SEA SURVIVAL
MRV LAUNCHED
HMS NEW ZEALAND
AMUS Craig Rhodes arrives on board TE MANA during the preparations for the welcome of two Heads of State.
[See page 18]
Photo: Jane Reilly, RNZN Photo Unit.
Last month the ship that will eventually become the Multi-Role Vessel was launched in the Netherlands.

This was an important indication of the real progress that is being made in delivering the seven new ships to the Navy during 2007.

It also provides a useful ‘way point’ to reflect about what the new ships mean for the Navy. I know that we have all been thinking about them for some time. For many of us, though, they have sort of sat as a shadow in the background.

This reflects the reality that sometimes we have to concentrate so hard on dealing with the myriad of pebbles and rocks immediately in front of us – and that may cause us to trip over - that we don’t take the chance to raise our eyes to the horizon to see what opportunities lie out ahead of us.

So, from time to time we should take a pause and look beyond the ‘important but mundane’ to the ‘new and exciting.’

The Multi-Role Vessel – or MRV – certainly falls into the category of ‘the new and exciting’.

It provides us for the first time with an effective capability with which to deploy the Army overseas and land them ashore – either onto a wharf or across the beach. In ‘contractual’ terms this capability is called ‘tactical sealift’ – in ‘doctrinal’ terms it is more appropriately defined as an ‘amphibious’ capability.

The amphibious skill set is one that the Navy – and Army – will need to develop from a low knowledge base. We have had these sorts of challenges before and they are a characteristic of what in October this year will be our 65-year history.

The introduction of the LEANDERs and helicopter operations, the support and use of computer based command and control systems with the purchase of SOUTHLAND, the introduction into service of ENDEAVOUR and the development of a mine warfare capability are a few of many, many examples that I have seen during my time.

The MRV also gives us the ability to provide a platform from which operations in the ‘littoral’ and on the shore can be supported – by the embarked helicopters and the two landing craft. Additionally, it can act as an ‘accommodation’ and R & R facility for personnel involved in land operations.

‘But there’s more’.

The MRV will enable us to provide really effective support to ‘humanitarian relief’ operations in New Zealand, the South Pacific – and further afield. Furthermore, we will be able to maritime patrol and response tasks in support of other government agencies around our EEZ, into the southern oceans and up into the Pacific – and it will provide a good ‘mobile classroom’ for our trainees.

The MRV will enable us to carry out new tasks and to re-engage in old ones.

Together with ENDEAVOUR, the MRV gives the Navy a real ability to support from the sea both maritime and land operations.

We will be releasing the exciting potential of the MRV during a time of high organisational tempo.

We have to keep the current fleet at sea, move ahead with the initiatives we have started in the personnel, training and fleet support areas. We have to get ourselves ready to get the new ships to sea and we have to make sure that we position the Volunteer Reserve for the future. Importantly, too, we have to make a substantial contribution across the Defence Force.

We deal with these challenges every day – and it takes a huge effort and contribution from everyone in the Navy.

I know that in some parts of the Navy, people are particularly busy – and for some parts they will get even busier as the new ships transition from hunks of steel to our ships – transformed by our Sailors into ships that can do worthwhile things.

The situation some of our people are in is a bit like that of a runner in a marathon, finding after the race has started that they have in their shoe a very small but very irritating pebble. There are two basic options in this situation – grit your teeth and put up with the pain – or stop and remove the pebble from the shoe.

In the vast majority of cases, the best thing for us to do is stop – and remove the irritation.

There are three important reasons that make this the right thing for us to do.

First, we are not in a marathon – we are in a relay and so we will only succeed if we can work as a team – each of us making our contribution to a successful outcome.

Second, the important race we are now in is to take delivery of seven new ships and get them to sea. We don’t have the option of deciding to pull out of the race and save ourselves for another day. This is the big race – and we have to finish it.

Finally, while this is the race to finish, there’s sure be another waiting ‘around the corner’.

So we need to make sure that we aren’t so exhausted from this race that our racing days are over.

The Governor General has approved the following appointments to take effect on 1 May 2006.

MAJ GEN Jerry Mateparae as Chief of Defence Force.

MAJ GEN Lou Gardiner as Chief of Army.

AIR CDRE Graeme Lintott as Chief of Air Force.

RA David Ledson, appointment as CN has been extended to April 2009.
On Sunday 5 February, POCSS Rob Hewitt went missing at sea. Three days later at 1600 on 8 February he was found by two naval colleagues in misty, rainy conditions, 4-500m northeast of Mana Island, near the entrance to Porirua Harbour. Missing at sea for three days! Plucked from the water, Rob Hewitt told his rescuers: “I’ve been swimming all the time.”

Police Senior Sergeant Bruce Johnson told reporters that Mr Hewitt had been diving off a charter boat on 5 February and had gone down with a dive buddy. But the buddy had come out of the water because he was having problems with his ears and returned to the boat. “Robert came up with him and then went back down on his own unfortunately. Before he went back down, he told the dive buddy that he would make his way to the shore, only 200 metres away. We’re not talking a big distance or particularly deep water but there are some pretty unpredictable tides and rips.”

Dive boat skipper Aaron Skinner who was in charge of Sunday’s recreational dive, told reporters that he could not understand how Mr Hewitt had not been immediately found. He waited the appropriate time for Mr Hewitt to surface and then immediately raised the alarm. “I just can’t understand how we missed him because we did a huge search ourselves. We had other boats involved within half an hour; the helicopter was up within 40 minutes.”

POCSS Hewitt’s disappearance on Sunday afternoon sparked a massive search with the Westpac rescue helicopter and Kapiti Air Patrol joined by up to eight boats. Searchers also scoured a large area off the Kapiti and Porirua coast. Those on foot searched Mana Island in case POCSS Hewitt had come ashore.

On Monday, 6 February, a six-man police dive squad checked the sea floor around the area where he was last seen and the aerial search was widened. By the evening of the 7th, Search and Rescue had covered 132 nautical square miles. A shoreline search was also completed along sections of the Porirua coastline. The air search was called off that evening, but a team of eight Navy divers was brought in.

It was two of the Operational Diving Team, searching from a RIB, who spotted a black wetsuit hood floating in the water north-east of Mana Island. Maritime police SGT John Bryant said they recognised it as a Navy diver’s hood, so continued on the same course. About 10 minutes later, they spotted Hewitt swimming away from Mana Island, 4-500m offshore. Disoriented and dehydrated, Rob Hewitt had removed his hood and wetsuit top while in the water. He was immediately recovered from the water, wrapped in blankets and told to lie down to ward off hypothermia.

He was wearing only the bottom of his navy-issue divesuit, and said he had eaten crayfish and kina (sea urchin eggs) he had caught to stay alive. Search and Rescue Senior Sergeant Johnson said Mr Hewitt was suffering from sunburn, hypothermia and severe dehydration when found, but he was alert and “talked nonstop”. Mr Hewitt had said that during his 75 hours in the water he was at times hallucinating. Police and Navy rescuers praised Mr Hewitt, saying his Defence Force training, and spiritual and mental strength had helped
him survive the ordeal. “This defies survivability – it’s bloody awesome,” Mr Johnson said.

After being transferred aboard the police launch LADY ELIZABETH III, Mr Hewitt was able to speak by phone to his overjoyed fiancee who was waiting at the Mana Cruising Club with one of their 3 children. Once ashore, Rob gave a thumbs-up sign to cheering and sobbing family members as he was put into a waiting ambulance to be taken to Wellington Hospital to begin his recovery from dehydration and sunburn.

“It was the love of my fiancee and family that got me through,” Mr Hewitt said in a statement issued from hospital, “and the knowledge that I have gained from the Navy allowed me to adapt to the different conditions. Appropriate karakia (prayer) to Tangaroa (Maori god of the sea) and to all the friends and well-wishers out there,” he said. He also thanked Tangaroa for “bringing me home”.

The Navy’s Operational Diving Team, which hauled POCSS Hewitt from the sea after his 75-hour ordeal off the Kapiti coast, has been besieged with messages of relief and delight from friends and colleagues. “They have all been saying ‘thank you’ for bringing him back to us,” said WODR Brian Kino, second in command of the 19-member specialist team. Rob Hewitt’s rescue has confounded experienced divers, with the head of the Navy diving squad saying it was “absolutely unheard of” in his 30-year experience. LTCDR David Turner said it was a double boon as most search and rescue operations his unit were involved in ended with the recovery of dead bodies. The previous week, the team had searched all night in vain for a man who disappeared in the Manukau Harbour after rescuing his 10-year-old son from being stuck in a tidal mudflat. The team’s duties range from sea searches to clearing mines and supporting New Zealand’s counter-terrorism force as a bomb disposal unit.

Members have to retain an advanced level of physical fitness needed to dive to depths of up to 90m, and must pass a gruelling test every six months. This includes running, chin-lifts, curls, press-ups and swimming 400m in 8½ minutes. They initially undergo 19 weeks of dive training before undertaking intense courses such as medicine and explosives disposal. It is a tight unit, rich in camaraderie, with the motto “Courage, strength and loyalty”. The esprit de corps is such that some members have the team’s protective Maori symbol He Tekoteko tattooed on their bodies.

Stephen Chiswell, oceanographer at National Institute of Water and Atmospheric Research, has studied the currents and winds in the area at the time of the search. POCSS Hewitt thought winds and ocean currents had swept him north, before drawing him back to Mana. “When you’re suffering from hypothermia and have been in the water a long time, you’re likely to get very disoriented.” Dr Chiswell explained.

Dr Chiswell said the winds in the area at the time were closer to 3 or 4 knots but would have been slightly stronger on the water. He told The Weekend Herald he believed there were two alternative scenarios:

- that Mr Hewitt was sucked into Porirua Harbour, which Dr Chiswell said was where he would have expected the tides and winds to have swept him.
- the second was that Mr Hewitt was swept north to Paekakariki, about 18km.

“Based on the oceanography, he would have been more likely not to go very far. The tides could take him five or so kilometres. But when I looked at the actual tides, they should have been taking him south at the beginning, but he said he was in a rip going north.”

- Subsequently, marine bacterial infections of POCSS Hewitt’s Achilles tendons required him to go into hospital again.

It was CPODRs Lyle Cairns and Buzz Tomoana, personal friends of POCSS Hewitt, who spotted him floating in a cove near the spot he went missing. The Navy divers, who were searching a cove at the northern point of the island using an inflatable boat, found the hood of Mr Hewitt’s divesuit first, before spotting the man himself in the water, about 300m from shore.

Members have to retain an advanced level of physical fitness needed to dive to depths of up to 90m, and must pass a gruelling test every six months. This includes running, chin-lifts, curls, press-ups and swimming 400m in 8½ minutes. They initially undergo 19 weeks of dive training before undertaking intense courses such as medicine and explosives disposal. It is a tight unit, rich in camaraderie, with the motto “Courage, strength and loyalty”. The esprit de corps is such that some members have the team’s protective Maori symbol He Tekoteko tattooed on their bodies.
All personnel joining the Navy are required to do a Basic Sea Survival Course (BSSC). This course covers the use of all the lifesaving equipment used in the RNZN, as well as various techniques to help you survive in the water. Also covered in the BSSC is the Attributes To Survive. These include:

- Knowledge & Skills gained during Sea Survival training
- Experience - being put in a situation like this before will make you better prepared, you know what to expect.
- Will to Survive - The most important point of all. It is up to the individual to make the decision to try and fight to stay alive, each person’s will to survive is as important as any piece of life saving equipment.
- Ingenuity - A person’s ability to think outside the square particularly when it comes to improvising, ie using the hood of your jacket to catch rain for fresh water.
- Availability of Equipment.
- Training - The more realistic the training the better prepared you will be.
- Aggressiveness - Making an effort to help yourself, whether it be making a decision to swim 200m to get to a liferaft, or continuing to make the effort to stay afloat.

The Sea Survival school does not go into great depth about the physiological factors relating to Sea Survival, like sunburn or dehydration. We explain what has happened to survivors in real situations and how we can improve our chances of survival. We touch on the effects of having little or no water or food, but we focus more on the points above (will to survive etc). Following the BSSC, the next course you would do in the Navy is a Sea Survival Refresher Course (SSRC). These courses are done annually by Ships Company to keep themselves familiar with equipment held on board. This is usually a half-day course and is done once a year or when there is a major crew change.

The last course we offer is the Advanced Sea Survival Course (ASSC). This course covers everything the BSSC does as well as wet and dry winching from a helo, and spending a night in a life raft. The ASSC is given to all PO promotion courses as well as to Junior Officer courses. With these people being classed as senior personnel on board ships, they get to experience what it is like to spend a night out at sea, in a life raft, with no food or water. The experience gained from doing this is invaluable if a real life situation ever occurs.

About 800 personnel go through the Sea Survival school each year. If there were a real emergency onboard an RNZN ship, then the training received through these courses should be enough to help them survive. Each individual will respond differently when faced with adversity and survival will come down to all the attributes as mentioned above, particularly the Will to Survive.

The HELP position is an acronym for Heat Escape Lessening Position (H.E.L.P) as the name suggests it helps you keep warm. It doubles the time you can stay in water and conserves heat by up to 50%.
Our new Multi Role Vessel was launched on Saturday 11 February at the Merwede shipyard in Rotterdam. The Merwede shipyard in Rotterdam is building the MRV under contract to Tenix Defence Ltd, which has the contract to build seven ships for the Royal New Zealand Navy under Project Protector.

Secretary of Defence Graham Fortune and the DCN, CDRE Jack Steer attended the launch. Defence Minister Phil Goff had also visited the Rotterdam shipyard a few days before the launch, and he said the speed with which the MRV was being built was impressive, with work having been contracted to four other shipyards in Rotterdam. “As result, the MRV is being built at an average of 20 tonnes per day and five months later it is ready for launch – on schedule and within budget.”

The MRV’s superstructure was fitted as one complete block the day after the launch. In July, once the ship’s basic sea trials have been undertaken by Merwede, the contractor will sail the MRV to Melbourne, to be fitted with armaments and military communications systems. Final trials will then be conducted before the planned handover at the end of the year.

Mr Goff said initial reports from rigorous tank testing conducted late last year showed that the MRV fully met its sea-keeping requirements. “It is designed to be fully operational in harsher conditions than the weather that keeps the Cook Strait ferries in port. Obviously not sailing due to inclement weather is not an option when you are patrolling seas where there is no shelter.”

The MRV will have a maximum speed of 19 knots, and be capable of transporting the Army’s Light Armoured Vehicles and Light Operational Vehicles, as well as 250 troops, one Seasprite and four NH90 helicopters. Tactical sealift means the ship must be able to disembark its cargo (up to a Company Group of troops and equipment) without access to port facilities. A typical company group load might consist of 16 Light Armoured Vehicles, 14 Light Operational Vehicles (Pinzgausers), 7 Unimogs, 2 ambulances, 2 flat bed trucks, 7 LOV trailers, 2 Rough Terrain Fork Lifts and four 4WD vehicles in addition to up to 33 containers.

Vehicles and equipment are embarked by either the stern or side ramp or can be craned onboard using two 60 tonne cranes through large hatches in the flight deck. Disembarkation is either by the ramps or crane or, if there are no suitable port facilities, onto a beach using the two landing craft.

Key dates for the MRV

| April 2005 | Steel cut |
| 6 Sep 2005 | Keel laid (first module placed on slipway) |
| 11 Feb 2006 | Launch |
| July 2006 | Departs Rotterdam for Melbourne |
| Sept-Dec 2006 | Final fit-out |
| Dec 2006 | Acceptance by Ministry of Defence |
| Jan-Feb 2007 | Commissioned into RNZN service |
The two Landing Craft (Medium) are being built by Zwijnenburg in Rotterdam (which has also constructed some of the MRV modules). The landing craft will be 23 metres long, 6.4 m beam, 59 tonnes all up weight, and capable of carrying 50 tonnes of cargo (eg: two LAVs) at 9 knots up to 250 miles.

The 9000-tonne MRV is the first of seven ships being built under Project Protector. Defence Minister Phil Goff said all seven of the Project Protector ships would make an important contribution to New Zealand’s security and economic interests, as well increasing our capacity to assist in disaster relief in the Pacific. “They will be operated by the Navy but they will undertake work for a range of government departments as part of a multi-agency approach to protecting our borders.”

One design issue that is particularly noteworthy is that these ships will be built to commercial standards and follow the International Maritime Organisation’s rules and regulations. This may not mean much to the average sailor, but I am sure that when you get onboard and start operating these ships, the difference between a warship and a Protector ship will be realised.

A good example of the differences is the amount of Damage Control Equipment carried on board commercially-designed and “only SOLAS compliant” vessels. For example, in accordance with the SOLAS regulations, the IPVs only need to carry a small range of medical and damage control items. However, noting the

**DESIGN ISSUES AND KEEPING WITHIN THE BUDGET**

By LTCDR Steve Gibson, ILS Manager

During the last 16 months the project team has realised the ramifications of a number of design issues, and the In-Service implications for the RNZN. Project Protector ships will be fitted with a range of new equipment and therefore the RNZN will receive a large number of new Maintenance Plans and a range of unique spare parts. The commercial approach to the build of the ships and the associated impact on the maintenance and support philosophies will have a very real impact on the RNZN.
operational context of these vessels, there may be a requirement to provide assistance to vessels in distress; it is for this reason that the RNZN will bring and install a larger number and wider range of certain types of loose equipment (known generally as Equipage). It is a challenge to locate sufficient stowages in these vessels in order to meet the full operational requirements.

Most commercial vessels are generally only employed on direct routes and spend little time in port – a function of the fact that ‘you only build a ship if you can make money out of the venture.’ Of course the government and Navy have a different motivation. Our Protector vessels will be required to carry out a range of operational roles that are different from commercial vessels. For this reason we have been busy assessing those items that the contractor is not required to install and those items that the RNZN would likely wish to carry. We need to be fully mindful of the Government’s original intent for the Project, particularly the multi-agency approach to the capability requirements and the operation of these valuable assets by a range of users. Thus we cannot start changing the requirements (‘scope creep’) in order to satisfy various interest groups’ or individual’s whims. We need to strike a balance between the IMO and SOLAS regulations and the RNZN’s traditional requirements. The implications of changing design specifications now, are greater costs and possible delays in production. It is for this reason that the Project Team needs to monitor and assess changing or evolving requirements very closely and the entire team needs to be aware of the budgetary constraints that have been imposed. Ultimately, we support the Project Director in his capacity as having overall responsibility for delivering the Protector ships on time, within scope and budget.

It is therefore no surprise that it is a real challenge to provide the best possible solution within the budget that has been laid down. I predict that there will be many very pleasant surprises, but also some disappointments as not everybody’s expectations will be met due perhaps to a lack of understanding of the background to the capability requirements. It should also be noted that the timeframe for this project is very short compared to the ANZAC Frigate project. This short timeframe is mitigated somewhat by the lack of both warship survivability requirements and complicated combat and weapon systems, that result in simpler design and construction processes.

As you can imagine, during the life of this project a number of important lessons have been learned. The Project Team maintains a Lessons Learned Database, which is regularly updated; this database should be a valuable input document for any future capability acquisition projects.

To summarise: the Project Team needs to ensure that the RNZN is delivered the whole capability that the government requires within a capped budget. This whole capability is much more than just the physical ships. There are training, maintenance plans, books of reference, documents and a raft of technical data that is required to support the ships.

We continue to work closely with all involved and ensure that we take a holistic approach to the design reviews, the production of the vessels and their eventual acceptance. This involves working closely with the Prime Contractor to facilitate a better understanding of our requirements and provide meaningful feedback during the review of Deliverables and the Verification and Acceptance process. This ensures the best outcome for Navy and that it receives the very best and most capable ships within the budget, in order to carry out the important roles that the New Zealand Government has directed to be undertaken for a range of agencies and departments.
Project Protector is the responsibility of the MoD during the acquisition phase (from contract award until delivery of the all vessels) and until individual ships have been accepted and handed over to the RNZN. The MoD’s responsibility continues until closure of the project in 2008. The project is the responsibility of the Ministry of Defence Acquisitions Division.

The Project Director, Gary Collier (former CDRE, RNZN) is based in Wellington. His team consists of:

**The core project team at Tenix’s facility in Williamstown, Melbourne:**
- Project Manager, Gordon Hall,
- Engineering Manager, CDR Giles Rinckes,
- Capability Introduction into Service Manager, CDR Dave Gibbs
- Integrated Logistics Support Manager, LTCDR Stephen Gibson
- Project Director’s Representative for the OPV and the Assistant Engineering Manager, LTCDR Jeremy Miller
- Verification and Acceptance Manager, LT John Deere.
- Deputy ILS Manager and Administration Officer, LT Dave Pritchard
- Site Inspector, CPOMT(P) Simon Albrighton

**In Rotterdam in The Netherlands:**
- Project Director’s Representative for the MRV, LTCDR Tim Cosgrove

Gary Collier explains that “This is one of the most complex projects Defence has undertaken. Not so much because of the complexity of the ships but due to the fact that there are three classes of ship (four if the LCMs are included) being built at the same time in three different countries. Added to these management challenges is the number of organisations involved - these include: several New Zealand government agencies, Tenix, Merwede, the New Zealand Defence Force, the RNZN, the NZ Army, the Flag State Authority (a separate entity established for this project that has responsibility for regulatory and compliance aspects), Lloyd’s Register of Shipping, Lloyds of Rotterdam, Lloyds of London and the MoD”.

The Project Director believes that these new ships will provide a significant enhancement to New Zealand’s maritime capabilities. “The project is an exciting time for the Navy, which is very much looking forward to operating these vessels in a range of roles for a number of stakeholders” says Mr Collier. “Overall, the project is within budget and on schedule and the delivery dates are expected to be met. Tenix is committed to delivering quality vessels and we are confident this will be the outcome”.

Northland Companies Prosper from Protector Contracts

*By WOMT Steve Bradley*

Tenix has developed a programme to maximise the amount of NZ industry involvement in the project. The target is NZ$110M; currently, the value of orders placed with 15 NZ companies so far amounts to NZ$70M. Several Northland engineering companies in the Whangarei area have won sub-contracts from Tenix; the Project Director for Project Protector, Gary Collier, and his Tenix counterpart, Mr Les Craig, visited Tenix Shipbuilding NZ Ltd late last year and also visited the Whangarei companies involved.

- The Donovan Group receives steel plate from Australia, supplied by Tenix, to cut and bend it into the shapes that make up the large ‘jigsaw puzzle’ of the vessels’ structures. This company is also championing a new aluminium joining process known as Friction Stir Welding (the only one of its kind in the southern hemisphere), which will enable the upper deck structure of the Inshore Patrol Vessels to be produced cost-effectively.
- South Pacific Industrial Ltd is assembling part of the Offshore Patrol Vessel bridge structures at their Ruakaka site.
- McKay Electrical Ltd have designed and built the switchboards for the OPVs, and it was announced in December that they had also won the contract to build the switchboards in the IPVs.
- McRae Engineering Ltd and Culham Engineering have won new contracts through Tenix to supply steel construction and transportation services for the project.

Mr Collier said “I am impressed by what I saw. I’m particularly pleased with the seamless process for the ship construction including common training and inspection regimes amongst all participants in the steel fabrication aspect.”

He also noted the innovation and high standards inherent in all the companies visited, which again reinforces the competitiveness of NZ industry. He said he was very confident that we would get quality ships, for which construction of all three classes and the Landing Craft, is now well advanced.
The Air Force’s newest Squadron – Auckland based No. 6 Squadron – straddles two Services, Navy and Air Force, that have quite different histories, cultures, structures and routines. On dry land the Squadron reports directly to the OC 485 Wing, GPCAPT Kevin Short, but each time a flight embarks it comes under the command of the ship’s CO. Two masters, two cultures and two Services - you’d expect it to have somewhat of an identity crisis.

“Quite the opposite,” says the Squadron’s CO, LTCDR Keith Gilchrist, RNZN. “We could easily be held up as an example of joint Services in action,” he says, “joint operations are one of the principal aims of today’s Defence Force.”

Most cultural differences were well and truly ironed out long ago and the unit – until last October 31 known as the Naval Support Flight – has effectively worked together since the late 1960s when the Navy introduced the Wasp helicopters to operate from its ships, says LTCDR Gilchrist.

“That’s not to say there aren’t differences, especially when members of the unit are at sea, but it’s important not to overplay them,” he says. There, under direct Navy command, Squadron members have one foot in each camp. They must be aware of the naval way of doing things, its language, its routines and the fact that in the Navy the ship’s company is available 24 hours a day. Air Force flying routines, based around duty periods and maintenance schedules, can sometimes seem a little odd to sailors. “For the uninitiated it requires a bit of education on both sides,” says LTCDR Gilchrist, “and it’s important to sort out misunderstandings, explain the differences and smooth troubled waters.”

No. 6 Squadron was reformed (see NT 105 November 2005) to overcome difficulties in providing effective command, control and supervision of Seasprite operations, training and maintenance at Whenuapai. With 18 aircrew, 55 maintenance personnel and six support staff, the Seasprite’s specialized operations and technical aspects had diverged sufficiently from its parent squadron (No. 3 Squadron) to warrant its own squadron status.

The Squadron’s most significant operation to date had to be the Navy’s deployment of frigates to the Gulf in 2002-2003 but the Navy’s visits to exotic Asian ports such as Shanghai and Vladivostok are also a highlight. “The Navy tends to visit places the Air Force would never go to,” says LTCDR Gilchrist “and the Squadron’s crews are usually buzzing with excitement about the places they have been able to visit.” TE MANA, currently deployed with a Seasprite flight embarked, will spend up to a month in Indian waters and will visit Thailand. Later this year TE KAHA’s programme will include visits...
A versatile and powerful helicopter, the Seasprite is much more than a simple addition to the frigate’s firepower. It extends (beyond the horizon) the frigate’s surveillance capability; the helicopter’s sensors (radar, ESM and FLIR) can cover a huge area. The Seasprite itself has an effective radius of 75-85 nm with the ability to ‘loiter’ for up to two hours. Or the aircraft can fly up to 400 nm in a straight line, e.g. delivering an injured sailor to hospital.

As part of the ships combat power, the Seasprite is able to react quickly to new tasks or threats. Its Maverick missile system gives the helo a powerful anti-surface ship capability. The aircraft also has a significant under-slung load capability, useful in resupplying remote sub-Antarctic islands.

The Seasprite’s three-person crew must act as an entirely autonomous unit, finding its way around with little or no aid from visual clues or external navigation aids. The Tactical Co-ordinator (Observer), seated next to the pilot, in particular plays a critical role in driving the mission – navigating the aircraft, operating and interpreting the sensors and operating the helicopter’s weapons systems.

The helicopter also has a significant SAR capability with its Doppler hover capability allowing it to remain in a fixed position over the sea without the aid of external references. But the sea, winds and launching from the deck of a moving frigate present an unpredictable and challenging environment. The crew must cope with complex air flows developed by the ship’s interaction with its environment and its home base is never fixed, so seemingly simple tasks like finding your way home are never straightforward. “With so much that can go wrong there must be a good deal of communication between the ship and the helicopter crew,” says LT CDR Gilchrist.

While no upgrades are planned at present, the Squadron envisions a mid-life upgrade for the Seasprites in about 8-10 years and smaller incremental modifications to sensors before then as they become available.

Ammunition vertrep from TE KAHA during Ex Tasman Link last month

THE SEASPRITE

to Yokohama, Pusan, Hong Kong and New Caledonia. So the old saying is at least partly true - join the Navy and see the world!

Despite the new Squadron’s establishment as a separate entity, it will continue to work alongside No. 3 Squadron, particularly since both Squadrons have the same initial training programme. “No.6 Squadron pilots are well immersed in Air Force culture, methods and philosophy before they join the maritime Squadron,” says LT CDR Gilchrist. “And the two squadrons will continue to exercise together in mountain flying exercises such as the regular Blackbird/Bluebird Exercises as each squadron’s very full flying programmes allow.”

“It’s hard to say what effect the Air Force’s planned purchase of NH90 helicopters will have on No.6 Squadron’s operations,” says the CO. “While it will influence the way the whole Air Force operates it’s unlikely to have an immediate effect on embarked operations.” A more immediate effect may be the decision, due later this year, on the replacement for the Air Force’s

A Seasprite drops in for a school visit

No. 6 Sqn Catalina in 1943

obsolescent Sioux training helicopters. “The new Light Utility Helicopter could help the
transition from training platform to Seasprite,” says LTCDR Gilchrist.

The Squadron will be following No.3 Squadron’s lead in developing its night flying capability – it has approval to start
trials with Night Vision Goggles (NVG), initially using a single Seasprite crew.
“NVGs will enhance the way we operate at sea,” says LTCDR Gilchrist.

The RAN also operates Seasprites (the SH-2G(A) - a modified version).
“They are not as advanced into their introduction to service as we are,” says
LTCDR Gilchrist, “and are yet to embark! They are about where we were two to
three years ago. Their ultimate aims are similar to ours but their different
sensor suite will enable them to conduct their missions in a different manner,”
he says.

The Seasprite’s operational capabilities (see page 12) mean the
Squadron has a bright future. “The
helicopters bring much to the ship and we are still expanding that capability,”
says LTCDR Gilchrist. The introduction of
NVG capability and the ability to do more
night flying at sea will, for example, bring
massive advances. “Project Protector
and the new naval vessels will also
present new challenges for the Seasprite
crews and the many others involved in
their safe operation.” The Squadron will
be looking to conduct extensive trials to
establish their operating envelopes, says
LTCDR Gilchrist.

**Commendation for Exchange Officer**

LTCDR Matt Shrimpton RN is an experienced Royal Navy helicopter pilot with a background in Commando Aviation on
the Sea King Mk4 and Maritime Strike on the Lynx Mk3/8; he
is also a Qualified Helicopter Instructor. In August 2003, at the
start of a 2½ year exchange tour in NZ with the Naval Support
Flight (now No.6 Squadron RNZAF) he converted to the Kaman
SH-2G(NZ) Seasprite. His primary role in NSF was to conduct
pilot training as the unit’s Qualified Helicopter Instructor,
however he also served as a Flight Commander at sea.

During his periods at sea, LTCDR Shrimpton recognized
that the Seasprite, if fitted for Night Vision Goggle capability,
would be able to contribute more effectively to the night force
protection of our frigates; this would also give the aircraft a
more capable night surface search capability. Having been
involved with similar issues in the RN, he identified that the
introduction of a Night Vision Goggle capability would provide
the RNZN with a low cost/high return contribution to this
capability requirement.

Night Vision Goggles are light intensifiers that attach to the
aircrews helmet and assist with visual perspective at night and
in low light situations. The term ‘goggle’ is a misnomer as the
pilot actually is looking at very small TV screens which present
the visual field in a light green shade. Besides NVG restricting
peripheral vision, the ability of aircrew to switch between aided
(with NVG) and un-aided (without NVG) and maintain effective
cockpit management and crew coordination is key to developing
NVG capability.

In addition to his other responsibilities, LTCDR Shrimpton
volunteered to be the Project Officer for the Seasprite’s Night Vision Goggle introduction
to service. He identified the project requirements, engaged
subject matter experts in allied armed forces and industry,
developed a robust plan to introduce the capability, and
ensured that when the capability was finally deployed, it
would be appropriately resourced. Throughout the introduction
process, LTCDR Shrimpton ensured that a measured
approach was taken, standard operating procedures were
comprehensively documented. It is clear that without his drive
and resourcefulness, the Night Vision Goggle capability for
the Seasprite would have taken much longer.

Whilst the Seasprite was built to be NVG compliant, the
ANZACs will require minor modifications including Flight
Deck Markings (those of you on TE MANA will have noticed a
change already) and Helicopter Visual Landing Aids (Lights)
filtering.

One of LTCDR Shrimpton’s final duties in NZ was to visit
HQNZDF where CN presented his personal commendation
to LTCDR Shrimpton to recognise his work for developing the
RNZN’s NVG capability.

**THE CO**

LTCDR Keith Gilchrist is a former Royal Navy Observer from
Berwick-on-Tweed with 12 years experience flying Sea Kings and aboard
RAF Nimrods. Married to Wairarapa-born Anne (“We met when she was in the UK
on her OE many years ago - she was visiting her cousin at an RAF station
I was posted to and we met at the Summer Ball!”) they have two children,
James (12 years) and Alicia (9 years). Keith was brought out to New Zealand
in 1998 when the Seasprites first arrived
and, on secondment to the NZ Ministry of Defence, was involved in testing and
evaluating the Seasprite. He also spent a
total of 12 months in the US working for
the Seasprite’s builder, Kaman.

His antipodean career highlights
include visiting the sub-Antarctic islands
on a DOC resupply mission and viewing
some of the unique wildlife. He expects
to remain as the Squadron’s CO for
another 12 months before being posted
to Naval Staff in Wellington.

LTCDR Gilchrist’s advice to young
people aspiring to join the Squadron is
that there are basically two paths in.
“ If you’re keen on maintenance you’ll
need to go to the Air Force recruiters
and work your way through that Service
before transferring to No.6 Squadron.
But prospective Seasprite pilots and
Observers can go directly to a Navy
recruiter and tell them you’d like to fly
off the back of a frigate. They’ll likely
snap you up!”

**Lt Cdr Matt Shrimpton
and Cdr Jim Gilmour**
On 9 July 2005 I deployed to South Korea to join the United Nations Command Military Armistice Commission (UNCMAC) for an operational deployment, or ‘Peace Making’ mission, in Korea’s Demilitarised Zone (DMZ). The DMZ spans 241 kilometres across the Korean peninsula and maintains the separation of forces between the Democratic Peoples Republic of Korea (DPRK) and the Republic of Korea (ROK).

I arrived at the peak of the monsoon season and 35°C plus! I was appointed as Assistant Operations Officer UNCMAC, and was responsible for:

- the day-to-day administration of two transportation corridors;
- weekly inspections of fortifications within the DMZ along with Armistice Rules of Engagement understanding;
- Meetings with the Korean Peoples Army (KPA) delegates at Panmunjom;
- Special Investigations into incidents which constitute a violation of the Armistice Agreement; and numerous other impromptu missions.

During my time, I travelled to the North West Islands (NWI) to conduct inspections of military establishments and surveillance facilities; I conducted investigations into landmine detonations,
civilians, discoveries of human remains of deceased Korean People's Army (KPA), and weapons discharges, along with a raft of other incidents. I frequently flew in Black Hawk helicopters to and from the DMZ.

My team consisted of four personnel; myself, two US military NCOs and one US Army Captain. We were under the watchful eye of the Assistant Secretary Operations, a US Marine Major. With such a small team responsible for all incidents and activities within the DMZ, Han River Estuary (HRE) and NWIs, we were kept extremely busy. A phone call in the middle of the night could lead to prompt mission preparations to arrange a helicopter, translators, equipment and personnel to conduct an investigation somewhere along the DMZ. As a Supply Officer in the RNZN, I had never imagined that I would be conducting operations in the DMZ, walking through the largest minefield in the world between two of the largest militaries in the world. It was a long way from cash accounting, stores and catering at sea!

One interesting mission was the first ever transit of the Han River Estuary since the signing of the Armistice in 1953. The Operations team coordinated the transit of two survey vessels through uncharted river waters under close observation by the KPA. The support crew – at the ready in the event of any incident - included aircraft on standby, a full medical trauma team, a quick reaction river squad and surveillance of the area.

Along with the busy schedule came a lot of fun and excitement also. The US celebrated Thanksgiving and I enjoyed Thanksgiving lunch with the UNC Commander, GEN Leon LaPorte (a 4 star General). I was able to present him with a book written by Wilfred Poulton, a NZ Korean War Veteran who had recently attended the memorial unveiling at Pusan. The book depicts the story of Mr Poulton’s experiences as a soldier in the NZ Army in Korea in the early 1950s. This was my first experience of Thanksgiving, with the American traditions and food. Turkey has never tasted so good.

An opportunity came up for a visit to Beijing in China. A tour of the Great Wall and Tiananmen Square were but two of the highlights, including the incredibly cheap shopping opportunities! Winter then hit in Korea with temperatures plummeting from the high 30s of summer to as low as -25°C with a wind chill factor of -35°C! Thank goodness for our cold weather gear.

It wasn’t all mission orientated though. I had the opportunity in October, along with FLTLT Dan Abel RNZAF and LT Malcolm Hurley (NZ Army), to present scholarships to five pupils of Paengyong-Do High School in the NWIs. The scholarships are presented annually on behalf of the NZ Korean War Veterans Association in a continued association with the area since the involvement of HMNZ Ships ROTOITI and TAUPO during the height of the Korean War. In November, the NZKWVA and the NZ Prime Minister visited Korea for the opening of a war memorial in Pusan. I had the honour of escorting the veterans from Seoul, and also of escorting Australian Prime Minister John Howard during the ceremony.

December brought about the busiest mission schedule with more inspections being conducted (in very cold snowy conditions) in three weeks than had been achieved in the entire year of 2004, or in the first six months of 2005. Christmas came and the arrival of the famous RSA parcels with tastes...
By F/O Dan Abel RNZAF

In 1950-53 New Zealand ships and troops took part in the Korean War. Fifty years on, North Korea is still there and not that much has changed about the military situation. It remains the last stark legacy of the Cold War.

When the Armistice was signed in 1953, three Commissions were established. The UN Command Military Armistice Commission was established to monitor the Armistice Agreement and report Armistice Violations within the DMZ to their respective commanders. The MAC in North Korea, for a number of reasons is no longer functional. The MAC in South Korea still functions.

The other two Commissions established were the Neutral Nations Repatriation Commission (NNRC) and the Neutral Nations Supervisory Commission (NNSC). The NNRC was created to oversee the return of POWs immediately after the signing of the Armistice Agreement. Once this task was completed the commission was disbanded.

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The NNSC was established to monitor the Armistice Agreement outside of the Demilitarized Zone (DMZ). The DMZ
and I am assigned to Transportation Corridor-West.

The Transportation Corridors are relatively new initiatives (post 2000) and were envisaged as a means to provide further contact between the two countries. The Eastern Corridor primarily sees tourists from the South travelling North to a custom built tourist resort (1.3 million visitors so far). Officers assigned here live in local Korean towns, in apartments, approximately 250km from Seoul and the headquarters! The Western Transportation Corridor was established to allow the transportation of raw materials and personnel to and from a huge 16,000 acre business development being constructed in North Korea by South Korean businessmen (Kaesong Industrial Project). It is close to Camp Bonifas, a joint ROK/US base, where the Corridor staff live. The Corridors are high profile ventures, both junior officers have already noted the high level attention these corridors are given by both governments and visiting VIPs. The Transportation Corridors run through the DMZ and therefore their operations are a UNCMAC mission.

As MAC representatives, the NZDF officers are responsible for monitoring activity through the corridors, ensuring it complies with the Armistice Agreement and reporting violations through their UNC chain of command. In these politically, diplomatically and militarily sensitive areas this is often easier said than done. We also participate in inspections and investigations.

So NZDF personnel are once again enduring the tough Korean winters, where 53 years ago our Kayforce and naval predecessors served.
The theme for Waitangi 2006 was to celebrate “Kiwi life” and the principles of being Kiwi – fun and togetherness. With this in mind and the promise of beautiful weather over the long weekend, an official party of up to 70 Naval personnel attended the commemoration activities over the period 3 – 6 Feb where crisp white Navy uniforms reigned supreme. This included CN and his team, the Navy Band, Events and PR Managers, the Maori Cultural Advisor, Te Reo Heremana Kapa Haka Group and our all-important support personnel. HMNZS TE MANA, with 177 personnel onboard, anchored off Paihia on Friday 3 February and was kept very busy with activities onboard over the next 3 days.

Saturday started with an historical first, as the Navy party was formally welcomed onto Te Tii Marae. This welcome for the Navy was an occasion I will never forget, the air was electric and the welcome was emotional and heartfelt. It was an honour to be a member of the first-ever Naval party to be welcomed there, and to feel such support from the people of the Marae.

In the afternoon, there was the ceremonial welcome on TE MANA for His Excellency Sir Paulias Matane, the Governor General of Papua New Guinea. The official New Zealand party was headed by Her Excellency Dame Silvia Cartwright, Governor General of New Zealand. The welcome included the first of two 21 gun salutes fired by TE MANA over the weekend and the noise was deafening but impressive!
The Cocktail Party onboard TE MANA was held in the evening. Guests were transported to the ship via a Kings Tours Ferry. The weather conditions over the evening were perfect, as was the hospitality from the ship – topping off a very successful meet and mingle between Navy personnel and the invited guests.

Throughout the day, the Navy Band and Te Reo Heremana Kapa Haka Group performed at Whare Waka as part of the Waitangi Festival Programme.

Sunday 5 February was another scorching hot sunny day. TE MANA hosted a party of six school children who were selected by the local school for a tour and lunch onboard; they were joined by a media group (radio, TV and print) who also enjoyed a tour of the ship and a press conference with the CO and XO.

Waka crews were out in force in the morning, while a team from TE MANA was entered into the Top Town competition at the Sports Ground, and Te Reo Heremana Kapa Haka Group performed at Whare Waka over lunchtime.

The major evening activity was attendance at the Reception hosted by Her Excellency the Governor General of New Zealand at the Copthorne Hotel.

Waitangi Day 2006 began with an early start for the Dawn Karakia at 0530, then the breakfast hosted by the Prime Minister at Copthorne Hotel, before the 1030 Church Service.

At midday, six members of the official Navy party took their positions at the Flagpole in readiness for the 21 Gun Salute from TE MANA. The increased Navy presence was evident, with the Navy Band providing a musical interlude leading up to the salute with a platoon from TE MANA in support. A sudden torrential storm of heavy rain, hailstones, thunder and lightning, half an hour before the ceremonial Beat Retreat alarmed a few, but the optimists amongst us knew that it would clear.
in time for the show to go on which - I am delighted to say – is exactly what happened!

Waitangi 2006 will be remembered:
- for the increased Naval presence,
- the support, emotional welcome and friendship we all felt at Te Tii Marae
- the positive feel of the whole weekend,
- the theme of togetherness, family and fun being reflected in
- sports,
- the festival,
- ceremonial and social events
- and with crisp, white Naval uniforms seen throughout Paihia, Russell and Waitangi.

The Navy was there with a high performing team who can all have the added satisfaction of a job well done.
Waitangi Day in Afghanistan was a normal working day for the NZ Provincial Reconstruction Team. But the catering team and their helpers cooked a true Kiwi feast, which was enjoyed by Kiwis, Americans, Afghans and others. Two patrol teams were out on long-range patrols and the Engineers and a Command Team were conducting a recce and an ammunition cache clearance in the north of the province. However Kiwi Base was still a very busy place with the Taskforce Commander, COL Pat Donahue USA, and his staff visiting overnight.

In Kiwi Base preparations for Waitangi Day began on the 5th of February with a hangi pit being dug; a team including PORS Abraham, was on hand to prepare, put down and then lift the hangi. The PRT caterers, including ACH Phillip Te Pairi, assisted by the Padre and the PRT’s locally-employed civilians, prepared additional side dishes, desserts, and various other foods for the evening meal. The hangi team, including PORS Henry Abraham, lifted the food from the pit.

Various guests including the local Chief of Police, Chief of Security, and both the Governor and Deputy Governor of Bamian Province came for the celebration. Kiwis, Americans, Afghans and others were all impressed as they trickled into Hallock Hall and saw the feast awaiting them.

The Governor of Bamian Province, Habiba Sarabi, spoke at the dinner; she thanked the NZ PRT for the assistance they have given to Bamyan Province and she wished all Kiwis a good day.

Meanwhile, half a world away...

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Afghan patrol
SSGT Denis Wanihi (l), Interpreter, WODR Heath Cairns and NZ Police Inspector Geoff Gwyn (r). This patrol were able to initiate a weapons cache uplift on New Years Day. All the items in the cache were inspected by the EOD Team, led by WODR Cairns, to ensure all items were safe to transport. Small arms ammunition is checked to ensure it is safe, then handed over to the Afghan National Police; other items are destroyed. In this case two Soviet-made 122mm High Explosive Rockets (each 9ft long) were discovered with the cache.

MCC ‘Pulled ashore’
When CDRE Jack Steer departed from HQJFNZ (to take up the post of DCN), the naval component gathered to see him off in the traditional naval style. But since Trentham is a bit too far from the sea, the MCC’s whaler was replaced by a dinghy on a trailer. Before he left he placed the MCC’s ceremonial life ring in the safekeeping of LTCDR Rick Howland, who knows most of the tricks that such taonga could suffer.

Nx Bronze Award
ENS Fiona Smith was presented with a Bronze Nx Award by the CO of HMNZS WAKEFIELD, after completing a special project for Supply Officers. She has created a CD-ROM which contains useful GLS information and templates of all the key forms used predominantly within the Support Branch of the RNZN. This ensures commonality across the fleet of forms and makes useful information accessible in an easy-to-use electronic format. The new CD represents many hours of effort by Fiona, who is undertaking a Bachelor of Business Studies at Massey University.

LT Angela Gormley became Mrs Ben Barker at their Kerikeri wedding on 4 February.
Not just any Marine
The US Marine pictured with WOT Paul Rennie is Master Sergeant Bill Kinney, currently the senior enlisted Marine in the Pacific Command (roughly equivalent to our WON). M/ SGT Kinney has served with the US Marines for 30 years including active service in Iraq. He has two children also serving with the US Marine Corps. During his visit to the Auckland Naval Command, he impressed many of our senior ratings, it was an honour to have met him - POWTR Bart Couprie

Playground Fun!
LTCDR David Washer (Navy Community Officer) and LTCDR Barbara Cassin (Navy Public Relations Manager) were invited to formally open the new Bayswater Primary School playground on 27 February - the school children had input into the design of the structure, which is like a ship, and they were keen to have it linked to past pupil Sir Peter Blake (his memorial hall is right beside the playground) and the school’s Navy connections. There are a lot of children from naval families at the school and the school’s Houses are named after ships: Achilles, Endeavour, Leander and Tui. Here, the pupils and teachers pause with our two officers during the celebrations.

Mainbrace Spliced
At WAKEFIELD the mainbrace was spliced in accordance with the Governor General’s command. The run measures were brought out, polished up and put into action in the calm hands of LTCDR Justin Mace; LT Ralph McNabb led the queue when ‘Up Spirits’ was piped.

LTCDR Nathan McSkimming, seen with his wife Monique, was awarded the NZAFA.

LT Julie Fitzell was awarded the NZAFA & the NZGSM Afghanistan.

LTCDR Mike de Ruiter, with his wife Petra and son Timothy, was awarded the NZAFA.

WO Lyall Cairns seen with his wife, Dagma, was promoted at HMNZS WAKEFIELD.

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Shaking up the Bay

At 1046 on 3 February 1931 an earthquake measuring 7.8 on the Richter scale shook Hawke’s Bay, leaving death, destruction and chaos in its wake. Among the devastation over 1000 naval personnel were present within 24 hours, assisting in rescue and support operations.

HMS VERONICA, a WWI era Flower-class sloop, berthed in Ahuriri Basin, Napier at the time was initially the only means of communication from the devastated Bay to the outside world.

Further early afternoon communications evoke the turmoil in the region:

1313 From VERONICA:
All local communication destroyed, acting as link to Wellington. Impossible to state damage, landed every available man. Assistance urgently required.

And later:

1331 From VERONICA:
Situation appalling. Whole town appears to be on fire. Foodstuff will be required.

Such updates continued throughout the day as the dire situation unfolded. The two cruisers of the NZ Division, HM Ships DIOMEDE and DUNEDIN, sailed from Devonport within hours of the earthquake. They raced to Napier, bringing desperately needed medical supplies, food, blankets and manpower the following morning.

Here and now

In 2006 the situation was one of commemoration and celebration rather than disaster relief. Spanning two weekends of activities, almost 200
personnel from HMNZS RESOLUTION, the four IPCs and the Navy Band returned to represent the Navy during the 75th anniversary.

With white uniforms bright in the Napier sunshine, the Navy was proud to present out many events over the fortnight of activity-

• The Port of Napier hosted an **Open Day**, the first in nine years. With two of our ships open to visitors, thousands of people waited an hour in the sun to take a tour of RESOLUTION; the queues were only slightly less for the mighty MOA.
• Marching in **four street parades** (two in Napier, Hastings, & Waipukurau), behind the toe-tapping, all-dancing Army Band and our very own Navy Band.
• Stirling performances by the **Navy Band** up and down the coast, from RSA to Opera House, secondary school to Soundshell in front of crowds of Art-Deco-clad enthusiasts.
• Junior Officers **speaking at local schools** throughout the region, garnering interest in a Naval career and providing inspiration to “Get into it”.

**Achieving the historical milestone**

**Celebrating the centenary of the NZ Navy**
The RNZN played a significant and well-received part in the Hawke’s Bay Earthquake 75th Anniversary. The first weekend (9 – 13 Feb 06) was a commemoration of the Earthquake. The second weekend (16 – 20 Feb) was a celebration of Art Deco; the style of architecture prevalent in the 1930s and consequently the style in which the two cities were rebuilt.

**RESOLUTION’S involvement** commenced on 9 February with an early morning R/V with HINAU and MOA. A number of media personnel and students were transferred to the ships for a buffet breakfast and interviews. The ships berthed in Napier and began preparations for a busy weekend – first activity was the handover of 258 First Day Covers of Commemorative Stamps (each signed by our CO) to HNO LTCDR Neville Smith. A Mayoral Welcome Cocktail Function was held on RESOLUTION. This was a very successful event and set the benchmark for the rest of the celebrations:

- Two Street parades, one in Napier and the other in Hastings; the three ships combined in a large platoon, which marched to a very high standard.
- A “Thank God for the Navy” Cocktail function was held at the National Aquarium of New Zealand for all our Ships’ companies - a unique location for a reception and much enjoyed by all our personnel.
- Another reception on RESOLUTION, to thank the local sponsors of the two weekends.
- Port of Napier’s Open Day: 200 Vintage cars, traction engines, a 1939 railcar, as well as RESOLUTION and MOA open to visitors. The local tugs put on a display of ‘tug ballet’ while various other attractions occurred throughout the day. About 20,000 people visited the port and a large number came on board.
of Art Deco weekend, a Swing and a Prayer at the Cathedral with the Navy Band. Commemorating the disaster and celebrating the Hawke’s Bay cities’ rebuild in world-famous Art Deco style, the Navy’s presence at this anniversary is a signal of our service to the nation. Today, as in 1931, the Navy’s is “ready to serve from the sea, anywhere, anytime – in peace or in conflict”.

PHOTOS: Via HMNZS RESOLUTION

our ships - careful queue management was required to ensure no one was left disappointed in the extremely hot conditions.

RESOLUTION sailed in company with HINAU and MOA on Monday morning; we headed out to our survey area for 3 days of steady surveying, while the IPCs headed south to Nelson and Dunedin respectively. On 16 February RESOLUTION once again proceeded into Hawke Bay, this time meeting KAHU and WAKAKURA.

• Students were embarked and treated to a buffet breakfast before we proceeded alongside.
• The Brebner Print and RNZN Cocktail Party was held onboard – including transport into town in vintage cars, once the function had finished.
• Friday: comparatively quiet, with many of our ships’ companies able to experience some of the local sights.
• We did host a Morning Tea to show appreciation to the members of the vintage car club, followed by a Commanding Officers’ Luncheon.
• Saturday: the main Napier Street Parade was held in near perfect conditions. Thousands of people watched the parade, which was led by the Chief of Navy and the Napier HNO in vintage cars. Our Navy Band led a large RNZN combined platoon and performed exceptionally well. Over 200 vintage vehicles followed - a spectacular sight!

• Sunday: the Church service, attended by CN with the Principal Chaplain Navy, Wayne Tole’afoa, ably assisting the Dean of Napier.
• The Veronica Bell Ceremony. At midday the Bell from HMS VERONICA was removed from the Hawke’s Bay Museum with full naval ceremony; we marched the Bell along Marine Parade to the colonnade (built over earthquake rubble) where it was displayed until 1700.
• The Bell was then paraded, again with full ceremony, to St John’s Cathedral where a “Swing and a Prayer” church service was held in the evening.

We had two very busy, but thoroughly enjoyable, weekends in Napier. RESOLUTION would like to pay special mention to the efforts of LTCDR Neville Smith RNZN (Hon), whose passion for Art Deco and the RNZN ensured the visits were a great success and whose organising skills ensured that all proceeded without a hitch. His attendance at numerous social functions was amazing, and his willingness to resolve programming issues was faultless. Thank you Neville!

PHOTOS: Via HMNZS RESOLUTION
HMNZS TE KAHA began her operational year with a combined maritime exercise off Wollongong and Jervis Bay, on the New South Wales south coast. TE KAHA was joined towards the end of the two-week exercise, by sister ship TE MANA. Ships and aircraft from the Royal Australian Navy, Royal Australian Air Force, Royal New Zealand Navy and Royal New Zealand Air Force conducted two weeks of exercises from late January. Exercise Ocean Protector is an annual combined maritime exercise, bringing together naval and air force units from Australia and New Zealand. The exercise is the first major work-up activity for the year for these units and involves a range of training activities to develop and test maritime warfighting skills.

The majority of the participating ships sailed from Sydney as a Task Group during Thursday 2 February, providing a visual treat for participants at the RAN-hosted Sea Power Conference. RAAF and RNZAF aircraft began their flying operations around the New South Wales south coast region from 3 February.

Commander of the Australian surface task group CAPT Steve McDowell RAN told ABC that the aim of the exercise was to prepare personnel for the year ahead. “It’s really about getting people refocused and ‘refamiliar’ with sea routines, and what it is we do as our core business out there. It’s a graduated programme where we step through activities in an incremental manner,” he said.

Exercise Ocean Protector 2006 was successfully completed, with the naval task group returning to Sydney on 10 February for the weekend. However the weekend alongside did not guarantee rest; it was also a time to test ‘force protection’ measures; the precautions ships can take when alongside in a port where there may be a hostile threat.

ORDER OF BATTLE:
OCEAN PROTECTOR & TASMANEX

FRIGATES
HMNZ Ships TE KAHA & TE MANA
HMA Ships WARRAMUNGA, STUART, & SYDNEY

REPLENISHMENT TANKERS
HMA Ships WESTRALIA & SUCCESS

LANDING SHIPS
HMA Ships TOBRUK, MANOORA

MINESWEEPERS
HMA Ships GASCOYNE, HAWKESBURY

PATROL BOATS
HMA Ships TOWNSVILLE, YARRA, ARMIDALE

SUBMARINE
HMAS DECHAINEUX

AIRCRAFT
RAAF
No 77 Sqn F/A-18 Hornets
No 76 Sqn Hawks
92 Wing AP-3C Orions
RNZAF
P-3K Orion (flying from RAAF Base Richmond)

Note: ship-based helicopters not listed
Exercise Tasmanex, a joint exercise involving contingents from the Australian and New Zealand Navies and Air Forces, was held off the East Coast of Australia from 13 - 24 February. Tasmanex was designed to further develop maritime safety, seamanship and warfare skills.

“The overall performance from the task group was exceptional. We have set a high standard which we will endeavour to maintain throughout the course of Exercise Tasmanex,” said CAPT Stephen McDowall RAN, the Commander of the Australian Surface Task Group. “These exercises highlight the close ties we share with the New Zealand Defence Forces and the strong interoperability of our two forces.”
The beginning of TASMANEX 06 saw us at sea in a ‘single threat’ environment, where we would encounter hostilities from either the submarine, or aircraft or other ships. However, as the weeks have progressed, the ‘dangers’ have escalated and we were soon in a ‘multi-threat’ environment, where we were under attack from all angles. This is the freeplay stage of TASMANEX, where we had no indication of what we might encounter next, worlds apart from the programmed single threat serials we started with.

For the first time in a long time, TE MANA and TE KAHA are fighting against each other; TE MANA a member of the diehard ‘Avalonian’ forces, ourselves a member of ANZFOR, made up of New Zealand and Australian ships, operating under a UN Security Council Resolution to aid peace in the tumultuous Avalonian region.

In conjunction with HMA Ships WARRAMANGA and WESTRALIA (Blue Force), we are tasked with protecting our allies’ assets and preventing the Avalonians intervening. The Avalonians (Orange Force) became antagonistic after the appearance of ANZFOR ships, and they promptly set about trying to impede our efforts and ultimately to destroy us.

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Orange Force - in their roles as the antagonists they were simulating:

- STUART a Delhi-class warship
- SUCCESS a Fuquing-class tanker
- SYDNEY a Cheng Kung-class
- TE MANA a Godavari class warship
- DECHAINEAUX a Kilo-class submarine

Orange Force also had a number of aircraft at their disposal including Enforcer F50’s, Mig 29B’s, Jaguars, Badgers, and F5E Tigers (all simulated by various Australian air assets). All the aircraft carry simulated missiles and utilised them to hamper the ANZFOR ships in protecting our allies’ territory.

To add to the numerous Avalonian threats, there is a Kilo class submarine, a hunter from the deep which uses its superior sonar and stealth ability to detect and stalk the ANZFOR ships. An attack from a submarine is indicated in our world by a green flare rocketing out of the water - the sighting of a green flare is followed a period of intense activity as the warships take steps to confuse the incoming torpedo, by manoeuvring at high speeds and essentially trying to outrun the torpedo, hoping it runs out of fuel before it reaches its target!

TE KAHA had another two weeks of warfare, and concurrently carried out a modified work-up for all on board. After hostilities between Avalon and the ANZFOR ships magically evaporated, TE KAHA continued to work-up, before we returned home for some well-deserved maintenance.
TE MANA anchored in the Bay of Islands as Guard Ship for the Waitangi Weekend Celebrations. Anchored close to Russell, in full view of the Treaty Grounds, personnel proceeded ashore to enjoy the hospitality of the locals. As Guard Ship for Waitangi, TE MANA had the opportunity to host Her Excellency the Governor General of New Zealand and His Excellency the Governor General of Papua New Guinea. A Ship’s Guard and 21 Gun Salute welcomed the dignitaries onboard in the afternoon and they returned onboard in the evening for the Waitangi Official Cocktail Party. Also in attendance were our Chief of Navy, members of the Waitangi Trust, Members’ of Parliament and many local dignitaries including the well-known painter Colin McCahon.

Waitangi was not all about ceremonial duties as many members of Ships Company took the opportunity to participate in local sporting events organised ashore, and TE MANA is very proud of our teams’ efforts. The frigate’s official duties were completed on Waitangi Day with a 21 gun Salute at midday and a Ceremonial Sunset at the Treaty Grounds that evening.

Sailing under the cover of darkness, one of the junior bridge watch keepers began conducting the passage to Sydney, navigating only by Astro Navigation - fixing the ship’s position by use of a sextant and the sun and the stars.

On passage, the training tempo was increased and we conducted numerous challenging evolutions, including damage control exercises, gunnery shoots, flying operations and seamanship evolutions. TE MANA continued to work hard in order to increase the knowledge of our relatively inexperienced crew, with many trainees getting their first understanding of life at sea in a frigate.

In Sydney (from 10 February) our personnel were able to enjoy a break for rest and relaxation, while also continuing to prepare for Exercises TASMANEX and TASMAN LINK. We were among the ‘bad guys’ (TE MANA, HMAS SUCCESS, HMAS STUART and HMAS SYDNEY) up against the combined Australian and New Zealand Forces, the ANZFOR. With both serialised and free play phases, all ships benefitted from the valuable in-company time, and were able to conduct Minefield Transits, Replenishments at Sea, OOWMAN’s and many warfare serials involving air, surface and the submarine.

As TASMANEX drew to a close, the free play or ‘WAREX’ phase tested the skills of the two forces. TE MANA remained at a heightened alert state, ready to conduct a number of evolutions at short notice. Exercise TASMANEX showed just how important training is, when a minor fire broke out onboard (see box). TE MANA was firing our main gun as part of the exercise within just a few hours of the fire.

TE MANA continued to operate in Australian waters, completing Exercise TASMAN LINK, in which we undertook joint operations with the NZ Army for Naval Gunfire Support. We also supported TE KAHA in her work-up. After the exercise and work-up period, we conducted a number of port visits: Hobart, Melbourne and Cairns. We are now proceeding in company with HMAS TOOWOMBA ‘up top’ and next month we will be operating in South East Asia.

Our training was given added focus, when on the evening of the 17th a minor fire occurred in the vicinity of the port funnel. The fire broke out just after 2230 local time and was kept under control and put out by a well-trained and responsive ship’s company. Some minor damage has occurred in the port funnel, however this did not affect the operational capability of the ship.

In accordance with our safety procedures, TE MANA’s Seasprite helicopter was diverted to land onboard HMAS STUART, operating in company. The fire was put out and the surrounding area cleaned up, with the ship returning to operational activity within 90 minutes. No casualties or injuries were sustained. TE MANA continued with Exercise TASMANEX and subsequently berthed in Sydney, as scheduled, on 24 February.

TE MANA sailed for her 5½ month deployment on 31 January, with an enthusiastic ship’s company ready to accept any challenge that might come our way. We had spent a couple of weeks in the New Zealand Exercise Areas, not only training our many new members, but also ensuring the more experienced personnel were getting back into the swing of things. When we sailed from Devonport in company with RESOLUTION, it was pleasing to see the many friends and whanau who had turned up to farewell us. It is always hard to leave loved ones behind and it is difficult to know if we can ever show just how much your support back home is appreciated.

NRNZ • 31 March 2006

The New Zealand Navy

By LT Felicity Anderson RNZN

Photo: Chris Sattler
TE MANA’s bridge team during a RAS (l-r) CDR Wilson Trumper, LT Grant Judson (Navigator) and ENS Guy Routledge

FIRE! The 21 gun salute from TE MANA at Waitangi

Lowering TE MANA’s seaboat

TE MANA approaches HMAS SUCCESS for a RAS

A last look ashore as TE MANA sails from DNB

TE MANA’s ME dept at the RAS point

LCO Cheryl Wagener on the big eyes

Flight deck circuits

ENS Guy Routledge salutes another ship during a ‘Formation Foxtrot’
MANAWANUI provided the platform for Fisheries Officers’ training back in mid-January. During this period naval personnel conducted boarding party training for six Fisheries Officers onboard in the Hauraki Gulf region. This training ensures they have the required skills to be fully operational when deployed on naval vessels to conduct patrols in the future.

Since then MANAWANUI entered an IMAV (maintenance availability) with contractors on board and underfoot! This month the ship is undertaking HATS and SATS before undertaking a DTA trial. These trials will include the newly installed ECDIS, which means they can stow away all their paper charts.
The first installation of an Electronic Chart Display and Information System (ECDIS) in HMNZS KAHU was reported in NT 101 (July 05). ECDIS is now in use in ENDEAVOUR, RESOLUTION and TE MANA. The last two ships to be installed with an ECDIS as part of the HQNZDF(NAVY) Capability Division-managed project will be MANAWANUI and TE KAHA.

MANAWANUI’s ECDIS is programmed to be tested at sea beginning 13 March, while TE KAHA’s ECDIS trials are planned to start on 5 June. The (hopefully) successful Sea Acceptance Trial in TE KAHA will then signal the end of the implementation phase of a project that has been four years in the making. The project has been managed by the Integrated Project Team, which is located in the Capability Division of Naval Staff in Wellington, and was funded by about $3.2 million of Capital Program - Minor funds.

The contract was signed in May 03 with Offshore Systems Limited of Canada for the provision of six dual station Electronic Chart Precise Integrated Navigation System-W (ECPINS-W) systems for the RNZN Fleet and three single-station ECPINS-Ws for the Bridge Simulator Facility.

The introduction of an ECDIS capability into our ships is proving to be a hit with Bridge Watchkeepers, Navigators and Commanding Officers alike. CDR David Hedgley, who has been both the Navigation Training Officer and CO of ENDEAVOUR, reports that “The introduction of ECDIS has considerably enhanced the navigational capability for a Naval Bridge. Not only does the OOW have a continuous readout of the ship’s position but that position is displayed relative to all navigational dangers, other ships and, when necessary, military exercise areas or limits. We used the system extensively during last year’s ASWEX and PWO Sea Week exercises off Western Australia and it allowed the OOW much more time to concentrate on looking out of the window to keep clear of other ships, as well as keeping track on their position in a sector screen. Perhaps one of the best spin-offs was the use of the system in very confined waters. The ability to see the outline of the ship relative to the nearest wharf, rock or danger mark allowed for much more accurate positioning of the ship. The confidence that the display of the position of any part of the hull outline relative to the navigational hazards was a great comfort in manoeuvring in tight corners – like shifting from Calliope South to the Boiler Wharf. ECDIS will not take over from the OOW but it is certainly a better tool than a blunt pencil and a soggy chart!”
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**Fleet Progress**

**HMNZS ENDEAVOR** in Calliope Dock last month

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**March - April 2006**

Compiled By LCSS(H) Hartung HQ JFNZ

NOTE: THIS FORECAST IS SUBJECT TO CHANGE
With two and half years left in the RNZN, I decided it was time to attend a Resettlement Seminar. I asked around and received positive feedback from everyone who had attended Resettlement Seminars; this was a good start and made me feel positive about attending.

Lisa Glennie sent out an information pack, which contained the table of events and products from the companies that were sponsoring and giving lectures. All of the free goodies went down well! (And the food that was put on during the seminar was of a high standard too and there was plenty of it!)

Over the three days (17–19 January) we were introduced to various speakers, who specialised in property, finance, franchising, employment contracts, CV’s, and job-hunting techniques. It was great to see ex-pussers Greg Davis, Tony Nuttall and Kevin Skiffington giving their time to come back and explain why they left and what they are doing now. Two of them own businesses, while the other is working for another government department. We also had the Correctional Services HR team turn up, encouraging us to join. The other lecturers gave us the nuts and bolts about the business he used to own. Everyone gained a lot and was made aware of the trials and tribulations that we will be going through when we decide to move on. We also had the Correctional Services HR team turn up, encouraging us to join. The other lecturers gave a fantastic insight into their specialist subjects and it was good to see they all came to similar conclusions on the majority of subjects. Of note there is no good or bad time to buy property!

We also had a lecture by WOWTR Hatcher, who explained the procedure that we will go through when we get out. He and POWTR Clark were of great assistance in ironing out all the myths and rumours.

To wrap up, the seminar was an eye-opener and we all gained some knowledge that will definitely help us in the future. I would encourage you to bring your partner along to this seminar. Leaving the Navy after 20 years will be a big change for yourself and your dependants, and this opportunity could help unburden some of the stresses of finding a career in the civilian sector. I would also like to thank all those involved with the preparation and running of this seminar.
Australian Command and Staff Course

LTCDR Shaun Fogarty with his wife Felicity and children (l to r) Imogen, Molly and Hannah, after Shaun’s graduation from ACSC in December. The year-long course is conducted at Weston Creek in Canberra and is attended by 170 students from more than 24 countries. Each year the NZDF sends six officers to ACSC (1 x RNZN, 4 x NZ Army and 1 x RNZAF) while there are two NZDF officers on the directing staff. The RNZN’s course member for 2006 is LTCDR Shane Arndell.

The course includes: Strategic and Political Studies, Command & Leadership, Joint Operations, and International Maritime Studies. Also included as part of the course is an optional Master of Management program through the University of Canberra. Shaun passed the staff course and graduated with a Masters degree in Management from the University of Canberra, and a Graduate Certificate in Maritime Studies from the University of Wollongong.

Kiwis in the ACSC rugby team in last season’s Over 35s competition in Canberra (l to r) MAJ Stef Michie, MAJ Darren Beck, LTCDR Fogarty, MAJ Karl Cummins, and SQNLDR Wax Mardon.

Christchurch - meeting the community

The RNO in Christchurch and the RNZNVR personnel of PEGASUS continue to be active in playing a full part in community events.

Teddy bears picnic (A) The PEGASUS team, led by CPO Andrew Fleck, participated in the annual Teddy Bears Picnic at Hagley Park on Sunday 12 February. OSEA Sarah Cooney and Sarah Ohs (B), daughter of WOWTR Wendy Sommerville & LT Mike Ohs helped staff the Navy tent, which was most popular, offering stick-on Navy tattoos and face painting. OCDT Jacinta Nicoll of TS CORNWELL (C) also lent a hand. The boats crew were very well behaved!

Meanwhile the RNO, CDR Rex Edwards, supported by his wife Tommie (D), represented the Chief of Navy at a variety of events. He spoke at Waitangi Day at Okain’s Bay and during the dedication of a Combined Services’ plaque on the Lyttelton War Memorial on 5 February (E). At the dedication ceremony he commented:

“I am honoured to represent the New Zealand Defence Force at this ceremony, when we pay tribute to the men and women of the Navy, Army, Air Force, and Merchant Navy, for their vital contribution to our nation. So the combined services concept which this new plaque represents is well and truly representative of how today’s Defence Force functions.”
1 NZSAS GP officially welcomed members of its newest sub-unit, the Counter Terrorist Tactical Assault Group (CTTAG) into its compound on 9 December 2005. Surrounded by family, friends and NZSAS members, 18 NZDF personnel, comprising 3 RNZAF, 2 RNZN and 13 NZ Army, were presented with their NZSAS Berets by Land Component Commander BRIG Warren Whiting, in a low key but fitting ceremony at the first Counter Terrorist Tactical Assault Group Graduation Parade 2005.

The CTTAG Employment Training was an intense period of development and induction for the all candidates who initially commenced the 4 months of specialised training. The 18 candidates who completed the course and graduated can be commended on their commitment and, in some cases, sacrifices they have made to be a member of this team.

This year will see the development of a CTTAG Marksman capability and further advanced training to enable the CTTAG to assume OLOC for domestic Counter Terrorism in June 2006.
By Adrian Butcher, Navy Webmaster

Since 19 December the Navy Hospital and Navy Hyperbaric Unit Internet sites have been live alongside the Navy’s updated site www.navy.mil.nz. These can be found on www.navyhospital.mil.nz and www.navhyperbaric.mil.nz.

These sites all make use of the NZDF Content Management System (CMS), allowing standardisation of technology, yet their own look and feel. The CMS allows the content to be separated from the functionality, thus allowing it to be easily updated. ‘Distributed authorship’ means that those responsible for specific sites and pages can update the site from their desktop, allowing continuous improvement. All sites are now hosted on a common platform within NZDF and meet Government compliance regulations. Note that all information and images are approved before release to the Internet by both Navy and Defence Public Relations staff.

Naval Information Systems (NIS) is now working with Museum staff to also add their presence to the World Wide Web. The Museum site is only in the early planning stages at present but is likely to go live late in the first half of 2006.

Navy’s website performs!

Feedback on the Navy’s primary site since its launch last July [see NT 101 July 2005] has been very positive. The home page is updated (weekly - fortnightly) with new information, while previous articles migrate out to relevant recent activities pages. Recruiting events are profiled, information is refreshed and the photo gallery (Take a Pic) is being gradually added to, and will form an interesting resource. The RNZN Initial Application Form was downloaded off the site more than 1400 times in the first 11 weeks after go-live and Recruiting email inboxes took a hammering. The following record high statistics were recorded during the week 22 – 29 Jan 2006:

- A total of 9,887 distinct visits were made
- 666 distinct web pages were viewed a total of 30,920 times
- The average visit contained 3.13 page views
- People spent an average of 1 minute and 32 seconds viewing a page
- Downloadable files were requested 2,252 times

**After the home page, the top pages visited were:**

- Join Us (1,050 visits)
- Join Us, Situations Vacant (704 visits)
- Visit the Fleet (701 visits)
- Know Your Navy (683 visits)

The top file downloaded was the RNZN Initial Application Form (1,489 times).

Phase II of the Navy site is expected to go live in March 06, and will bring some exciting additions. We can expect to see a return of the interactive ‘Virtual Frigate’ allowing viewers to tour the ANZAC frigate TE KAHA online. This virtual tour provides visitors the ability to see a cross section of the ship and get either a 360-degree panorama or a video experience of various sections inside the frigate as well as the Seasprite and a RHIB. They will also be able to read about roles onboard, an experience that is bound to lead to more potential recruits. Unlike the old Virtual Frigate, we have the ability to keep this information current - this is achieved by separating the content (information) from the interactive functionality. Delivered within this project is also a standalone version of this frigate – one that Recruiters can take along and use at career expos and other like opportunities. Also returning is the “Global Deployment Map” – graphic and interactive maps that display where the fleet is stationed around the world (subject to this being publicly appropriate) and other interesting information such as locations of overseas postings and peacekeeping forces.

This work is being carried out by software development company Intergen who created the CMS templates for Phase I of the site. Intergen has been working hard on these two projects for several months and we have been very pleased with the results.

NIS has been working with industry experts to build a Proof of Concept (POC) to investigate the replacement of our current Intranet (NavyWeb). This POC has now been developed and when implemented will allow us to align to NZDF information management and knowledge management strategies and initiatives. It will also allow us to have more seamless integration between our Intranet and the growing number of Windows Sharepoint Services sites. Another exciting year for web technology and web-based information is ahead!

For more information about projects in this article, contact Adrian (adrian.butcher@nzdf.mil.nz). Any feedback on Internet website content should be directed to Navy Public Relations (navypr@nzdf.mil.nz).
The first time the name ‘New Zealand’ was given to a ship of the Royal Navy was for HMS NEW ZEALAND, one of a group of eight battleships of the King Edward VII-class. They were the last of a series of battleships, now known as pre-Dreadnoughts; their armament was a mixed one combining 12-inch, 9.2-inch and 6-inch guns. New Zealanders were proud that a Royal Navy battleship should carry the Dominion’s name; schools held penny trails to raise funds to pay for the ship’s bell.

These ships were the peak of a type that had been established in 1889, soon after the development of the vertical triple expansion steam engine - which finally gave steam warships oceanic endurance. Britain built nearly 50 of these battleships, Germany - already a naval rival – had over 30.

The key to the ‘pre-Dreadnoughts’ was the fact that all guns were individually aimed and fired – and the assumption that battles would be fought at short ranges, only about 2-3,000 metres. At those ranges, the rate of fire of the smaller guns could balance the hitting power of the few large guns. Yet modern guns could reach far longer distances. In the first years of the 20th Century some designers and theorists suggested that the reach of the 12” main guns would mean that sea battles would be fought at longer ranges. This was confirmed by the Japanese success at the Battle of Tsushima in May 1905 when the battle was fought at over 6000 metres range and the ships’ smaller guns were ineffective.

The 90th anniversary of the Battle of Jutland occurs next May. As part of Navy Today’s continuing coverage of the naval aspects of WWI, we will report on the role of HMS NEW ZEALAND in that battle. But New Zealand’s gift battlecruiser has to be placed in the context of a naval construction revolution that began with HMS DREADNOUGHT.

By Richard Jackson

HMS NEW ZEALAND/ZEALANDIA

**Builder**
Portsmouth Dockyard

**Commissioned**
June 1905

**Displacement**
16,350 tons

**Length**
425 ft; beam 78ft

**Armament:**
4 x 12-inch, 4 x 9.2-inch, 10 x 6-inch, 12 x 12-pounder guns & 4 x 18” torpedo-tubes.

15 coal-burning boilers, vertical triple expansion reciprocating steam engines, 18,000 horsepower

**Speed**
18 knots.

**Complement**
777

1891

1911

Renamed ZEALANDIA, to give her original name to the Dominion’s gift battle-cruiser.

3rd Battle Squadron Grand Fleet, used in support of cruisers on Northern Patrol.

Rammed a German submarine in the North Sea.

Eastern Mediterranean.

Rejoined Grand Fleet

Redeployed to Sheerness, the Nore Command.

February 1918

Gunnery training ship

Sold for scrap.

Early in 1905 the British First Sea Lord ADM Jacky Fisher (a dynamic but controversial admiral) convened an Admiralty committee to develop a new type of battleship. The new ship would have steam turbines (for a speed of 21 knots, faster than any reciprocating-engined battleship) an all-big-gun armament (10 x 12inch) and just a few quick-firing small guns to fend off torpedo boats. It would be superior to any existing battleship, and the all-big gun main armament could be controlled (by
But Jacky Fisher also took another step. To counter the big armoured cruisers that featured in so many fleets (including in Germany’s East Asiatic Squadron) Fisher conceived the battlecruiser, an all-big-gun, turbine-driven ship with superior speed (over 25 knots). But the cost of high speed was thinner armour; HMS INFLEXIBLE had a 6” (152mm) armoured belt instead of the 11” belt built into DREADNOUGHT. In Britain the battlecruisers soon earned public acclaim; they appeared to embody the Nelson spirit.

In 1909 there was a political crisis in Britain, after Germany’s Second Navy Act showed they were speeding up the building of ships of all classes. The Liberal government proposed to fund only 4 Dreadnoughts that year; the First Lord of the Admiralty (the political head, not to be confused with the First Sea Lord, the senior Admiral) put forward proposals to build six, but the Navy wanted eight new ships.

It was as this crisis was developing in London that New Zealand’s Prime Minister, Sir Joseph Ward, made his offer on 22 March 1909 of ‘one first-class battleship and, if necessary, two’ as a gift to the Royal Navy. Though controversial in terms of NZ’s party politics, Ward’s offer was in fact supported throughout NZ and gratefully accepted by the British Government. Ward saw the new ship as a focus for New Zealander’s national pride, but he also wanted to influence opinion in Australia against a local fleet of small ships and in support of strengthening the Royal Navy’s central battlefleet. Ward was successful: the issue of Australia funding a Dreadnought battleship became an election issue across the Tasman and was adopted by their next Prime Minister, Alfred Deakin.

The new ship was built on the Clyde - laid down in June 1910 and launched as HMS DREADNOUGHT in 1906 HMS DREADNOUGHT stunned the world.

In fact the existing naval balance was upset, now the naval rivalry began again from scratch. In Germany, all battleship construction was halted until they could design their response. The USA, France, Russia, Spain, Austria-Hungary, Italy and Japan all switched to building Dreadnought-type battlecruisers, while Turkey, Brazil, Argentina and Chile also sought to acquire Dreadnoughts.

**HMS DREADNOUGHT**

<table>
<thead>
<tr>
<th>Builder</th>
<th>Portsmouth Dockyard</th>
</tr>
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<tbody>
<tr>
<td>Completed October</td>
<td>1906</td>
</tr>
<tr>
<td>Displacement</td>
<td>17,110 tons</td>
</tr>
<tr>
<td>Length</td>
<td>490 ft; beam 82ft</td>
</tr>
<tr>
<td>Armament:</td>
<td>10 x 12-inch, 24 x 12-pounder guns &amp; 5 x 18” torpedo-tubes.</td>
</tr>
<tr>
<td></td>
<td>18 coal-burning boilers, Parsons direct drive turbines, 23,000 horsepower</td>
</tr>
<tr>
<td>Speed Complement</td>
<td>21 knots 773</td>
</tr>
<tr>
<td>1914</td>
<td>Flagship 4th Battle Squadron Grand Fleet</td>
</tr>
<tr>
<td>18 March 1915</td>
<td>Rammed and sank U-29</td>
</tr>
<tr>
<td>May 1916</td>
<td>Transferred to the Nore Command</td>
</tr>
<tr>
<td>July 1918</td>
<td>Paid off</td>
</tr>
<tr>
<td>1921</td>
<td>Sold for scap</td>
</tr>
</tbody>
</table>

HMS DREADNOUGHT: note the greater length of the ship and the deep armour on the magazines. Drawing from British Battleships by Oscar Parkes.

HMS DREADNOUGHT as completed; she has five turrets with two 12” guns in each.

Photo: RNZN Museum

HMS DREANOUGHT; note the greater length of the ship and the deep armour on the magazines. Drawing from British Battleships by Oscar Parkes.

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The new ship was built on the Clyde - laid down in June 1910 and launched as HMS NEW ZEALAND in July 1911. HMAS AUSTRALIA, also Clyde-built, was completed in June 1913 and was identical. Ironically, by 1910 the Royal Navy was already building the bigger LION-class battlecruisers with 13.5” (343mm) guns, but both NEW ZEALAND and AUSTRALIA were repeats of the earlier INDEFATIGABLE design. It seems that the Admiralty chose to repeat the older design because,
at the 1909 Imperial Conference, the Admiralty intended that both ships would serve in the Pacific (NEW ZEALAND as the centre of a Hong Kong-based ‘fleet unit’ and AUSTRALIA based in Sydney with the new Australian fleet unit). Twelve-inch gunned battlecruisers were assessed as sufficient to meet the (then) likely threat. In addition, the naval arms race placed pressure on British armament firms – repeating the INDEFATIGABLE also saved design effort.

NEW ZEALAND was commissioned by CAPT Lionel Halsey RN on 23 November 1912. Her officers at that time included three New Zealanders, all from Christchurch: LTs David Boyle and R C Garsia and MID H Anderson. The next year NEW ZEALAND sailed from Portsmouth for a world cruise designed to show the new Dreadnought to the British Empire and also to display the ship in South America. She sailed south through the Atlantic, called at South Africa and Australia, and arrived in Wellington on 12 April 1913.

NEW ZEALAND and her ship’s company were given a magnificent reception in the Dominion and gifts of many kinds were showered upon her. She steamed round both islands, called at or off every port, and the ship was inspected by over 300,000 people (nearly one third of the population). [See, for example, Blue Water Kiwis by Matthew Wright.]

NEW ZEALAND was also welcomed by the Maori people. CAPT Halsey was welcomed by many tribal representatives; manuscripts kept by the Halsey family and now in the collection of the RNZN Museum show that representatives of Ngapuhi, Te Rarawa, Te Aupouri, Ngatiwhatua, Ngatiraukawa, Ngati-Huia and Ngatitoa and ‘the South Canterbury natives’ were some of those who gave formal speeches of welcome. Among the many gifts for the ship was a piupiu, a warrior’s skirt of rolled flax, which was subsequently worn by the ship’s Captain whenever NEW ZEALAND went into battle.

After leaving Auckland in June 1913, NEW ZEALAND continued her ‘show the flag’ role with visits to Suva, Honolulu, Vancouver, Panama (where the new canal was still under construction) Callao, and Valparaiso. She steamed through the Strait of Magellan to Montevideo and then Rio de Janeiro before visiting the principal islands in the West Indies. NEW ZEALAND returned to Britain in November 1913.

The next year, as the crisis between Austria-Hungary and Serbia escalated to war, the Royal Navy was mobilised. In late July 1914 NEW ZEALAND, along with 23 other British Dreadnoughts, sailed for Scapa Flow, north of Scotland. The Grand Fleet’s role was to underpin the blockade of Germany and, when the opportunity occurred, to engage Germany’s High Seas Fleet. It would be nearly two years before that opportunity came in May 1916.
Marco Zeeman reports that the former frigate WELLINGTON is now alive with schools of juvenile fish, red cod reside under her hull, algae and seaweed now cover her upper decks and over 1000 divers have thoroughly enjoyed this world-class dive facility. The accompanying photos were taken by Wilfried Bockstruck.

MALAYSIAN OPV
One of Malaysia’s new OPVs, KD PAHANG, on display at the recent LIMA 05 naval exhibition at Langkawi. As can be seen they bear a family resemblance to the Blohm + Voss MEKO 200 series of frigates, but at 91m long are a similar size to New Zealand’s future OPVs. [The specification for the Malaysian OPV was given in NT 107 February, p 15.]

Photo: Chris Sattler

YOUNG ENDEAVOUR IN AUCKLAND
The Australian youth training ship YOUNG ENDEAVOUR visited Auckland in January. A 44m topsail schooner, YOUNG ENDEAVOUR was built by Brooke Yachts in the UK and given to Australia in 1988 as a Bicentennial gift. Operated by the RAN for the Young Endeavour Youth Scheme, she has a crew of 9 and up to 24 trainees.

Photo: Mike Millet

USS RONALD REAGAN IN BRISBANE
America’s newest aircraft carrier USS RONALD REAGAN (CVN 76) visited Brisbane, Australia, for 5 days in late January while on the ship’s first deployment for maritime security operations in the Asia/Pacific region. When passing through the Coral Sea the REAGAN’s crew held a memorial service to remember those lost in the Battle of the Coral Sea 1942, the first ever aircraft carrier vs aircraft carrier sea battle.

Photo: US Navy
Late last year NZDF Touch was invited to play in the ADF National Tournament at RAAF Edinburgh, Adelaide, South Australia. The tournament covered many grades and NZDF Touch had hoped to send an Open Men’s, Open Women’s and Men’s Over Thirties teams - unfortunately a lack of available players meant we sent no women’s team. Seven Navy representatives were selected: CPODVR Johnson, CPOPTI Statham, CPOET McKeich and POCSS Waerea for the Over Thirties, with LMT (P) Haua, ASA Nathan and ACSS Taikato in the Open Men’s. Some of our other players were unable to attend due to other commitments.

After months of preparation by SGT Terry Miratana, the tour started and on arrival in Adelaide it was straight to RAAF Base Edinburgh, approximately one hour’s drive from the city. Once we had sorted the public transport system and spoken to the locals we found they were all great people who took plenty of interest in us. We started with a four day training camp for both the Over Thirties and Open Men’s teams as a lot of us were meeting and playing Touch together for the first time. The ‘work hard play hard’ theory was implemented, the senior Service leading the way. With a lot of team bonding games, it wasn’t long before everyone knew each other.

The ADF tournament began; both our teams played against the ADF ‘State of Origin’ Selections, North Queensland, Sth Queensland, NSW, Southern States, ACT and Northern Territory. After the first day, both our teams were undefeated - the following two days saw our Open Men play three more games and our Over Thirties play six.

We were undefeated in round-robin play, with minimal tries scored against us. Sadly, as we were not an ADF side, we were not allowed to play in the finals! Then the ADF Representative sides from each grade were named for the Trans-Tasman tests to be played on the Friday.

• Our Open Men’s Side went down to the ADF team 5 – 3; very disappointing after such a successful week.
• The Over Thirties remained undefeated, winning their match 4 - 2.

But since the test series was drawn (one win each) the Trans-Tasman Trophy remains with the current holders, Australia.

The Aussie hospitality was great (apart from the flies that hunt you down in packs) and off the field the week was also very successful. Every night there was entertainment for all (dressing up as X-Men, auctioning off the cherries and wearing the Pig mask...) and you didn’t have to dig deep into the pocket.

The tour showed the depth and experience we are gaining, with some great Touch players in the Services. We made some great friendships and this really helps to enforce the “One force, three services” vision. Touch is now an integral part of naval life and we feel that nothing can reinforce “commitment, courage and comradeship” better than playing sport in a team environment.

Overall the tour was a huge success for NZDF Touch and we would like to thank everyone involved in organizing this tour, especially Terry Miratana for all his hard work, and the NSRCT for their financial assistance.

The Inter-Services Touch Tournament was held at RNZAF Ohakea at the end of January.

Results:
Over Thirties: Army 8 vs Navy 3
Womens: Navy 4 vs Army 1
Open Mens: RNZAF 5 vs Army 4
A large portion of TE MANA’s company participated in three events run by the local community at Waitangi. Sunday 5 February began with Waka Ama racing, with 10 enthusiastic, but mainly novice, paddlers jumping in the deep end to race 10 km in the windy and choppy harbour. Two teams, a women’s and men’s teamed up with two experienced paddlers to complete the challenging but rewarding course.

That afternoon TE MANA entered five teams in the “Top Town” contest. From the outset the officials knew they had their hands full with 30 sailors from TE MANA and the WON, all coming up with all manner of ways to get maximum points in the tabloid games. Both the locals and sailors had a great afternoon with plenty of laughs.

On the 6th, the ship’s team competed in the Waitangi Day Touch tournament. Our team put forward a great performance in some very hot conditions, while there was some sharp young talent on show from the local teams. Although we did not make it into the prizes, we did have some thrilling and close encounters. All in all, a great weekend was had by all, and we must thank the local community for being such wonderful hosts.

Dave Foley, on behalf of the NZDF Sports Committee, presented a NZDF Rugby Jersey to CAPT Holmes for Navy Rugby—in recognition of, and appreciation for, the Navy’s contribution over the past 5 years towards rebuilding NZDF Rugby. Since 2000, NZDF Rugby has been on a journey of development that has seen the Code strengthen to a level where they are now competing against provincial unions. The photo shows l to r) CPOCSS Jones, MAA Johnson, Dave Foley, CAPT Holmes, WOMT(P) Harema and CDR Kempster.
While RESOLUTION underwent an Intermediate Maintenance Availability late last year, some of her company undertook the Tongariro Crossing. MID Mike Lester reports...

We departed our ship for the much anticipated Exped to the Tongariro National Park; after battling the Auckland traffic we finally hit 5th gear and enjoyed beautiful driving through the King Country to Ohakune, home of the giant carrot! Weather conditions were outstanding - by 1600 I was well on my way to a trucker's tan. We spent our first night in the comfort of the RNZN Ski Lodge. Next morning it was ‘call the hands’ at 0600 and a 30 minute drive to Whakapapa Village to meet our guides for the crossing.

Terry and Earl were very informative, with a wealth of knowledge about the area and the volcanoes. We commenced our ascent - at the Devil’s Staircase things stepped up a notch and our previous ‘sporties’ sessions started to pay off. But by the top everyone was ready for a break! Lunch was devoured, water was siphoned from camel-backs and sunscreen applied before continuing. Strong senses of humour, and determined efforts were demanded of all as the heat, strong sun and heavy packs began to take their toll. But our efforts were rewarded on reaching the crossing cairn, with stunning views of the Red Cliffs and Emerald Lakes.

With excellent weather, and time on our side, we made the decision to down packs and make a quick recce over to the summit of Mt Tongariro itself. We were rewarded with more fantastic views of the surrounding landscape and the chance to hurl a few snowballs at each other. With perfect visibility Mt Taranaki could be seen towering in the west.

Retrieving our packs, it was on to the hut where we arrived at around 1830. There we said ‘thank you’ and ‘farewell’ to Terry and Earl. Despite twelve pairs of very tired legs, it was ‘up tents, out cookers and hands to BBQ stations!’ Other trampers looked on in awe at all the fresh steak and sausages being pulled from packs and the deck of Ketatahi became enveloped in a pleasant barbeque aroma.

Up with the sun, and with lighter packs it was a less strenuous tram down off the mountain to meet the bus. With time in hand and Mt Tongariro successfully conquered, hot baths seemed a fitting way to unwind. So we soaked our tired, blistered feet and aching shoulders in the hot pools at Tokaanu. With the RNZN discount the entry fee was very affordable.

The next morning ‘wakey wakey’ was at 0500 to allow transit time to ‘Rock’n Ropes,’ the high ropes course just north of Taupo. The course was thoroughly enjoyed by all, with the high swing voted the best adrenaline buzz! Everyone from POPTI Rolleston to ACH Bradley was taken firmly from his or her comfort zone, which added to the satisfaction on successful completion of each of the tasks.

Another box ticked in the little task book of life, it was back in the vans for the drive back to Auckland. All kit returned, and transport cleaned, then on looking around it seems we all ended up on duty (a small price to pay!) The real value for money was in the rejuvenated 12 members of RESOLUTION ship’s company glowing with a real sense of achievement and ready to tackle our next challenges.
REGULATING BRANCH
REUNION 2006
To be held at Ngataringa Bay
Sports Complex (Queens Birthday Weekend) 2-4 June, 2006.
For registration /enquires
please contact:
Tom Tupe
85 Plateau Heights
Mount Maunganui
07-5749033
email. t.m.tupe@xtra.co.nz

EASTER SUNDAY SERVICE
April 16th
St Christopher’s Naval Chapel
9.30 am Easter Sunday
followed by Morning Tea and Easter Eggs
All serving and ex-serving Navy personnel
and families welcome

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TE REO HERAMANA
NETBALL CLUB REUNION
EASTER WEEKEND 2006
Devonport
Join us for a fun weekend of
netball, exhibition games, fashion
parades and family activities
while we celebrate more than
25 years of club history. All past
and present members welcome.
Please register your interest
by e-mail:
angela.gormley@nzdf.mil.nz
or phone
(09) 445 5102.

POSSIBLE
PERTH
REUNION
The Keepa family, with Jamie
Hoha and others, are organising
an ex-RNZN reunion in Perth for
Easter 2007. We are trying to
make contact with any ex-sailors
living in Australia who may wish
to attend.
keepak@optusnet.com.au

HICKLETON AND
SANTON REUNION
HUEY OLD BOYS
Saturday 24 June 2006
Celebrating 40 years of UH-1H
operations
Contact: gregory.jane@nzdf.mil.nz
HMNZS TE KAHA assisted by two tugs makes a 'Cold move' to Princess Wharf for the Auckland Anniversary Weekend.

Meanwhile three tall ships were underway (l-r) SPIRIT OF NEW ZEALAND, Schooner SOREN LARSEN and HMAS YOUNG ENDEAVOUR (For more on YOUNG ENDEAVOUR see p43).

Photo: Mike Millet