cost of sales progressively from year one of the contract. YASL continues to seek innovative ways to streamline its already slick operation. This is New Zealand’s biggest operation for this type of business. Keys to the success of this contract are both internal teamwork and each supplier company offering suggestions to reduce costs and improve systems. The company has invariably performed exceptionally well when measured against the contract key performance indicators. While clothing is not generally “high tech” or “innovative”, YASL is commended for the way it works with local industry, with in excess of 90% of stock lines New Zealand made to produce an excellent outcome for all parties. In this case, innovation is achieved through the warehousing and distribution system and both the capability and capacity of the electronic and delivery systems.

Serco Project Engineering Limited, Upper Hutt – for the provision of goods and services to NZDF

Serco Project Engineering Ltd (SPEL) provides depot level warehousing and engineering services to the New Zealand Army under a contract that has been in place since February 1998. SPEL has consistently provided excellent service to the Army, introducing innovation in a variety of ways, but are difficult to assess against the major contractors.

**NEW ZEALAND DEFENCE RECOGNITION OF INDUSTRY EXCELLENCE.**

This category recognises sub-contractors and lower level suppliers who provide excellent service in a variety of ways, but are difficult to assess against the major contractors.

**WINNER**

MAROPS Limited, North Shore – for the design and provision of courseware material, plans & guides

MAROPS has been contracted for the design and provision of courseware material and instructors, including lesson plans and instructor guides for the P-3K Orion aircraft Operational Conversion Course. MAROPS also provides animation modules not only for the RNZAF’s aircraft training, but also for modules of the RNZN damage control training. Through training efficiencies, training time has been reduced from 6 weeks to 5 weeks per course, and MAROPS’ ability to conduct the training has allowed RNZAF aircrew to return to their primary roles.

Martin Engineering (PN) Limited, Palmerston North – for supply of six fuel storage tanks

Martin Engineering was contracted through BP Oil to supply six diesel storage tanks for various NZDF sites throughout New Zealand. Martin Engineering not only manufactured the storage tanks to the contract specifications but it also suggested some innovative tailoring of the tanks for each particular site.

Nissan New Zealand Limited, Wiri – for the supply of Nissan Navara 4x4 vehicles

The NZDF went to tender in 2004 for the supply of 4X4 vehicles in three variants. Nissan New Zealand won the tender. The Nissan offer was differentiated by the inclusion of 4WD training for NZDF staff at several locations. There have been no service constraints or warranty issues, with all vehicles covered by the nationwide Nissan dealer network, which enables NZDF to carry no parts stock for vehicle.

Radiola Aerospace Limited, Porirua
On 18 October the Chief of Defence Force, AM Bruce Ferguson gave the keynote address to the NZ Defence Industry Forum. This is an edited version of his speech.

The NZDF recognises how well it has been served by industry in many ways. The really pragmatic way of recognition is to have a contract renewed. But, from time to time, we also seek to identify and publicly recognise companies which have done particularly well in our estimation. I am pleased to report that the number of companies being nominated by both the NZDF and the MoD for the Defence Industry Awards of Excellence shows no sign of diminishing. This indicates a growing pool of excellent companies as well as a strong recognition by the NZDF of the part such companies play in our operations.

• Today [18 October] the NZDF has 426 personnel deployed around the world on 18 different missions. About 170 are deployed in HMNZS TE KAHA and 120 more in the Provincial Reconstruction Team in Afghanistan. The remainder of our deployed personnel are therefore spread very thinly, and this is a key issue. We have to support individuals or two or three person groups in all sorts of unusual places such as Timor Leste, Kosovo, Korea, Iraq, Bosnia, Sinai, and the list goes on, including even 3 people in Florida, USA.

• Today’s operational situation for the NZDF is like nothing we have ever seen before; not only is the world political situation fluid to say the least, we have the added complication that the world political situation fluid to say the least, we have the added complication that the world political situation fluid to say the least. Defence forces these days, while having the capability to fight, more often are peacekeepers and peacemakers employing a whole new range of skills, to say nothing of equipment.

All defence forces world-wide now depend on industry; they always did, but today it is more open, and much more a deliberate part of policy and the concept includes many value-added activities. Therefore we accept deliberate risk-taking, but with strong risk management. It doesn’t matter whether this discussion centres around a relatively simple activity such as carrying the mail, or deals with the mission systems on a P-3 Orion: somewhere, somehow, industry is in there. Sometimes industry will be one or more links in a continuous supply chain, at other times it will be integral to the whole operation, as in the RNZAF’s pilot training.

This is happening now in many of the technical maintenance areas. Take, for example, the three depot level contractors:

• VT Fitzroy for the Navy.
• Serco Project Engineering for the Army.
• Safe Air for the RNZAF and

These three companies have become an accepted part of repair cycles and supply chains, and are rapidly becoming incorporated into NZDF planning processes. They are also delivering the goods in ways not previously thought of. For example the Chief Executives of these three companies have started, on their own initiative, a process of working together to identify opportunities to reduce their costs through avoiding duplication, which has the effect of concentrating certain areas of capability in one area, allowing the other companies to focus on other areas, ultimately developing each of the companies in a more productive way while improving the service being provided to defence.

Not just these companies, but many others, are promoting initiatives which significantly improve the levels of service being offered while at the same time improving NZDF performance and reducing costs. And they are doing it within the scope of performance-based, rather than prescriptive contracts.

The RNZAF’s Pilot Training Squadron provides an excellent example of how this principle actually works. The contractor provides so many flying hours, with a certain number of aircraft; dictated by the flying programme, on line at any given time. The contractor attends RNZAF planning meetings, and they work through issues of peak demand and the required servicing cycles. This particular contract has also helped overcome the distrust the military traditionally has for a civilian workforce - these workers go into the field with the trainee pilots, and live under the same conditions. So we do not have a case of a contractor calling the tune for the RNZAF, but a recognition that the two organisations have a common aim in what they do. A common goal is a good thing, a common set of values is better. When industry and defence have a common goal, and in the areas in which they overlap have a common vision and values, then we will really be making progress.

Eurest NZ Limited, Auckland – for the supply of hospitality and catering services

Eurest has been providing hospitality and catering services for the 3 RNZAF bases for nearly three years including day-to-day operations of the numerous kitchens on site through to in-flight catering for Royal Flights.

AWARDS

number of areas to solve problems and improve quality and productivity. Through continuous improvement the cost of providing these services to the Army has steadily reduced. This capability expansion has assisted not only the New Zealand Army, but has enabled SPEL to build up its third party work for the New Zealand Fire Service, the New Zealand Police and the Singapore Armed Forces etc. In recent years it has exported fire engines to Australia.

Eurest NZ Limited, Auckland – for the supply of hospitality and catering services

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– for the ongoing maintenance of the ILS systems at Whenuapai and Ohakea

Radiola was contracted to maintain ILS systems, as well as the maintenance of the Ohakea and Whenuapai VORTACs. Radiola introduced its portable flight inspection system, which has provided a major point of difference; in 2003 Radiola designed a differential GPS tracker system and in 2005 designed and procured new masts to replace the corroded glide slope masts at Ohakea and Whenuapai. Development of these capabilities for the RNZAF has enabled Radiola to gain work in other countries including the Bahamas, Mongolia, Morocco, Libya, and Pacific Island countries.

(See www.defence.govt.nz/industry)
Every two years a festival is held to enhance the unique warrior spirit of the NZDF, the spirit of Tumatauenga, the God of War. This spirit had swirled through the festival with the arrival of the NZDF cultural teams at the Army Marae in Waiouru. Army News correspondent John Archer was there...

Sitting in the front row of the ATG Conference Centre at Waiouru, Kaumatua Koro Eric Henry beamed with approval. In 1941, Eric Henry was one of the original members of the 28th Maori Battalion. Ten years ago he and his late wife Katerina began the cultural group at Burnham Camp. Today, reflecting the joint service ethos that pervades the NZDF, the Burnham group’s tutor is POCS Miru McLean.

Now, Koro Eric is a tupuna, a living taonga, is the embodiment of the spirit of this festival at Waiouru. This spirit had swirled through the festival since the arrival of the NZDF cultural teams. The kai karanga’s haunting calls called to mind those servicemen and women now departed, while the cold winds of an approaching Waiouru snowstorm swirled around. The waka of Te Taua Moana came alongside the wharf to give everyone the opportunity to sit out in those Ruapehu winds for an extra half hour. Kei te pai, Navy!

The spirit continued when VIPs were welcomed to the festival, and the senior Warrant Officers of the Army, Navy and Air Force planted a kowhai to mark the tenth anniversary of the development of the Army National Marae by the late LTGEN Tony Birks.

The host roopu, Te Whanau O Wai-o-uru, started the concert in black costumes modelled on snow-capped te maunga Ruapehu which stands guardian over the camp in Waiouru.

When Te Taua Moana came on-stage, they quickly demonstrated that the extra time we had spent out in that storm welcoming them had been worth it, as they created their own storms with choreography that recalled surging tides swirling around strong islands. Powerful forces.

And in the midst of all these forces, two diminutive five-year-olds gave a taiaha display that stole the show. Te Wairua Paikahu, lithe and dextrous, and his staunch blonde sidekick Ian Barton demonstrated the courage of the up-and-coming generation of Ngati Tumatuenga as they confidently wended their way through the swirling rows, keeping in perfect time to the adult waiata, and with some fine singing. They were wonderful.

Te Roopu O Te Pataka was formed in Trentham Camp 27 years ago and the experience of this group was evident from the strong harmonies in the first moments of their opening hymn “He Taku Ariki” (Oh my Lord).

The Air Force: the waiata of Te Awhiorangi, (the guardian of the sky), emphasised the Maori tikanga of continually striving to strengthen the bonds of love and respect between each generation, and among service personnel. “Tokotoru I Te Kotahitangi” (three united as one) expressed this union of the Army, Navy and Air Force as one defiant Defence Force not only in word and action but also in costume as three warriors be-decked with ribbons of the three service colours advanced defiantly to protect their compatriots.

Then came Burnham. “It’s the first time we’ve done this,” explained their tutor, POCS Miru McLean. “We thought we would do something different”. The stage lit up to show silent figures in simple black, crouched in isolated clumps. Then, to the eerie whirring of the porotiti and the call of the koauau, the figures awoke and took us from their arrival in the old times in the simple natural world of Aotearoa, on a journey to their life in today’s complex urban environment.

All this energy and expertise had grown out the work of their komatua Eric Henry, and his wife Katarina. Koro Eric was assisted onto the stage to be introduced to a very appreciative audience. He then presented the Army National Marae with a framed photo of his late wife, and her crucifix.

The women of 3 Auckland and Northland Battalion Group’s roopu, Te Korowai o Te Raki, (the cloak of the north) came onto the stage. Te Korowai had fewer service members than some other groups – three from Territorial Force, three from Regular Force, and assistance of family members and students from Auckland colleges – but they put on a very artistic show.

Four years ago LT COL John Dick had a dream. He was the CO of 6
Hauraki Battalion Group, and he wanted his civilian soldiers to have a kapa haka group like the Regular Force Battalions. After two years he had managed to get some of his soldiers selected in the Northern kapa haka group at the 2003 Army cultural festival. Warrant Officer Dave Galvin got in touch with Elsie and Martin Rakuraku who are kaitiaki at the Whare Wananga at Rotorua.

“Elsie and Martin wrote some waiata and a haka especially for us, and performers came from all over the central North Island to practise.”

Compere Piripi Munro introduced their first ever performance of “Te Tino O Hauraki”. Those who expected a small group of novices were astonished as row after row of performers poured onto the stage. Nineteen members of 6 Hau Bn Gp were supported by fifteen experienced performers from Te Whare Wananga from Rotorua. Their bright red costumes, their strong singing and dramatic stage movement, the power of their haka involving both men and women, combined to bring the CO’s vision into a glorious reality.

Te Taua Moana on-stage with the help of Te Wainu Paikahu foreground and Ian Barton.

The Children of Linton: “The oath of Te Hotu Manawa O Kairanga goes as follows”, Piripi Munro explained with a big smile as the children’s group from Linton Camp took to the stage. “We solemnly swear that we shall not make a big noise, eat any kai or have our cellphones turned on. And we will sit quietly on our chairs.”

The little ones kept their oath and turned on a delightful mixture of Rarotongan and traditional Maori items. Backed by the beat of four hollow wooden Rarotongan drums, their songs paid homage to all the groups gathered at the festival and also included classic songs from their own home areas. It was not just entertainment. Their singing and dancing was performed in memory of the 458 Pacific Islanders who joined the Maori Battalion in WWI, and the many others in WWII.

Linton: Te Roopu Kapa Haka O Kairanga began with a gentle and graceful biblical waiata of peace, faith and hope to all, from the women. Then the Kairanga warriors joined them to demonstrate their vigorous commitment to keeping this peace. The use of whirling patu in their performance, by both men and women, was outstanding.

Rutene Irwin, a kaumatua from Gisborne and a veteran of the 28th Maori Battalion, then came on stage to mihi the audience while the group quietly chanted a traditional moteatea behind him.

The haka was notable - firstly because of the physique of its warriors: other haka parties had included boys, or older and stouter men, but these were all definitely the Army’s top fighting warriors, fully grown young men, uniformly strong, lean and athletic, supple and quick, acting as one. Secondly, because it was the well-known “Ka Mate” performed in full - Kairanga do things properly. And thirdly, the women joined in the haka at the end. Both the men and women made a defiant fighting withdrawal from the stage - this group represented 2 Land Force Group.

Te Hokowhitu-A-Tu was the name of the Maori Battalion in WWI, and the final performance in the festival was by some fifty members of the distinguished cultural group of the same name, from Tokomaru Bay. This group has a very long association with the Army. When the boys of “C” Company of the Maori Battalion were leaving Tokomaru Bay at the outbreak of WWII, the group’s leader, Tuini Ngawai, wrote “Arohaina mai” (show compassion, O great King) and it became the hymn that the Maori Battalion took overseas as their own. The senior members in the group first called to mind those who had fought in WWII singing “Arohaina mai” another of Tuini’s songs. Then 12 younger members took to the stage and demonstrated that after almost 75 years, this cultural group was still very active.

Tuini Ngawai was called to mind again when Piripi Munro closed the festival with a ukulele version of “Haere Mai” which was sung to welcome returning soldiers as their troopships berthed at the end of the war. A dinner at the Sergeants Mess and a 1920s themed social that evening, and a church service the next morning rounded off the festival. Participants were farewelled and a dozen buses set off to all parts of the country.

The first stage of the next competition is for each school team to produce a five-minute video on a science topic. The teams producing the six best videos will be assigned to one of six ‘Big Science Adventures’ around New Zealand – all in beautiful and remote locations few people have the opportunity to visit. Their guides will be scientists who are carrying out research in these places. The Navy, which was of great assistance with the Transit of Venus programme, will help transport the scientific parties to the more remote locations.

The students will produce a ten-minute documentary of their June 2006 expedition, focussing on the scientific investigation. The team that produces the best documentary and shows that they can handle the challenges of working in the field will be selected for an expedition to the Antarctic in the 2006/7 season. This trip will be part of Antarctica NZ’s Youth on Ice programme and the celebrations for 2007 Polar Year.

President of the Royal Society, Dr James Watson, said “People of all generations are in awe of the expeditions of Scott and Shackleton, who were great scientists, explorers, and leaders of men. New Zealanders feel close to them because of our own isolation and environment, and because we farewelled them on the final leg of their journey to the Antarctic. This competition will also teach our students about the adventurous scientific investigations of our scientists today, whose work is helping us to understand our unique and beautiful country.”

Hosting the six preliminary Adventures are: University of Otago, University of Canterbury, Victoria University of Wellington, Institute of Geological and Nuclear Sciences, and The University of Auckland. ‘BIG Science Adventures’ are supported by the government through the Ministry of Research, Science and Technology.

Grand Master of Freemasons New Zealand, Mr David Mace, said “We are very pleased to sponsor this new venture, having seen the motivating effects on students and the wonderful outcomes of the previous competitions.”

The RNZN has played an integral part in New Zealand’s Antarctic programme since 1956, when HMNZS ENDEAVOUR (the former netlayer) was commissioned for Antarctic support. With the 50th Anniversary of our Antarctic programme approaching, in coming months Navy Today aims to highlight the naval aspects of our Antarctic history - Editor.
In 2002 the Ross Sea Heritage Restoration Project was launched by HRH Princess Anne. This heritage includes the four expedition bases associated with the first explorers on the continent, including those of Robert Falcon Scott, Sir Ernest Shackleton and Carsten Borchgrevink. An international group of conservators and architects recognised that the prefabricated huts and makeshift bases - and the thousands of artefacts associated with them - left behind by those early explorers, require major conservation efforts, or these sites will not survive for future generations.

The Getty Foundation (Los Angeles) is making significant funding available for the project and World Monuments Fund (a New York-based heritage agency) lists Shackleton’s hut in their World Monuments Watch List of 100 Most Endangered Sites in the World. The project has been developed with advice from various international government Antarctic agencies. It is a multi-million dollar exercise, over many years, but the Trust is taking the project in stages as funds permit. It presents many technical challenges including environmental issues such as katabatic winds, high relative humidity, temperature change, salt damage and light levels.

Three years on, with extensive season planning completed and environmental permits secured, we are delighted to advise the Ross Sea Heritage Restoration Project commenced during the 2004/05 Antarctic summer season with the main focus on Shackleton’s Hut at Cape Royds. Our challenge remains not only the hostile Antarctic environment but to ensure we continue to engage world interest in the project and secure funding from governments, agencies and interested individuals to save these important pieces of the world’s heritage.
A special Hawke’s Bay Earthquake 75th Anniversary programme is planned for February 2006. Organised by the Art Deco Trust, the anniversary will celebrate the community spirit that saw the citizens of Napier and Hastings rebuild their cities following the devastation of the 1931 Earthquake.

- A memorial service for victims of the quake, February 3.
- The official commemoration events, February 9 to 19.
- The annual Brebner Print Art Deco Weekend in Napier, February 16 to 19.

The anniversary programme will also include stage productions of the effects of the earthquake, steam train tours, military bands, vintage car rallies and school visits. The events are aimed at honouring those who made heroic efforts to save lives during the earthquake or who helped get communities back on their feet in the aftermath.

“The earthquake was a tragedy that threatened to crush a community’s spirit. Yet from the ashes emerged stories of heroism and bravery that inspired the reconstruction of the twin cities of Napier and Hastings,” says Peter Mooney of the Art Deco Trust, the event organiser. “Until now there has been no official event to commemorate the earthquake itself. The earthquake caused devastation and tragedy on a scale never seen before in New Zealand. Yet from the ruins, the famous Art Deco and Spanish Mission architecture of Napier and Hastings was a direct result of rebuilding - and the quake also brought major changes to building codes across the country,” Peter Mooney says.
The Red Cross was constituted in New Zealand following the rescue efforts in Hawke’s Bay, (and is celebrating its own 75th anniversary next year)

An airmail service began operating to speed up communications in and out of the Bay during the first few days after the disaster. NZ Post is playing a major part in the 75th Anniversary event with a nationwide commemorative issue of stamps.

There will also be naval visits to Napier to mark the part that sailors and Marines played in the rescue effort in the immediate aftermath of the disaster. Sailors from HM Ships VERONICA, DIOMEDE & DUNEDIN risked their lives collecting food, medical and other supplies from evacuated buildings in Napier for the evacuee emergency camp and hospital set up in Greenmeadows.

In the hope of preserving the details of the events of that fateful day, a key element of the anniversary will be the compilation of earthquake memoirs and photographs from those involved in the disaster, or their families.

As an incentive for people to submit their stories and be in the Bay for the anniversary, the Art Deco Trust – in conjunction with Air New Zealand Travelcentre – is offering two free return domestic flights to Napier plus a three-night VIP accommodation and car rental package.

The promotion is open to survivors or families of victims and survivors who send in their earthquake recollections. All contributors will be entered into a draw and the winner selected will be awarded the travel package and receive VIP guest status at the anniversary commemorations.

Details: on the Trust’s website www.artdeconapier.com
Recollections need to be submitted by 9 December 2005.
October was a busy month for ENDEAVOUR, beginning with her departure from DNB on 5 October for her homeport of New Plymouth. The purpose of the visit was to re-affirm our ties with that community, exercise our Freedom Of The City with a charter parade, and acknowledge the contribution made to both the RNZN and ENDEAVOUR by the retiring Honorary Naval Officer, CDR Don Denham.

With the relatively passage to New Plymouth, the opportunity was taken to have a potential Junior Officer recruit and a news reporter join us and experience life in the ‘Big E’. Unfortunately, due to a bit of rough weather, both visitors never ventured far from the heads! However when they finally had their feet back on dry land we were glad to hear that the potential JO is still keen to come back for more, and that a little seasickness didn’t put him off.

Once alongside in New Plymouth, ENDEAVOUR spent the next 5 days re-establishing her relationship with her homeport. We started off the first night hosting a Cocktail Party on the Flight Deck in rather windy conditions. Fortunately a marquee was hired but it had to be well lashed down. This was a very successful evening, with many people praising the quality of the food and service provided by members of the ship’s catering team led by POCH Mark Middlemiss.

The following morning the ship’s company got stuck into some physical work for the ship’s charity - at Waitara’s IHC residential home. Over the course of a wet and windy day, a tile path was dug and laid, gardens set out, planted and mulched, fences erected, and old washing lines moved. Those involved were rewarded with a plentiful feast, and despite the weather, it was a good day - even if it involved a few blisters. It was also incredibly rewarding to see the transformation that had occurred and the final result.

The main purpose of the visit was to conduct a Charter Parade to exercise
our Freedom of the City, which had been bestowed upon us by the City Council in 1988, the year the ship was commissioned. However, due to the unpredictable and often stormy weather, the parade routine was instigated, and the venue for the parade moved to a large enclosed area under a stand at Yarrow Stadium, rather than a march through the streets.

Following the parade Chief of Navy hosted an official luncheon onboard ENDEAVOUR to mark the retirement of Don Denham, New Plymouth’s Honorary Naval Relations Officer. During his 25 years of service, Don Denham’s roles have included assisting with recruitment and supporting the many naval vessels that have visited New Plymouth. Don has put in an incredible amount of work over the years, and has made a significant contribution both to the RNZN and the community, so the gathering with the leaders of both the City and the Navy made this an ideal occasion to acknowledge the time and effort he has put in.

After rekindling old acquaintances and making new ones during our week alongside - which was thoroughly enjoyed by all - ENDEAVOUR sailed from New Plymouth and headed out to mid-Tasman to rendezvous with HMAS STUART. With a number of new personnel onboard, circuit training and DC and engineering exercises were conducted to ensure all of the crew were up to the required professional standard.

With STUART we sailed for Nelson, for the Trafalgar 200 celebrations. But first we entered Ship Cove in Queen Charlotte Sound, in company with HMNZS RESOLUTION, to recall the many visits there by CAPT James Cook RN and his ships, ENDEAVOUR & RESOLUTION. Our navigators were on there mettle to keep up the high standards set by the master navigator nearly two and half centuries ago.

After all the activity in Nelson for the Trafalgar Bicentennial, we headed west with STUART for a brief visit to Melbourne (coinciding with a certain horse race!) then on to Western Australia to provide support for the PWO Sea Week and ASWEX.
Working from patrol bases and observation posts, the UN Military Observers are the eyes and ears of the peacekeeping process. They maintain, in military-speak “situational awareness” – in other words, they patrol, watch, talk, and find out what’s going on in their locality, and what’s likely to happen. An Observer accompanies most patrols, which, although unarmed, have radio contact with their local UN headquarters, and access to bunkers at the various patrol bases scattered throughout the region.

Kiwis in the Middle East
After first joining UNTSO I was an UNMO with Observer Group Lebanon (OGL) and a member of Team Zulu (1 of 4 teams in OGL). We operated from a patrol base in the village of Marwahin, and also worked in the Ops Room co-located with UNIFIL HQ.

OGL has 51 UNMO’s, and also enjoys support from UNIFIL, a parallel large peacekeeping Mission in the Lebanon.

However I transferred to Observer Group Egypt in mid-August - a much smaller outstation of UNTSO with a very different task. The station is located within a small but well-landscaped walled compound in the city of Ismailia (approx 1 million people) situated on the western side of the Suez Canal – the ‘Gateway to the Sinai’.

OGE consists of four UNMO’s including the chief as well as civilian support staff. Both OGL and OGE are apart of UNTSO which is headquartered in Jerusalem. With 23 troop-contributing countries there is a diverse range of nationalities throughout the mission area and that’s just the military personnel. ‘UNMO’ is probably not the right expression at OGE, because the duties are now primarily liaison and patrolling as opposed to observing and reporting carried out by UNMO’s in Lebanon.

As an UNMO you are regularly faced with new situations. Working in teams of various sizes and dealing with changing environments is one aspect I think the Navy prepares its people for, well. In OGL you could be living with 4-5 UNMO’s for a week at a time all sharing the cooking/cleaning and patrol duties. If you aren’t known for your cooking ability it could be a challenging experience, and I was quite happy to have packed a few boxes of Edmonds ready mix cakes and muffins. The following week you may be on patrol with different UNMO’s and corresponding nationalities, therefore you are exposed to a diverse range of personalities, experience, ages, militaries, cultures and thought processes - not to mention topics of conversation. It all makes for very interesting and rewarding experience.

When on patrol we are usually out for 2-3 days. We conduct three types of patrols: Long Range (1500km), Medium Range (~700km), and Short Range patrols. Long range patrols are normally carried out to the southern part of Sinai – Sharm el Sheik, Dahab, and St Katherine’s Monastery/Mt Sinai region. Medium range patrols are usually in the northern/middle part of Sinai. Short range patrols are usually to Port Said (north end of Suez Canal) or Port Suez (south end) and a short run into Sinai lasting around 3-4 hours. I haven’t experienced any sandstorms yet, however some of the roads we patrol get the occasional sand drift for a few hundred metres (all across paved roads). We don’t drive off road due to the risk of AT/AP mines from the various conflicts over the years. In our vehicles we carry sand mats and everything else you may need to get by in the desert such as food, water, first-aid kits, spare wheels, various comms (HF, VHF, SatCom, and trusty cell phones!), MP3 player, and flak jacket/helmet.

Back at OGE outstation and in the office, my role is the Military Personnel Officer (MPO) and Liaison Officer (LO). All UNMO’s at OGE have LO duties requiring trips to Cairo to liaise with the local Egyptian authorities, UN agencies and the military, in this case the LAWIO (Liaison Agency with International Organisations). My job breakdown is approx 40% patrolling, 40% MPO duties and 20% LO duties. So there is good diversity, but as you’ve probably guessed a lot of driving is required.

With OGE set in a very non-touristy area of Egypt and therefore somewhat isolated, there is a limited number of activities you can do outside work during the week - it’s a good opportunity to take up some hobbies, study, and read books you never have time for when at home. Long travel times in usually hot weather are necessary to achieve most of the normal tourist-type activities. Even when venturing around Egypt, to get a good deal (or even find the place) a local staff member as a guide/interpreter is essential. Since transferring to Egypt from Lebanon, highlights in the mission area have included diving in the Red Sea, visiting Alexandria and El Alamein and archaeological sites around Cairo, and climbing Mt Sinai for the sunrise - accompanied by the hefty smell of camel! When the temperature drops over winter we are hoping to venture into Upper Egypt.

In terms of personal circumstances – in Egypt I am renting an apartment close to the outstation, with my wife Sarah. Each UNMO is responsible for their own accommodation – no messes or barracks here! In case you are not aware, the UN pays UNMOs a mission subsistence allowance which is there to cover your living needs including food, accommodation etc. There are of course the day to day frustrations that go hand in hand with living here, as anyone who has visited this part of the world can relate.

Due to current circumstances we have Egyptian security forces provided 24/7 at the entrance to the apartment building, as well as outside the station. Our landlord, Mr. Hussein, is an interesting chap. As a prominent archaeologist and university lecturer, he excavated for 18 years at Saqqara, famous for the Step Pyramid of 2650 BC. With his assistance, as you can imagine, sightseeing is pretty good. To maintain fitness we use a mountain bike on a wind-trainer inside the apartment and there is a fairly basic gym nearby. When I first arrived in Egypt I was running in the morning (as in Lebanon), but the heat and flies got the better of me - too hot and too many (and when running they taste terrible!).

Communication with friends and family has been excellent, and the mail system is now working well - it’s always great to receive parcels – special thanks to the team back in NZ! Buying food can be a challenging experience, there are a couple of local stores but they really don’t have a great selection. After 8 months you start to miss some of the culinary delights back home – such as prime New Zealand beef – mmmm. There is a great supermarket on the southern side of Cairo but it’s a 220km round trip! If we are keen for a day trip, ducking and diving through the Cairo traffic we will make the journey to fill up the freezer and get a decent cup of coffee. Having suffered somewhat in Lebanon I am a very careful where and what I eat!
By Judith Martin, Strategic Projects Editor for the NZDF.

Judith visited the NZDF contingents in the Middle East during August.

LTCDR Graeme Hill RNZN is one of eight NZDF staff working as Military Observers with the United Nations Truce Supervision Organisation, which monitors the truce between Israel and the bordering countries of Lebanon, Syria, Jordan and Israel.

UNTSO is the longest-running UN mission and was established after the creation of the state of Israel in 1948. Most of the 153 Military Observers are based in the areas of separation between Israel and Southern Lebanon, and Israel and Syria on the Golan Heights. The Observers, from 23 countries, are spread across Lebanon, Syria, Israel and Egypt, with 17 of them at the UNTSO headquarters in Jerusalem.

UNTSO is now in its 57th year of operation, and will achieve its mandate when there is a comprehensive peace throughout the Middle East. Three of the five countries covered by the mandate have signed peace agreements, but as yet no peace agreement has been signed between Israel and Lebanon and Israel and Syria.

The NZDF has contributed peacekeepers to UNTSO since 1954, making it New Zealand’s oldest UN mission. Military Observers seldom see their compatriots as they are each teamed up with observers from other countries.

New Zealander MGEN Clive Lilley is on a three-year posting as UNTSO’s Jerusalem-based Head of Mission. In this role he is responsible to the Secretary General for all aspects of the mission’s performance throughout its operational area - Israel, Syria, Lebanon, Jordan and Egypt. He deals with UNTSO issues in and across the five mandated countries, and also has representational and diplomatic responsibilities with a host of other regional personnel.

He reports to the United Nations headquarters in New York, and to that end meets regularly with politicians, senior foreign affairs officials, defence chiefs and security officials and police representatives from Israel, Syria, Lebanon, Jordan and Egypt.

“I also make frequent calls on the diplomats representing the Security Council “permanent five” countries, and keep in contact with other UN missions operating in the region. Working in this part of the world is never dull, and the variety of work that comes with the appointment makes for very interesting times.”

When an incident affects UNTSO, for example, if treaty violations occur, he becomes involved either directly with the government of the nationals involved in the incident, or indirectly by ensuring UNTSO staff follow the required United Nations processes.

It is sometimes a challenge, says Major General Lilley, to understand the rationale why things are done as they are in UNTSO. “A big challenge for the mission and myself is to review how it does its business and to introduce simple, smart and efficient ways for the missions to be both professional and effective.

“The Secretary General is introducing a range of changes throughout the entire UN organisation. These corporate changes require a complete re-assessment of what, how and why UNTSO has been conducting its business. The changes these moves require, together with our own internal reviews of how UNTSO is performing are all designed to increase the organisation’s effectiveness and professionalism in a rapidly changing world. I think we will achieve that.”

THE UN MISSIONS

<table>
<thead>
<tr>
<th>Mission</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNTSO</td>
<td>United Nations Truce Supervision Organisation</td>
</tr>
<tr>
<td>UNIFIL</td>
<td>United Nations Interim Force in Lebanon</td>
</tr>
<tr>
<td>UNDOF</td>
<td>United Nations Disengagement Observer Force</td>
</tr>
<tr>
<td>UNMO</td>
<td>United Nations Military Observer</td>
</tr>
<tr>
<td>OGL</td>
<td>Observer Group Lebanon</td>
</tr>
<tr>
<td>OGE</td>
<td>Observer Group Egypt</td>
</tr>
</tbody>
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Kiwi UNMO’s: SQNLDR Kavae Tamariki, LTCDR Graham Hill and CAPT Wendy Paisley
LTCDR Matt Wray has served on a different mission - the Multi-National Force and Observers on the border between Egypt and Israel. He describes the highlights during his posting, from October last year until this month.

TWELVE MONTHS IN THE SINAI

The key element of the MFO’s Mission is to “Observe, Report and Verify the Treaty of Peace between the States of Arab Republic of Egypt (ARE) and Israel”. This is achieved using 3 Infantry Battalions, a Civilian Observer Unit and support elements to occupy the eastern part of the Sinai Peninsula bordering the State of Israel. The NZDF currently commits 28 personnel to the MFO [see sidebar]. For the last year I have served as a Force Field Liaison Officer and...
Over the past 12 months the security situation in the Sinai has changed dramatically. In October 2004 my predecessor, LTCDR Hugh Aitken, was caught up in the attack at the Taba Hilton. Since then the Sinai’s southernmost city, Sharm El Sheikh, has also been targeted by terrorist groups with bombings in late July 2005. But those attacks were not directed against the MFO. On 15 August, however, an Improvised Explosive Device was detonated by an MFO vehicle less than one kilometre from the main gate of North Camp, our largest camp in the Sinai. Fortunately, the two Canadian soldiers in the vehicle only received minor injuries.

During this period of heightening tension, an historic document was signed for an Egyptian Border Guard (BGF) to re-enter the MFO’s Area of Operations in the northern Sinai. The Treaty of Peace between Egypt and Israel limited the respective countries military forces to certain zones in the Sinai. The eastern strip of the Sinai (Egyptian territory which borders Israel) was restricted to the MFO and Egyptian Border Police only. With the signing of this agreement Egypt is now able to deploy a BGF of 750 soldiers with armoured vehicles and light weapons, into the border zone that parallels the Gaza Strip.

Unfortunately, the BGF had not fully deployed when the Israeli Defence Force (IDF) withdrew from the corridor between the Gaza Strip and the Egyptian border in mid-September. This left an open border over which up to 30,000 Palestinians and a number of Egyptians, illegally crossed the border in the following few days. This influx of people into Egypt brought a variety of groups with various agendas (not always peaceful) directly into the MFO AO.

This new situation combined with the August IED attack has led to large changes of the MFO’s Force Protection policy and procedures and our vehicle movements are now strictly controlled.

A few highlights stand out from my time. I was privileged to be one of two MFO liaison officers selected to attend the IDF International Liaison Officers’ Course. This two week course is designed to teach Major (E) and Lieutenant Colonel (E) the art of international liaison. It was for 22 personnel who came from 18 countries. Based in Tel Aviv, the course included field trips to the Golan Heights (UNDOF), Jordan, Jerusalem (UNTSO), Masada and the Dead Sea as well as a visit back to the MFO.

On the morning of the IDF withdrawal from the Gaza Strip, I happened to be close to one of the northern observation posts and drove back to North Camp down the border road approximately two hours after the IDF had departed the area. The sight of Palestinians climbing the border fence and entering this area for the first time in decades was certainly memorable. It was only when we saw the green masks and weapons of the Palestinian militant group Hamas that things started to get more interesting. ‘Don’t stop the vehicle!’

Finally, during the Israeli withdrawal I was required to step up from being the 2IC of the NZCMFO to Acting CO for a period of 4 weeks. This was a valuable professional challenge as I had to balance my usual Liaison commitments with the added responsibilities of command in a constantly changing environment. Due to the developing threat, I was required to make many decisions that directly affected the daily lives of the soldiers, sailors and airmen in the NZCMFO, such as requiring the wearing of body armour and the carrying of weapons.

In my previous operational experience I have served as a relatively independent UN Observer. For me, serving as part of a larger national contingent here in the MFO, has certainly been a career highlight.
The Multinational Force and Observers (MFO) is the organisation that monitors the peace treaty between Israel and Egypt, and works to prevent any treaty violations. An independent organisation, the MFO numbers about 2200 personnel, 600 of them civilians, from countries including the United States, New Zealand, Columbia, Fiji, Norway, Canada, France, Italy, Uruguay, Australia and Hungary. The MFO is based on two camps in the Sinai Peninsula and mans checkpoint and observation posts, and monitors any alleged violations. Observers keep their eye on the borders, especially near Gaza. Violations are investigated, and recommendations made to the MFO Director General, who decides on further courses of action.

North Camp, where most of the Kiwis are based, is at El Gorah and provides logistical and operational support for the Force and the 30 remote outposts scattered along the length of the peninsula next to the Israeli border and the Gulf of Aqaba. It is just 40km from Gaza, the strip of land from where 15,000 Jewish settlers recently withdrew after 38 years of occupation.

There are 26 New Zealanders in the MFO, comprising:
- the NZ Training and Advisory Team
- a Driving Section
- various staff and administrative positions including LWTR Nadia Leckie as Liaison Clerk
- the CO of the NZ Contingent Multinational Force and Observers (NZCMFO) also serves as the MFO Deputy Chief of Operations

The training group provide the formal driving and operational training for the MFO. They also provide senior personnel from contributing countries with skills to run remote outposts. Personnel come from their own countries with skills for their core tasks, and the Kiwis provide them with all licence testing, unit driver training courses, and specialist courses, as well as defensive driving. The high accident rate in the harsh Egyptian conditions was one of the reasons for the establishment of formal training for MFO members.

Eight NZDF drivers ferry huge Volvos in support of the Multinational Force and Observers. The drivers supply all the outposts with fresh water, pick up goods from Israel and deliver them to the two camps. CPL Michael Fraser, who oversees the driving team, says driving a left-hand drive vehicle on the right side of the road requires a lot of concentration at first.

Signs of past tensions in the nearby area are apparent, with Israeli tanks still patrolling the Gaza border, and various militant factions threatening each other. The suicide car bombing at the Red Sea resort of Sharm el-Shiekh in southern Sinai in late July killed 88 people, and on August 15 a roadside bomb exploded just south of the camp where the New Zealanders are based. In the latter incident a van driven by two Canadians was seriously damaged but there were no serious injuries.

LTCOL Dan Gawn says as tensions in the Middle East have heightened slightly, the threat level in the Sinai has recently increased.

“Our personnel are not immune to terrorist activities. We have certain movement restrictions in place, and we are always vigilant. We are constantly monitoring the regional and global situation to assess the potential impact on our personnel and operations.”
When the Navy commits 7 of our ships and three RAN ships, along with almost 500 sailors and two Naval Bands, for a week of commemorations, one cannot underestimate the significance of the event. The Navy and the public of Nelson’s name-sake town combined to honour his memory in a series of spectacular events. Compiled from reports by LT Vicki Rendall RNZN and with thanks to The Nelson Mail.

Nelson has embraced its past – the city’s Trafalgar 200 commemorations were in full swing on October 21-23, as hundreds of people took part in some of the biggest events the city has ever seen. Nelsonians turned out in their thousands to celebrate the 200th anniversary of the Battle of Trafalgar, the career highlight of their city’s great namesake. Organising committee chairman Alan Drummond said the Trafalgar 200 celebrations were the culmination of the three years of planning with military precision. The commemorations kicked off with:
• a Ball on Friday,
• a charter parade,
• the opening of the Nelson Provincial Museum,
• Beat Retreat ceremony and fireworks,
• a commemorative service at Christ Church Cathedral
• and the Seald Love Nelson Showcase.
Hailed a Success

About 700 people danced the hours away at the Trafalgar 200 ball. Nelson’s Mayor, Paul Matheson said the Ball was wonderful and the “superb” Royal New Zealand Navy Band had people dancing all night. “There was quite a good mixture of ages and everyone was having fun,” he said. “It was a good old-fashioned ball.”

Specially designed sails had images of Nelson, the city and the man, projected on one wall, while nautical creatures graced the other. Ball gowns, mess rig, 18th century attire and even a pirate or two interacted merrily on the dance floor during the fabulous evening. The RNZN Band was undoubtably one of the highlights (as declared by locals, not just Navy people!)

Nelson man Arion Polkinghorne, who performed a tribal dance at the ball, said the ball was one of the best evening events Nelson had held. “The people were really into the costumes we were wearing, although some people who didn’t see our show were wondering why we were dressed up as tribesmen,” Mr Polkinghorne laughed.

On Saturday, thousands of people gathered for the celebrations, which closed parts of central Nelson. They lined Trafalgar Street to watch dozens of “top of the South” Pipe and Brass Band members in full regalia parade through town in the Combined Pipers’ Parade.

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Following that parade, about 200 naval sailors, officers, Band members and Sea Cadets marched up Trafalgar Street in accordance with the Navy’s charter, which gives it the freedom of the city. The Royal New Zealand Navy Band led the sailors on the parade up Trafalgar St to the steps of Nelson’s Christ Church Cathedral at 10.30am.

LTCDR Frank Rands, the Events, Visits and Protocol officer for the RNZN, said the large parade was a huge event for the Navy and had been planned for nine months. The parade included Band members, a 50-man Guard and Colour Party, New Zealand and Australian naval platoons from visiting warships, and 40 Sea Cadets from Nelson’s TS TALISMAN and two Christchurch units, TS CORNWELL and TS STEADFAST.

LTCDR Rands said most of the Navy’s charters with towns allowed sailors from particular warships to march, but the charter with Nelson was with the whole Royal New Zealand Navy, which meant the company of any NZ naval ship could exercise their right to march. “Today the Navy exercised that right and marched through Nelson with bayonets fixed, swords drawn and drums beating.”

Following speeches by Prime Minister Helen Clark, the Maritime Component Commander, CDRE Jack Steer, and Nelson Mayor Paul Matheson, the crowd walked the 100m to the museum in Trafalgar Street - the charter parade’s pomp and ceremony was in sharp contrast to the spiritual opening for the museum.

TIMARU

With thanks to the Timaru Herald

It was an unusual sight - a New Zealand White Ensign flying above the seafarers’ monument in Timaru on 21 October to celebrate the bi-centenary of the Battle of Trafalgar. The White Ensign is normally only flown from commissioned Royal New Zealand Navy ships and establishments, but a dispensation was given for the special occasion. Permission was given for the Ensign to fly in Timaru from 8am until sunset and it was hoisted adjacent to the Seafarer’s Memorial by Timaru mayor Janie Annear with Ex-Royal Naval Men’s Association South Canterbury branch President Peter Hogg in front of a small group of dignitaries and former navalmen.

The previous weekend, KAHU and HINAU had berthed in Timaru (before heading to Nelson). During their weekend of rest and relaxation, members of the two IPCs’ companies supported the Ex-Royal Navalmen’s Association’s wreath laying and annual church service held at St Marys Church, to remember seafarers past. Naval personnel paraded the New Zealand White Ensign, and laid a wreath at the commemoration. Peter Hogg, President of the local Branch of the Ex-Royal Naval Men’s Association, said naval veterans, merchant sailors, officers and ratings from the RNZN patrol craft, Endeavour Sea Scouts and the Air Training Corp had taken part. “Our guests included CAPT Ross Smith MNZM, from the Joint Forces HQ in Wellington, Resident Naval Officer Rex Edwards, Timaru Mayor Janie Annear as well as guests from other ex-Services organisations.”
Prime Minister Clark opened Nelson’s new $5.6 million museum Pupuri Taonga o Te Tai Ao at noon. Hers was a fleeting visit before she left New Zealand for Papua New Guinea and the Solomon Islands [to attend the South Pacific Forum meeting]. The opening featured an address by the Maori Queen, Te Arikinui Dame Te Atairangikaahu. Prime Minister Clark said the new facility would be an asset for the region and the museum’s 1.4 million artefacts.

A 36-person Guard of Honour and the RNZN Band conducted a formal Beat Retreat ceremony at the Nelson Yacht Club on Saturday evening - to symbolise the end of the day’s fighting and the setting of the night sentries. With Nelson’s waterfront closed to cars, a significant crowd gathered to observe the ceremony - the firing of the cannon, the Sunset party and to enjoy the Navy Band’s skills once again. Crowds thronged the waterfront for the fireworks display. Mayor Paul Matheson said there was a good feeling around the town so far for the commemorations, and the Trafalgar 200 Grand Finale and fireworks on Wakefield Quay were “spectacular”.

On Sunday, hundreds of people packed Nelson’s Christ Church Cathedral for a commemorative service, which featured a reading by Lord Nelson’s great-great-great-great grandson, John Tribe, music by the RNZN Band and a specially-composed choral piece, ‘In Days To Come’, written by John Wells and sung by the Nelson Cathedral Choir.

Afterwards the crowds flocked to the town centre for the Sealord Love Nelson Showcase, organised by the Nelson City Council, Nelson Bays Arts Marketing and Uniquely Nelson. Dozens of stallholders showcased the region’s finest wares - including ceramics, paintings, furniture, wine, food and fashion, while local musicians and performers entertained the crowds. Arts Marketing chief executive Martin Rodgers said the event was so successful it could become an annual event.

Sport: As a distraction from ceremonial, the sporting prowess of the RNZN was also tested over the week with challenges laid down in touch rugby, softball, and vol-
THE BAND’S ITINERARY.

Saturday 15
Flag raising ceremony at Collingwood

Sunday 16
Afternoon picnic concert in Tahunanui Park

Monday 17
Motueka College and Auckland Point Primary school concerts

Tuesday 18
Nayland College and Nelson Central Primary school concerts

Wednesday 19
Waimea College concert and workshop

Thursday 20
Evening concert at the Nelson RSA

Friday 21
Parade rehearsals during day and the Trafalgar Ball in the evening

Saturday 22
Charter Parade during day and Beat Retreat in the evening

Sunday 23
Trafalgar 200 Commemorative Church Service at Nelson Cathedral
The Navy Band has returned to DNB after its tour of Nelson in support of the bicentenary celebrations of Trafalgar – a Charter Parade, flag raising ceremonies and Beat Retreat. The Band also performed at many Primary and High schools as well as community centres around the Nelson Bays area.

The highlight of the tour was the ball held at the Trafalgar Centre. The Jazz trio kicked off the evening, followed by sets from the Big Band and Concert Band with the Rock band seeing out the night to the delight of the guests. We would especially like to thank LWTR Quanita Taurua for her vocal talents singing “Beautiful” and “Killing Me Softly With This Song” at the ball. Quanita has a wonderful voice and it’s always a pleasure having her sing with us.

Thousands of locals and tourists lined the streets of Nelson on Saturday 22 October for a glimpse of the Band, Guard and combined platoons from the RNZN and RAN Ships. The Charter Parade was held at the steps to Nelson Cathedral. In attendance was Lord Nelson himself – Justin Keeling portraying the Vice Admiral for the week’s festivities.

On the Sunday the Band provided music for the Trafalgar 200 Commemorative Church service held at the Cathedral. AMUS William Stoneham, one of our talented Buglers, performed alongside the Choir and Organ to perform “In Days to Come” – A festive anthem specially commissioned for the Trafalgar 200 celebrations and performed for the first time that morning.

A detachment of the Royal Australian Navy Band also performed at the celebrations. A free public concert was held in Nelson’s city centre on Thursday, featuring the RNZN Rock Band and the RAN Band. The Australian band also performed at a concert at the Nelson RSA and marched in the Charter Parade.

Warm, sunny weather and the friendly hospitality extended to us by the Nelson people made for an enjoyable and rewarding tour. It was fantastic to see the community getting behind the spirit of the celebrations and supporting all the many events that took place.

leyball – it’s debatable whether trans-Tasman rivalry or naval pride against local competitors was the stronger!

Looking back at the week’s events, Nelson’s Mayor said, ‘The big naval presence throughout the weekend was a coup for Nelson,’ and both the New Zealand and Australian sailors had told him they were impressed by the hospitality they had received. The budget had tripled from an anticipated $50,000 when the idea was first conceived, but Mr Matheson said the events had been worth the time and money involved. “The whole programme was designed for public involvement, not just for a small group of people, and I think it really did embrace everyone.”

Organising committee chairman Alan Drummond said he “could not have been more delighted” with the commemorations. “It was a celebration of Nelson, where we are and what fantastic people we have. Everything I have heard has been a plus, I haven’t heard any minuses.”

PHOTOS: Rebecca Kellecher, RNZAF Base Woodbourne
By LT Emma Gibbs and Darcy Topp RNZN

Over the past month TE KAHA has been involved in two exercises, LION ZEAL a bilateral exercise with the RSN and BERSAMA LIMA which is a FPDA exercise involving five nations.

Exercise LION ZEAL was a bilateral exercises between RNZN and the RSN, held with the aim of strengthening the relationship and to enhance mutual cooperation and understanding between our two navies. This year the exercise was hosted in Singapore. It provided opportunities for the interaction and exchange of professional views between the personnel from both navies through visits, presentations, discussions and an at-sea exercise. This annual exercise is still developing, reflecting the strengthening ties between the two nations.

Malaysia hosted this year’s Exercise BERSAMA LIMA 05. BLO5 participants - members of the Five Power Defence Arrangements – aimed to prove the ability of each member nation to operate with regional partners for the defence of the Malaysian Peninsula and Singapore. TE KAHA was placed in charge of Surface Action Group (SAG) 2, which included ships from Australia, Singapore, Malaysia and was part of Blue Force. The way the exercise ran this year was in the way of serialized programme for the first 7 days.

The fleet anchored off Pulau Tioman for a sports day where the Perth Cup, the inter-nation sports trophy, was contested. New Zealand has earned such a strong reputation in the contest, holding the trophy almost continually for the last 20 years, that the format was changed this year to see it contested between the Blue and Red task forces - to allow the other nations a chance to share in the trophy. The revised format saw the RNZN only able to field 16 players for the competition, however all our personnel acquitted themselves very well and played a pivotal role in the Blue Force victory on the day. It was noted at the presentation ceremony where the Commander of Red Force (CO HMAS ADELAIDE) presented the cup to the Commander of Blue Force (CO HMS YORK) that it was the first time either nation had handled the Perth Cup in nearly a decade!

The next week followed a more free-play programme with Red Forces attempting to conduct a simulated invasion of the Malaysian Peninsula and Blue Force tasked to stop them reaching...
their goals. Blue forces successfully demonstrated the interoperability of the FPDA nations and dealt Red Forces a resounding defeat. The climax of the free play phase saw a mass air strike on the force with over 40 strike aircraft involved. Once the exercise was completed TE KAHA proceeded to Kuantan for closing ceremonies and exercise debriefs, prior to proceeding to Port Klang the gateway port for Kuala Lumpur and the next phase of the deployment.

PORT KLANG & KUALA LUMPUR
Berthed at the Star Cruises Wharf Terminal we all looked forward to the sights and sounds that Kuala Lumpur had to offer us. But first we had an important cocktail party to host. On the other side of the wharf was HMAS CANBERRA and we had arranged to co-host the party with them. After a huge effort from members of both ship’s companies we were ready to receive our guests who included the New Zealand and Australian High Commissioners. All our guests were impressed with the set-up on board and certainly enjoyed the food provided by both ships – including lamb nibbles from NZ and kangaroo kebabs from Australia. The definite highlight was again our Cultural Group who introduced all our Malaysian guests to aspects of New Zealand’s culture.

The next day was the first chance for many of our company to get out and explore the city and we all took the opportunity. It is an hour on the train to the centre of KL and then we had to decide what part to explore first. Chinatown was the first stop off for many and they found streets full of vendors, hawkers (everything a genuine copy!) and stalls full of interesting foods. The streets are a shoppers haven by day, then transform to a bustling scene of open-air restaurants by night.

The other big attraction in KL was the Petronas Towers, which dominate the skyline for miles around. They are the largest buildings in the world and have featured in at least one major Hollywood movie. We unfortunately were unable to get up the top of building, but the alternative distraction was the large shopping mall at the base of the towers.

We all enjoyed our time in KL, with many taking advantage of the cheap hotel rooms to have a short break off the ship. While we were sad to leave Asia, we then looked forward to our time off Australia’s west coast. We were meant to sail in company with CANBERRA from SE Asia to Fleet Base West, but engineering problems that occurred in the Malacca Straits forced us to go into Singapore for two days. CANBERRA carried on and we subsequently sailed south alone. We got a shock as the temperature dropped with each nautical mile steamed, long trousers came out of storage and our deodorant began to last longer!

After an 11 day maintenance period in HMAS STIRLING (FBW) we sailed over night for Fremantle before heading out to sea for ASWEX (Anti-Submarine Warfare Exercise) operating with a couple of RAN subs. ASWEX lasts two weeks and is keeping our team pretty busy.

DID YOU KNOW?
The Damage Control School is now called the Sea Safety Training Squadron
The New Entry School is now called the Ratings’ Initial Training Squadron

HMNZSENDEAVOUR & HMNZSRESOLUTION
Celebrating the spirit of CAPT Cook, ENDEAVOUR & RESOLUTION anchored in Ship Cove, Marlborough Sounds on 16 October.
THE SRU MOBILE SUPPORT TEAM

SUPPORTING THE FLEET

By WOMT(P) Steve Bradley, Deputy
Ship Repair Unit Officer (DSRO)

Ship Repair Unit was given the
call (via signal) to provide as-
sistance to TE KAHA during
her operational visit and Self
Maintenance Period in Singapore
during September. An SMP would normally
require the ship’s company themselves
to undertake essential maintenance
alongside to ready the ship’s systems
for her next operational period at sea.
But in view of the GAP change over, the
relatively small crew in an Anzac-class
frigate and the set of international exer-
cises following, a team of uniform and
civilian staff from SRU and Kauri Point
were selected to go, along with the Fleet
Diesel Inspector, a Dockyard Technician
and a Work-specification writing team
of three.

The concept of the Mobile Repair
Team can be likened to a rugby game
where the coach brings on key players
to go hard for a short period during the
game to achieve the desired result. We
achieve this by bringing a small group
of focused personal of the correct ranks
and trades to become an extension of
the ship’s engineering department, but
are able to work independently in sup-
port of them. The ship’s staff show the
team the problem, isolate and tag out
the system concerned and leave the re-
pair to the team. We in turn work on the
plant, sometimes with the assistance of
local contractors - who may keep some
very unusual hours - to rectify the prob-
lems found. TE KAHA worked a tropical
routine (0700 – 1300) whilst the SRU
team worked 0800 until the last contrac-
tor had left or the work was complete (it
was never before 1600!)

The team were to assist the ship’s
staff in rectifying several Operational
Defects (OPDEFS) including an annoy-
ing coolant leak on one of the ship’s
diesel engines and several pipe failures
throughout the ship, along with planned
time-based maintenance. The Spec
team were to assist the ship’s staff in
writing the work package for her regular
maintenance period coming up in the
New Year. This then allows the ship’s
staff to take part in organised events
such as a combined navies sports day,
departmental team building exercises,
and (one day) the Multi Stage Fitness
Test with the rest of the ship’s company
under the direction of the ship’s PTI.

Berthed at Sembawang Wharf in the
former ‘Naval Stores Basin’ the period
alongside included the change-out of
nearly a third of her company (54 person-
nel) due to the GAP training initiative, de-
signed to increase ship-borne training in
preparation for ‘Ready Day One’ and the new PROTECTOR Vessels. Our team’s arrival allowed some ship’s staff to clear leave and, this time, the remainder could also farewell their trainees and welcome the Gap replacements with intensive familiarisation sessions.

The team packed and despatched several boxes of special tools and spare parts in preparation for the work.

- The downpours, accompanied by some frightening lightning strikes, made our ‘Gun buster’ Nigel McKenzie’s job quite difficult, pulling down the CWIS for cleaning, greasing and recalibrating, but when he was washed from the upper deck he assisted the team below.
- Our resident odd-job man Victor Weeks did everything from running the house kitty, so that hot breakfasts and cold beer (not at the same time, I might add) were available, to assisting the ship’s staff install a replacement radar operating system. Vic was even seen dangling from a crane bucket cleaning the ship’s aerials!
- The FDL, CPOMT Elliot Kendrick and VTF Tradesman Tim Plummer concentrated on repairing the main engine leak.
- Team Alpha, POMT ‘JJ’ Lloyd and LMT Kane Ritchie worked on pipe replacement and rectifying the defects found on both of the ship’s Rigid Hull Inflatable Boats.

It was a challenging but fulfilling time. Working in the heat and humidity of Singapore is one thing but knowing that any system that you pull down must be reconstructed and fully operational within a set timeframe really puts the pressure on! Fortunately Singapore’s ship support industry is well used to these pressures and our contractors Shoreside Marine provided immense support, from supplying the correct cleaning fluid so that we could make an effective repair on a very sad looking Evac tank, to manufacturing complex lengths of galvanised pipe work, after measuring it in place and only taking away some little bits of bent wire! Remarkably everything fitted and no leaks were found.

We were also very fortunate to have the use of the very well-stocked workshop facility operated by the RAN and we also enjoyed a close association with the RN, who actually own and operate the wharves and dockside services. Our team returned to NZ tired but satisfied. TE KAHA had one or two less maintenance worries than before and some of her technical staff had enjoyed a well-earned break.

The RNZN Movements Office (as ever, quietly efficient) got the team to Singapore. There we were housed in a three bedroom ex-married quarter, which the staff of NZDSU (a small very helpful tri-Service and local civilian team headed by CDR ‘Dex’ Finderup) had rearranged to house 12 personnel. This made for just two bathrooms and toilets! In fact the accommodation really is very good and ideally positioned close to the Sembawang wharves.

The work taken on by the Mobile Repair Team was varied, time consuming and, in some cases, rather unsavoury.
- The cleaning and repair of the aft sewage treatment plant, at times left the old ‘Chippy’ CPOMT Dave Allen and his unfortunate sidekick LMT ‘Babbs’ McFarlane covered from head to foot with some very rancid liquids (particularly bad smelling with an average ambient temperature of 35ºC). Fortunately at this time of the year Singapore is prone to sudden impressive downpours, which allowed Dave and Babbs to rinse off before messing up the changing room!
Golden Bay secondary school students have received a glimpse at what life in the Navy is like. The Royal New Zealand Navy’s survey ship, HMNZS RESOLUTION, anchored off Tarakohe in Golden Bay on Monday. The ship stopped off on its way to Port Nelson for the Trafalgar 200 commemorations. A group of students interested in the navy were given a full tour of the ship and had the chance to talk to the crew about their jobs. The trip involved a 10-minute boat ride, before having to climb a rope ladder up the side of the ship.

Collingwood Area School student Byron Hull, 15, said the ship was completely different to what he thought it would be like. “It’s completely changed my idea about the navy. I thought there would be more guns, and I was expecting them to sleep in hammocks.”

Golden Bay High School teacher Karen Savage said it was an exciting opportunity for the students. “It was marvellous for the students, several of whom have expressed an interest in joining the forces.”

Meanwhile the Commanding Officer of the ship, CDR Dave Mundy, visited his former school, Riwaka Primary School. He said he was visiting to share his life experiences with students. “I haven’t been here since I left the school. I still remember it so well.” The ship is one of 10 vessels taking part in the Trafalgar 200 commemorations making their way to Port Nelson.

A G L I M P S E  O F  A  L I F E  AT  S E A

© The Nelson Mail, October 18th

During our time in DSRA, TE MANA’s PTI’s organised an exped to Kawhia for our company. The exped was run through a civilian company, WaiKawhia Trak ‘n’ Paddle.

Every 3 days, a group of eight travelled down to Kawhia, a small township built around an estuarine harbour, located 60 km south of Raglan on the North Island’s west coast. Almost completely unspoilt by large commercial companies, Kawhia appeared as a typical beachside holiday spot with baches and takeaway shops that seem to open some days but not others (without any fixed order!). The whole area was also inhabited by many wild goats and as it was spring there were plenty of baby kids; some females upon seeing them made high pitched sounds leaving one male to comment ‘that sound really cuts through me’!

The Exped covered tramping, team-building exercises, a mountain bike ride and kayaking.

The first challenge for all who ventured away on the exped was to remain reasonably clean during the tramp. The tramp was a 3-4 hour hike though a mixture of farmland and native bush, and including a walk through a natural tunnel inhabited by glow worms (the tunnel had been carved out by an underground river over the last few thousand years).

Back at the hut, where we were to stay the night, we dried out over a welcome hot drink, before once again heading out - this time only up the road a few hundred metres. But this challenge was to climb a 6-metre pole that was being held up only by our colleagues! That evening in the hut, which really is miles from anywhere, our guides produced an excellent home-style cooked meal, the centrepiece of which was roasted wild pig. Most groups then spent the evening around the campfire spinning salty dits.

The night’s sleep was reasonably comfortable - the 28 km bike ride the following morning was not. The ride covered a mixture of gruelling ‘ups’, mediocre flats and exhilarating ‘downs’. Due to the tides, some groups were unable to complete the full bike ride, however...
By MID Sam Turner RNZN

For the last three weeks, TE MANA has been in the Calliope Drydock, naked for the all world to see from keel to mast. While docked, TE MANA has been undergoing several major and many minor machinery repairs and enhancements.

Minor repairs and maintenance included:
- painting decks, bulkheads and deck heads
- rust removal
- getting various ship fittings back to a near-new state.

All this made a hive of activity onboard.

It has been a regular occurrence to see parts of machinery in passageways and on the flight deck ready to be taken ashore for work. Many pieces were so obscure and rarely-seen that our ship’s company wondered where all the parts had came from!

TE MANA’s “big ticket” maintenance was a major overhaul of her generators and main engines. Contract workers have been pulling the Port Propulsion Diesel Engine to pieces, with large parts of it taken ashore to be worked on. At one stage the entire upper half of the engine was missing.

Below the waterline both shafts have been removed and taken to Kawerau to inspected and given a spruce up. With the shafts removed it was also been an opportunity to have the ‘A’ bracket inners replaced. It’s been a strange feeling to walk onto a ship with no propellers.

For the seaman it has been a long overdue chance to have the anchors removed for cleaning, painting and to confirm that the cables are the correct length. The capstans also received their share of maintenance. The exercise also provided the opportunity for the Navigator to partake in the time-honoured tradition of checking the cables were secured to the Deck-clench, thereby hopefully allowing him to never suffer the rather embarrassing position of watching the anchor and all its cable disappear over the side having not been properly attached to the ship.

We remained in Calliope Dock until late October, then we moved back to the DNB wharves in order to place the finishing touches on TE MANA before the ship sails in late November for Sea Acceptance Trials.

For those of us who did the full journey we suspect the real excuse was the hills at the end of the ride. After the bike ride we were kayaking on the Kawhia Harbour estuary. The kayak was a good change for our legs and we passed by and under some interesting rock formations.

Of course the best part of kayaking was to pull up on a small island to have a hot milo and biscuit in the sun before heading back to the hut and civilisation.

Everyone who went on the exped came back with many positive comments and well refreshed after a few days away from the ‘office’!
The gathering of 10 New Zealand and Australian naval vessels is believed to be the biggest in Nelson. About 450 sailors and officers from the three Australian and seven New Zealand warships took part in the Trafalgar 200 celebrations. The fleet was comprised of Anzac-class frigate HMAS STUART, fleet tanker HMNZS ENDEAVOUR, survey ship HMNZS RESOLUTION, Australian minesweepers YARRA and HAWKESBURY along with New Zealand Inshore Patrol Craft KAHU, WAKAKURA, MOA, KIWI and HINAU.

Honorary Naval Officer for Nelson, LTCDR Cathy Knight, said she hoped the visiting sailors also had time for some rest and relaxation. “For port security reasons, and because the crew on the ships would be busy, the ships were not be open to the public.”

Port Nelson shipping services manager John Westbrooke said the two largest vessels, STUART and ENDEAVOUR, took up all of Kingsford Quay, while other ships were double-berthed at McGlashen Quay and most of the Inshore Patrol Craft docked at the coastal berth. Mr Westbrooke said the port had been able to cater for them because it received plenty of warning about their arrival and some shipping clients had helped out, where possible, by scheduling vessels away from Nelson for the week.

Among the vessels is an Australian frigate, HMAS STUART. The STUART’s armament includes an automatic rapid fire gun, a vertical launch Sea Sparrow anti-air missile system and .50 calibre machine guns. Despite all the technology, the frigate’s crew still uses tactical signalling with flags, just like navies would have in the day of English Admiral Lord Nelson.
### NOVEMBER COMBAT FORCES

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### NAVAL SUPPORT FORCES

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### HYDROGRAPHIC SURVEY FORCES

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### DIVING AND MCM FORCES

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### OPERATIONAL DIVING TEAM

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<th>LTCDR D K Turner RNZN</th>
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### DECEMBER VISITING SHIPS

**HMAS HUON & DIAMANTINA**

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On 4 November, the Chief of Navy opened ‘Arawa Lodge’ the new RNZN Motels located in the The Circle, Brentwood, Taupo. CN explained that the complex is named for the canoe which carried the first tribes to the area. In addition, each unit after one of the four mountains of the region: Tongariro, Ruapehu, Ngauruhoe and Pihanga.

The ceremony took place in mid-afternoon with the Mayor of Taupo, Clayton Stent, and LTCDR J V Smith the Honorary Naval officer for Taupo, among the guests. Arawa Lodge is already fully booked for the summer holiday period, but there are still some vacancies for February and March.

OFFICIAL OPENING OF NAVY MOTELS IN TAUPO

Contact for Motel and Boat Bookings:
CPOMT(P) Johnny Townsend is the Motel and Amenities Manager
Ph 09 445 5131 (DETELN 397-7131) or check the NavyWeb.

New Boat

The Base Welfare Fund has now purchased a second Surtees 5.5m Workmate Boat. The boat comes with a folding Bimini-style roof with clear side curtains, a foldaway rear seat with squab, V-bunks and two folding seats. For the fishermen, there is a bait station with rod holders in the boat. The new boat has a 90hp EFI Four-Stroke Mercury Outboard with a 4hp Four-Stroke Mercury Auxiliary motor. We still have the manual propulsion system as a final backup when all else fails!

For safety, we will supply a flare and smoke kit, a Dolphin torch, a Fire Extinguisher, VHF Radio and Lifejackets.

The cost to hire the boat is $60 per day with a $50 bond, fuel tanks full on return and $20 per hour of motor running time (but the first hour is free).

Eg: one day with 3hrs with motor running: (Bond $50)  
Boat day hire $60  
3 hours running time $40  
Fuel $50 (approx)  
Total $200  
Total after bond returned $150
The Central Fund Trustees have recently signed a conditional contract for the development of four 3-bedroom units in May Street, Mt Maunganui. Building will commence late January 06, with possession expected Jul/Aug 06.

These units will be centrally located within a few minutes walking distance to the beaches, swimming pool, shops and local facilities. Each unit will have three bedrooms, two bathrooms (including a bath) and a double garage. Fittings have yet to be finalised but as a minimum, expect a dishwasher, heating, TV, Video, DVD, Microwave, and sleeping capacity for six with surge capacity to eight.

**Ballot Periods**

During Easter and Christmas holidays occupation of all units is determined by ballot. The ballot period this summer runs from Fri 23 Dec to Fri 20 Jan and units are allocated on a weekly basis from Friday-Friday. Applications for ballots close approximately six weeks prior to the period and will be accepted at any time. (The Christmas ballot closed on 31 October; the Ballot for Easter will close on 3 March.) Priority for tenancy will be given to Cat “1” personnel first then down through to “2” etc. All ballot applicants are informed of results in writing and payment for any occupation must be made at least 14 days prior to commencement of ballot period.

**Non-ballot Periods**

Applications will be accepted from Cat “1” pers for up to 12 months in advance but Cat 2,3 and 4 personnel will only be able to book one month in advance.

**Can you use the motels?**

**Category 1:**
RF personnel (including spouse or partner), Navy civilians, RNZNVR (with at least 5 years VR service), and Foreign Service personnel serving with the RNZN.
$50.00 per night

**Category 2:**
Ex RF/Ex-Navy civilians (providing they have served 5 years). Note: This also includes VTFitzroy staff who were previously employed by the RNZN.
$55.00 per night

**Category 3:**
Army & Air RF, NZDF civilians (excluding Navy civilians who are Cat 1), Police, Fire (subject to agreement), and AFCC staff who are employed at Naval establishments.
$60.00 per night

**Category 4:**
People sponsored by Category 1 personnel.
$65.00 per night

**THE FISHING HUT AT DUCHESS POOL, TURANGI,**

is administered by the Motels and Amenities Office, HMNZS PHILOMEL, and is available to all RNZN personnel, their friends and family, former RNZN personnel, RNZNVR personnel, other Defence personnel and emergency service personnel. While the facilities are fairly basic - no shower and a bucket chemical toilet - the hut is ideal for a ‘get away from all experience’. Mostly keen fishing types utilize the hut during the season (from May to October).
EMPLOYEE ASSISTANCE FOR CIVILIANS

Confidential counselling for NZDF civilian employees who have personal problems that may affect their work is now available through an independent organisation. Issues ranging from relationship difficulties and financial stress, to workplace conflict and job dissatisfaction can all affect an employee’s work performance, says Human Resources advisor (health and safety) Tony Clark.

A counselling organisation known as Seed has been contracted by the NZDF since 1 July this year to provide an Employee Assistance Programme (EAP) which is completely confidential and available either through self-referral or through an employee’s manager, says Tony. There are various signs of deteriorating workplace performance, and if managers recognise sustained problems in their civilian staff, it may be appropriate to encourage the staff member to get in touch with the EAP, or for the manager to ask for help from one of the two Seed programme managers.

The EAP also provides a critical incident service, which can be initiated by a manager following an incident which could interfere with an employee’s ability to cope at the time or later. Such an incident could include, for example, a work accident causing death or serious injury, violence against an employee, or the death or suicide of a family member.

“The NZDF realises the importance of every employee’s well-being. If someone has a problem it may affect their performance at work, which may possible flow on to their colleagues. Personal problems are often behind regular absenteeism and work accidents. People generally perform better at their job if they can resolve any issues that may be distracting them.”

Seed was formerly known as Workplace Support Central, and has been providing workplace programmes for more than 30 years. It focuses on helping people achieve a safe, healthy and productive work environment. It is a non-profit organisation, and has a nationwide network of onsite support staff, counsellors, mediators, and critical response teams made up of experienced professionals who are accountable to both a code of practice and a code of ethics.

Richard Sawrey, National Relationship Manager for SEED has been invited to talk on the counselling support available, how to access this support, professional counsellors on board and the critical incident response support. Information sessions for civilians and their managers have been arranged in venues for their convenience. You are encouraged to attend these sessions; further sessions may be arranged depending on interest.

NEW HR ADVISORS FOR HQNZDF

By Judith Martin

Three new human resources advisors with a mix of public, private and retail sector experience are now available to provide civilian HR advice in HQ NZDF.

Margaret Hosking, ext.7756

- Civilian staff in Naval Staff, Development, Resources, Personnel, Atlas, and in Strategic Commitments and Intelligence.
- Donna Ransom, ext.7752
- Civilians in Army General Staff, Audit, Public Relations, Legal, the Library, and Facilities Management.
- Phillippa Campbell, ext 7753,
- Civilians in Air Staff, CIS and JISA.

“Each member of the team is responsible for a particular group of civilians, and overall our aim is to assist line managers to be first port of call on their staffing and HR issues. Margaret, Donna and Phillippa have a variety of professional HR qualifications and backgrounds, and as a team they are working towards empowering managers to deal with their own HR issues. Our new HR advisors have brought industry innovative ideas and best practices to the team which can only benefit defence,” says senior HR advisor Graeme Dickinson.
LEADERSHIP CONFERENCE

Massey University, in conjunction with the Army’s Military Studies Institute and Victoria University, will host a conference in Palmerston North during 24-25 November, entitled “Leadership in Complex Environments”.

- Opening Address Professor J. Kinnear - Massey University Vice Chancellor
- NZ in the International Environment - The Hon Phil Goff, Minister of Defence
- A Public Sector Perspective Mr Mark Prebble - State Services Commissioner
- Leading New Zealanders Sir Wilson Whineray, KNZM, OBE
- The NZDF Perspective Air Marshal Bruce Ferguson OBE, AFC - CDF New Zealand
- A Psychological Perspective Professor Adrian Furnham - University College, London
- An ANZAC Perspective General (Rtd) Peter Cosgrove AC, MC - Former CDF Australia
- A Non-Military Perspective Professor Keith Grint - Director, Lancaster Leadership Centre
- A Coalition Perspective Major General Andrew Leslie, OMM, MSC, MSM, CD (Canadian Forces)
- A Multi-dimensional Perspective Dr Farah Palmer (Former NZ Women’s Rugby captain)
- The Extraordinary Leader Dr Joe Folkman - President, Zenger-Folkman
- Closing Address Major General J. Mateparae - Chief of Army, New Zealand

Further information:
MAJ Lindsay Amner at MSI in Trentham, lindsay.amner@nzdf.mil.nz
or at http://defence.massey.ac.nz/

INTERNATIONAL CONGRESS OF MARITIME MUSEUMS

The RNZN co-hosted the XII International Congress of Maritime Museums with the National Maritime Museum (NMM) in Auckland over the period 7-11 November. The Naval Museum and NMM produced a joint exhibition entitled ‘Snapshots’ to coincide with the Congress. The Chief of Navy hosted a Cocktail Party including a Beat Retreat ceremony at the PHILOMEL Wardroom, while HMNZS RESOLUTION provided an ‘On the Water Experience’ for members of the Congress on the Friday of the conference.
All serving and ex-serving military and civilian personnel, families and friends are welcome to attend the RNZN Family Carol Service held in the Naval Memorial Chapel of St Christopher, HMNZ Naval Base, Devonport.

Come along and sing all your favourite carols and be entertained by the children of the Navy Day Care. The Service will be followed by morning tea.

Enquiries to the Chaplaincy Centre Ph (09) 445 5325

TATTOO TEAM
The RNZN Recruiters and the Volunteer Reserve personnel attended the Tauranga Military Tattoo in October to spread the word about life in the Navy and opportunities with the Tauranga Port Division of the RNZNVR: (l to r) SLT Andrew Wilson, ENS Garth Mathieson, LMT Colin Fairhurst (driver of the Mobile Display Unit) AWTR Kelly Clark, WOEWI Roger Sheehan (Naval Recruiter Tauranga) and OSC Karen Woodcraft.

SUDAN-BOUND
LTCDR Joe Mills of HMNZS NGAPONA is also a Detective Sergeant in the police, based in Auckland city. But he is now far from the sea and far from big city life, as part of the NZDF contingent with the UN mission in the Sudan.

GALAXY OF STARS
CN took part in the International Seapower Symposium at Newport, Rhode Island, during September. Chiefs of Navies, or their representatives, from around the world attended this important event. CN is seated at far right, third row from front.
Family, mountain biking, kayaking and tramping help LT CDR Brett Fotheringham relax from his demanding job helping keep the $4.6B Defence Sustainability Initiative (DSI) Programme on course.

“As DSI Programme Officer, in Navy terms the XO, it’s my job to manage the delivery of support and activities essential for the successful implementation of the DSI. It’s a demanding job that’s extremely satisfying as the Programme is the single biggest funding project ever for the Defence Force.

“I enjoy working here; the challenge we have is to look forward and to guide the long-term nature of our business. The toughest part of this job is changing mindsets. Operationally we have done a fine job and are well-recognised for it, but corporately we have fallen short of the mark. Improvement is needed and recognition of this is an issue. Because we do some things well doesn’t mean we’re good at everything.

“The DSI will allow strategic and financial planning to better meet the long-term needs of the NZDF. I also like working with the range of different people, including civilians and contractors, who fill key roles in the DSI Programme.”

“I was interested in roles that included a policy/financial/planning focus. A secondment to Treasury provided these with the added interest and challenge of working in a key, central agency of Government. The people were motivated, clever and hard-working and dealt with key issues for the conduct of Government and the shaping of New Zealand.

“I was surprised how knowledgeable they were about military issues and they took a great interest in them. I was able to provide another perspective on defence issues, requirements and culture. It was a challenging 22 months. I came from there to the DSI.”

LTCDR Fotheringham was born in Christchurch, educated and Burnside High School and spent a year at Canterbury University before joining the Navy and finishing his Bachelor of Science Degree at Auckland University. He is married with four children.

The Auckland War Memorial Museum recently saw the opening of an exhibition of photographs by LTCR Karl Woodhead, depicting his perspective of Afghanistan whilst he was deployed there. The exhibition, entitled “Peace in Afghanistan”, is open to the public in the Auckland Museum’s Pictorial Gallery until 11 December.
Earlier this year, a small contingent from the Royal Navy visited the Naval Adventure Training Centre at PHILOMEL for sail training with the RNZN in their three 40ft Chico sail training craft. Under the umbrella of the Royal Naval Sailing Association, a dozen or so serving personnel were drawn from all walks of RN life to take part in a combined activity with their counterparts in the RNZN. They included personnel drawn from frontline Surface Ships, Air and Submarine Arms of the RN; males and females; Engineers, Warfare and Logistics branches and from all serving ranks and rates, ranging from Captain to Able Rate, with specific emphasis on including as many inexperienced sailors and junior personnel as possible.

The aim was simply to develop teamwork skills through adventure sail training while also getting to know our service peers in one of our most highly regarded allied navies. After all, it seemed to me, our operational focus at the front line draws the RN and RNZN into the same theatres, so what better way could be than making an early start in and around Auckland Harbour. At the possible risk of stating the obvious, it was a monster success at every level, and most of it down to the phenomenal support and welcome by the RNZN, all by kind permission of DCN and CAPT Clive Holmes, the CO of PHILOMEL.

Even 12,000 miles away, most Brits associate Auckland with sailing, even if they’ve never seen a shackle pin in their lives before. The legacy of Sir Peter Blake, the America’s Cup challenge and some of the world-leading yacht construction skills that have supported the likes of Dame Ellen Macarthur (recently vested by our First Sea Lord as an honorary LTCDR in the RN Reserves, incidentally) have all played their part in making Auckland something of a ‘Mecca’ for sailors in an undeniably beautiful part of the world.

But this visit had less to do with
excellence in yachting and rather more to do with adding focus on sailing for the younger element of the RN and, perhaps equally importantly, their line managers; all who returned from this visit have repaid their absence with tangible benefits in all manner of teamwork skills that enhance their competence at work. Many of the group had scarcely sailed before, while others were experienced enthusiasts, yet all benefited from working in close quarters in small groups with a common aim.

Exercise ‘New Zealand Venture 2005’ was deliberately timed to coincide with the annual Auckland to Tauranga coastal yacht race (aka ‘The Ultimate Coastal Challenge Race’). But amid 60 or so keen yacht racing crews, this activity had one significant difference: the crew-members had never previously sailed together, let alone raced as worked-up crews. Indeed, they only met for the first time at the Heathrow check-in desk for Air New Zealand Flight 1!

Many had only limited sailing experience so the first challenge was to work out who could do what in a yacht and to organise crews between the 3 yachts. In a public forum such as a major Coastal Classic yacht race, the reputations of the RN and RNZN were about to be at stake! Crews were formed from each of the RN and RNZN were about to be at stake! Crews were formed from each of the RN and RNZN were about to be at stake! Journey home was somewhat slower with the wind mainly from ahead. The yachts were thoroughly despatched with first one, then the other boat surging ahead momentarily.

Chasing each other in a neck-and-neck sprint, the yachts surfed down a long swell towards the finish line, with only feet separating the boats at times. Moonlight occasionally broke the pitch darkness, to catch the boats on the boats at times. Moonlight occasionally broke the pitch darkness, to catch the boats on the

The workup phase allowed us all to find out who was best at what and to get used to equipment and drills while a limited amount of crew-swapping was allowed with the 3rd yacht until 48 hours to go. This led into a series of short, yet extremely competitive races at close quarters in the harbour, the final outcome of which was equal points for both RN and RNZN. The ‘coalition’ yacht – skippered by the NATC Chief Sailing In-

“Moonlight broke the darkness, to catch the RNZN white spinnakers and paint a memorable scene as both teams sought the advantage by constant trimming and adjusting of sails.”

structor, CPOHST Lindsay Turvey - trailed by a narrow margin after equipment failure caused early retirement from one of the races.

Setting off for Tauranga amid a mêlée at the Royal NZ Yacht Squadron starting line under the bridge, the fleet split at Rangitoto Island with local knowledge a vital factor in determining whether tides and wind-shifts would favour one route or another. All 3 Chicos went the same way! Crossing the Hauraki Gulf in a stiffening NE breeze and squally showers, the yachts rounded the Coromandel peninsula at dusk as the forecast gale set in with a substantial Pacific swell. The Coromandel coastline is steep, rocky and poorly lit, which made navigation rather challenging, while yachts vying for the lead had little means of distinguishing one boat from another. After passage of around 120 miles with heavy following seas and gale force winds, a brief break in the clouds saw two of the Chicos within a matter of yards from each other.

Sailing was reported to have risen in popularity to become the favourite form of adventure training activity. The role of the RNNSA is to encourage and promote sailing among RN personnel, so we intend to do all that we can to keep it that way! Some sailing activities are arguably rather purist and can be somewhat individualistic, but there are many aspects of adventure sail training that reap a real ‘spin-off’ to service life, such as this combined activity in New Zealand. It has been a real jewel in the crown of sailing opportunities sponsored by the RNNSA, and has done a great deal to promote awareness to a much wider circle than merely those who were lucky enough to be selected.

The mood of those who visited the NATC was of a palpable sense of privilege and of having been made to feel incredibly welcome from the first moment that we arrived. For most of my career, various factors have made it very difficult to visit NZ in our ships, yet equally throughout my career I have trained alongside RNZN counterparts at every level in all skill areas. To join each other on the water in this way has been the most natural thing in the world and among the most enjoyable experiences of our lives. Without the truly proactive help of Mick White and his team at the NATC, as well as a whole range of people too numerous to list it would not have been nearly so successful.

Of course, having sailed to Tauranga in almost record time, the journey homeward was a little slower with the wind mainly from ahead. Crews were swapped around in the interests of getting to know people better, as the yachts visited Whitianga, followed by Great Barrier Island and Tiritiri Matangi. It was a spectacular opportunity to observe at first hand the marine and shore wildlife amid stunning scenery. It was also a chance for individuals to practice all aspects of sailing and navigation, with both UK and NZ now working to identify qualification frameworks at national level in the world of sailing.

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are so grateful to them for their energy and support, and I feel optimistic about the scope for similar activities in future, perhaps on a biennial basis. Meanwhile, we can only envy our RNZN colleagues with such amazing opportunities on their doorstep and 3 first class yachts tugging at their moorings.

There is now a ship’s decanter in the new offices of PHILOMEL’s CO – it was, of course, presented ‘full’ – to remind CAPT Holmes and successive RNZN Captains of the final results of the ‘friendly’ competition; a win to the RN by a single point. Just maybe that could provide adequate incentive for an invitation for a re-run at some later date; we’ll have to wait and see! Meanwhile, some of the RNZN personnel over here in UK on exchange or under training have been joining the RNsA, particularly on the Solent and at Cowes.

The RNsA simply loves having you over here!

DEVONPORT–RUSSELL, COASTAL CLASSIC - OCTOBER 2005

By LTCDR Kelvin Wishart RNZN

ight from the pre-race brief it was clear that this year’s Coastal Classic was going to be a record-breaking event. Winds were forecast to start around 30 knots and build to gusts of 50 knots or more. The only consolation was that they were to be from astern – a sure bet for a fast ride over the 119 nm course from the Devonport Wharf to Russell in the Bay of Islands. Despite the worst of the weather passing through early, a yacht went on to capsize, others would suffer broken masts, torn sails or damaged rigging and many more would withdraw - of the 232 yachts that started, 189 finished.

The RNZN Sailing Club entered three yachts this year; two of our STCs, MANGA II and MAKO II and CPO Lindsay Turvey’s own yacht BLUE HERON sailed 2-handed. Both our Chicos had mixed crews of different ranks and trades (including civilian staff) with experienced sailors through to novices. Although BLUE HERON was in a different handicap division all three yachts finished within 45 minutes of each other. Usually we would have been content to merely race amongst ourselves but after a new PHRF rating and with the prevailing conditions the STC’s now stood a competitive chance against the rest of the fleet.

One of the most exciting moments came from clocking over 12 knots in a Chico, surfing down the waves while heading straight along the rhumb line – an intricate mix of slight helm adjustments, constant working of the spinnaker sheet and frequent dumping of the main to prevent us rounding up on each gust. Suddenly the spinnaker halyard parted, the kite was flat on the water and our speed dropped rapidly as we sailed on bare headed. The team on the rail quickly sprang into action to recover the undamaged spinnaker and set the jib. It was then required to send the bowman, ACH Pete Kidson, up the mast to run a makeshift halyard - not an easy task with 20 to 30 knots of wind and a yacht still very much in racing mode! The decision to drop our kite would be made for us twice again, and Pete would see the top of the mast three times before the finish of the race.

The final Division 4 results had MANGA II third on handicap and forth on line (a new STC record of 15 hours 10 minutes) while MAKO II finished sixteenth on both line and handicap. KONICA MINOLTA set a new monohull race record of 8 hours 29 minutes, breaking the record held by PRIMO since 1996. After prizegiving and an enjoyable break in Russell the yachts headed home in glorious sunshine and fair winds, conducting sail training and cruising between stops in Tutakaka and Kawau Island.

The RNZN Sailing Club has been rapidly growing in strength in the last few months thanks to the strong partnership with the NATC. Both groups are focused on the building of core mariner skills while having fun and this year’s Coastal Classic adventure was a great start for the sailing season. Well done to all crews for a safe and effective display of seamanship and teamwork, it was very evident that everyone had a good time and that this was one of the best Coastal Classics yet.

If you wish to know more about sail training or joining the RNZN Sailing Club contact the NATC Manager, Michael Sharpe (397-7412) or the RNZNSC Commodore, LTCDR Kelvin Wishart.

The Navy Adventure Training Centre will be conducting a three-day, Basic Sailing Course on a Navy Chico 40 Sail Training Craft during 22-24 November 2005.
By LWTR Kim Jeffries

This year it was great to have an abundance of players to choose from, as most ships tend to be away at the wrong time. We also had some tall people in the team instead of just the resident ‘shorties’. Day One was practice day and started with a loss to Army and a win against Air Force.

Day Two – Groundhog day – a win against Air Force and a loss to Army. Although the scores were the same, the team ‘upped’ their performance and produced a great game. OCO Ngatoro was on fire with her hitting and ACO Reedy used her height to great advantage, nothing was getting past her.

Day Three saw the semis and finals. We had to play off against Air Force to make the final and we beat them 2-0. The final was an outstanding game and we were unlucky not to take Army to a tie-breaker set. The whole team worked together and gave Army a real scare. Final score 3-1 to Army.

We may have started with a lot of inexperienced players, but the improvement was noticeable and I congratulate them all. A mention must go to the ‘skins’ of the team for their fine half-time show.

By LCH Wayne Mitchell

This year’s men’s team was a mix of young and old, with the veteran members among us bring a wealth of experience and knowledge to a quite unseasoned team. Day One saw the first of our round-robin games. First up, and we lost narrowly to Army. That game showed we needed to improve before facing our fiercest competitors – the Air Force. They tested our defence, but once again we lost.

Day Two and we were focussed on stepping it up a notch. First up again was Army - our objective was to block a few of their big hitters. We started well, but lost quite a few points in a row, with the Army taking the win. Next up was Air Force - we knew with good defence and also backing up our attacks, then we could beat them; however our attack wasn’t quite enough...we lost. This put us in last place but we still had one final chance if we could beat the Air Force in the semi-finals. Sadly we couldn’t pull off another win.

In the final, a fired-up Army team took on the experienced Air Force side, and gave them a run for their money, but the Air Force came out on top for yet another year.

Well done to CPOPTI Ray Climo and GSH Lynda Edwards for another excellent tournament. The NZDF teams were selected that night: congratulations to the Navy reps: LT Casey Macmillan and ASCS John Tatana in the Men’s team. LET Annalesh Smith, AWTR Miria Paul, ACO Stacey Reedy, ACO Phillipa Kingi and OCO Vair Ngatoro in the Women’s team.

The sporting events incorporated into the Trafalgar celebrations in Nelson showed HMNZS ENDEAVOUR’s team to be too much competition on the Touch field for the other ships in Nelson. ENDEAVOUR was first in their pool when the try tally was counted, after winning 5-2 against HMAS STUART and a draw against RESOLUTION. However the real challenge was the final, and like all games against the Aussies the rivalry was huge. It was a well-fought game from both teams, however ENDEAVOUR played well and national pride was maintained with ENDEAVOUR winning 5-4.

The Tournament Trophies were awarded: RNZAF Te Rapa Cup – Awarded to winners of the men’s competition: AIR FORCE Andrew Smith Memorial Trophy – Awarded to MVP Men: LT Eric Swale (Army) Police Volleyball Cup – Awarded to winners of the women’s competition: ARMY Tournament MVP (Women) – OCO Vair Ngatoro (Navy)

Inter-Service Touch will be hosted by RNZAF Ohakea 23–27 January 06. Nominations for Coach, Manager and Referees, as well as names for those available for selection, to CPOPTI Climo this month please.
The championships were held at Turoa ski field on Mt Ruapehu in mid-October:

- Inter-Ship Skiing Team Champions: RNZNCT
- Open Men’s Individual Ski Champion: CPOWT Dornbusch
- Open Men’s Individual Ski Runner Up: CPOWT McMichael
- Open Woman’s Individual Ski Champion: ASTD White
- Inter-Ship Snow Boarding Team Champions: TE MANA
- Men’s Open Individual Board Champion: AWT Atkinson
- Men’s Open Individual Board Runner Up: ENS Philips

Well done to all those who participated and helped to make this a very successful event. Thanks also to all our sponsors - RNZN Alpine and Ski Club Inc, AFCC Philomel, Jo McAlpine, Snow & Water Ski (Barry’s Point Rd), Ballistics (Barry’s Point Rd), Junction Ski Shop (Ohakune) and Station Lodge Rentals (Ohakune).

ANNUAL WE BRANCH REUNION - JUGEX 03
Friday 2 December 2005, Senior Ratings Fleet Mess HMNZS PHILOMEL
For information and tickets ($20 each) contact: WOET Mike Dench
WE SCHOOL, MWTC Building HMNZS PHILOMEL
Phone (09) 445 5908; Fax (09) 445 5632
Email: mike.dench@nzdf.mil.nz

STEAM EX 2005
Friday 9th December, 1800 - 2359
All serving and ex-RNZN (and VR) Engineers, S/R and Officers are welcome.
$20 per person
Point of contact: WOMT(P) Muir
MES ext 7365
grant.muir@nzdf.mil.nz

REGULATING BRANCH REUNION 2006
To be held at Ngataringa Bay Sports Complex Queen’s Birthday Weekend, 2-4 June, 2006.
For registration /enquiries please contact:
Tom Tupe
85 Plateau Heights
Mount Maunganui
07-5749033
email. t.m.tupe@xtra.co.nz

HICKLETON & SANTON REUNION
(Confrontation 1965/66)
We include the Support Team in this reunion, Auckland, 01 July 2006.
Gerry Wright
8 Rowan Road
Epsom, Auckland
(09) 624.3969
e-mail gerrywright@xtra.co.nz

UNIVERSITY OF CANTERBURY - HMNZS CANTERBURY Scholarship
One scholarship of $10,000 towards domestic tuition fees, and course-related costs or living expenses. Closing Date 31 Jan 2006
Contact: Adrian Carpinter, Scholarships Supervisor: scholarships@canterbury.co.nz

HUEY OLD BOYS
Saturday 24 June 2006
Celebrating 40 years of UH-1H operations
Contact: gregory.jane@nzdf.mil.nz

NAVY SPORTSPERSON OF THE YEAR AWARDS, 2005
The SPOY awards will take place at Ngataringa Sports Complex on 14 Dec 05; nominations to WOPOTI Simpkins (FSPO) by 25 Nov 05. Because of printing dates, NT will report the SPOY Awards in our February issue next year.

CALLING ALL WHO SERVED IN THE WELLINGTON (F69) - AN OPPORTUNITY TO RECORD YOUR SERVICE
The Wellington Central Rotary Club is purchasing a propeller from the frigate, the former HMNZS WELLINGTON, to be mounted in the new Waitangi Park (behind Te Papa Museum in Wellington) with a plaque acknowledging the history of the propeller. As a fundraiser for the purchase of the propeller, the Rotary Club is calling all who served in the F69 and offering the chance to record your name and service on an engraved plaque adjacent to the propeller. Expressions of interest to:
Richard Spence.
Email: wncentralrotary@yahoo.co.nz
Post: Richard Spence, F69 Project, PO Box 10338, Wellington.
Please include your name, years served in the F69 and full contact details and Richard will be in touch.
At this stage the propeller is currently housed off-site, awaiting cleaning and polishing by Rotarians. It is expected that the project is likely to come to fruition between April and June 2006. Over the coming months we aim hope to provide more updates on our Club’s progress with the cleaning, mounting and display of this iconic piece of NZ naval history.
The Sea Cadet Association of New Zealand (SCANZ) - the civilian support organisation for the Sea Cadet Corps - wishes to appoint a suitably qualified person to the position of Boats Officer. The Sea Cadets operate upwards of 100 boats of all types in 18 units throughout New Zealand. The Boats Officer will be jointly responsible to the Commandant Cadet Forces and the SCANZ Executive Committee for the planning and supervision of all boats-related matters including building new boats, maintenance and all boating and safety equipment. In addition, the Boats Officer will be expected to develop and maintain working relationships with boating suppliers and maintenance facilities throughout the country.

The appointee will be person with a wide practical experience of the operation and maintenance of small boats including sailboats, power boats and kayaks.

This position is voluntary but operating expenses associated with the Boats Officer’s duties will be reimbursed. The Boats Officer may be a commissioned NZCF officer, however the appointment of a suitably qualified civilian will also be considered.

Expressions of interest to the SCANZ Secretary at PO Box 6198 Te Aro Wellington Ph (04) 498 6664 or at stuart.duff@nzdf.mil.nz

The sailors’ prayer had specific meaning for the crew of the Lyttelton-based steel yacht JANETTE GAY, which was rolled and damaged and lost its liferaft, in 14m seas during a storm 800km north of the Chatham Islands. The NZ Rescue Coordination Centre tasked nearby merchant ships for the rescue. Guided by the RNZAF Orions, MAUNUKA made the first rescue attempt on 10 October, but because of the high seas and the ship’s heavy rolling, they could not safely lift the yacht’s crew off.

No 5 Sqn RNZAF flew three sorties during the SAR (9-11 October) each of 11-12 hours duration. The P-3K was used as a command, control and communications platform between the yacht (which had an emergency locator beacon on board) the rescue ships and the National Rescue Coordination Centre. On the 10th Kiwi Rescue 152 also dropped “Lindholme” rescue packs, which consist of two equipment containers and a liferaft container linked together by floating rope.

Another merchant ship, the 45,000-tonne container ship ENCOUNTER, was able to pick up the sailors on the 11th, by which time the seas had dropped to about 2 metres (SS 2) and the wind to 15 knots. Subsequently ENCOUNTER closed the Chatham Islands until it was in range for the Lifeflight Trust rescue helicopter which winched the injured yachtsmen off for medivac ashore.

“Thy sea is so great & my ship is so small”
The 5000-tonne merchant ship MAUNAKEA, seen on 10 October from 'Kiwi Rescue 152,' an RNZAF P-3K Orion. NZ2/2006: Wind 250ºT, 50kts (90 km/hr) sea swell southwest 7 - 10 m, Sea State 6 plus. More on pg. 47. Photo: RNZAF