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YOURS AYE

CDR ROSS SMITH MNZM (Maritime Component Commander)

REAR ADMIRAL PARR has decided that the authorship of the Yours Aye article will be shared between himself, Commodore Bruce Pappell (Deputy Chief of Navy), and myself (Maritime Component Commander). This will be done on a rotational basis and as I am the junior Commodore, I’m first cab off the rank.

Admiral Parr stated in his address at his Change of Command Ceremony, that with the commissioning this year of the remaining Protector ships, we are closing in on our goal of being a Versatile Navy with the capability to conduct a broad range of tasks across the spectrum of maritime operations. I intend in this article to expand on this theme by providing an update of Fleet activities that clearly demonstrate that we are indeed making significant progress towards this goal.

On Thursday 14 May 2009 I had the honour and privilege of commissioning HMNZS Pukaki into the RNZN. Commissioning ships is normally the prerogative of the Chief of Navy, however, Rear Admiral Parr was overseas at the time, and I was particularly pleased to stand in for him on this occasion. In attendance for this commissioning were a number of ex-sailors, some of whom had been members of the commissioning crew of the first HMNZS Pukaki (F424). Their presence at this, the third Pukaki commissioning, made the occasion very special and caused me to reflect the commissioning, and shared experience of service at sea that binds sailors past and present. That although ships come and ships go, ships’ names and numbers will endure, and most importantly it is the shared experience of service at sea that binds sailors past and present. On completion of the formal proceedings, I was great to see the current crew interacting with the veterans and proudly showing them their new ship.

By the time this article goes to print, the fourth IPV will have been commissioned and will have completed its delivery voyage to Devonport Naval Base. These ships are currently undergoing a Government Furnished Equipment (GFE) installation phase which will be followed by a trials period and work-up. In the not too distant future the IPv will become a regular feature on the Waitemata Harbour as they progress through trials and work-up and it is expected that these ships will be available for operational tasking from early August when they will become a regular feature on the New Zealand coastline.

Meanwhile, Canterbury, with two SeaSpars and an Army contingent of engineers and health professionals embarked, is currently operating in the Cook Islands supporting Army training and furthering New Zealand’s foreign policy commitment to the South West Pacific through support and assistance and development tasks. This mission is a concrete demonstration of the ship’s capabilities to support the other services and the ability to contribute to the efforts of other government agencies.

Closer to home Resolution, Manawanui and Kahu continue to provide excellent support to sea based training activities while also making a significant contribution to ongoing Fisheries, Customs and Department of Conservation tasking. As you can see from this brief roundup of Fleet activities, the Royal New Zealand Navy is well on its way to being a Versatile Navy delivering on the mission of contributing security and prosperity for all New Zealanders. The Fleet, however, cannot function without the ongoing commitment of our sailors and their families, and the considerable effort that is provided by the Naval Support Command, so I thank each and every one of you who are working daily to support our sailors at sea.
MCC CHANGE OF COMMAND

WITH THE WORDS “YOU HAVE THE FLEET”, NEW CN REAR ADMIRAL TONY PARR RELINQUISHED COMMAND TO COMMODORE ROSS SMITH, WHO ASSUMED HIS POSITION AS THE MARITIME COMPONENT COMMANDER

NEW MCC CORE R SMITH REPORTS FOR DUTY TO RADM LEDGSON, THE OUTGOING CN

COMMODORE ROSS SMITH

was born in Omarama, New Zealand and educated at Waitaki Boys’ High School and the University of Canterbury (Dunedin). He joined the Royal New Zealand Navy in January 1981 in the rank of Sub Lieutenant on the General List of Officers in the Seaman specialisation.

Captain Smith conducted his early training in HMNZ Ships Taranaki, Canterbury and HMAS Bacchante which later became HMNZS Wellington. On gaining his Bridge Watchkeeping Certificate he served in HMNZ Ships Monowai as a Watchkeeper, and Canterbury as Navigating Officer.

Following Principal Warfare Officer training in the United Kingdom (1987-89), Captain Smith served in HMNZS Waikato as the PWO(U) and HMNZS Tui as the Towed Array Sonar Trials Officer. He returned to HMNZS Waikato (1991) as the Operations Officer before conducting a short tour of duty as Executive Officer in HMNZS Southland. He departed Southland in mid 1993 and underwent Staff Training at the Royal Australian Navy Staff College and was subsequently posted to the ANZAC Ship Project Office in Canberra, Australia.

Captain Smith returned to New Zealand in 1996 and took up an operational position on the staff of the Maritime Commander, New Zealand. In November 1997 he was attached to the New Zealand Army as the Naval Liaison Officer at Headquarters Truce Monitoring Group (TMG) at Bougainville.

In recognition of his contribution to the TMG Captain Smith was appointed Member of the New Zealand Order of Merit in the Queen’s Birthday Honours List in June 1998. On return from Bougainville in February 1998, Captain Smith undertook various advanced training courses in Australia and the United Kingdom.

He departed from the Navy in 1999 to attend the Royal United Services Institute (RUSI) in London, United Kingdom.

In mid-2004 to early 2006 Captain Smith was posted to Headquarters Joint Forces New Zealand firstly as the Chief Staff Officer Operations (J3), and then as Chief Staff Officer Development and Plans (J5). Captain Smith saw further operational service in the Solomon Islands and in the United Kingdom.

On completion of his period in command, Captain Smith was appointed the Director Naval Warfare in the Force Development Division at Naval Staff in Wellington. He was subsequently seconded to the Ministry of Defence for duties with Project Protector, a multi-ship acquisition project.

In December 2006, Captain Smith took up the appointment as Assistant Chief of Navy (Personnel), a post he filled until February 2009. During this period he undertook extra-mural studies at Victoria University and in March 2009 was awarded a Masters Degree in Strategic Studies.

Captain Smith is married to Vicky Stanbridge and they have three school-aged children. His interests include tramping, skiing, family activities and reading.
As part of Anzac Day commemorations, the New Zealand Defence Force ran a design competition for Year 7 and 8 students, called Operation Anzac Spirit. The competition invited students to submit posters to explain what Anzac Day meant to them.

At the prize-giving to distinguish the top three entries in the competition, Chief of the Defence Force LT GEN Jerry Mateparae said he was impressed that over 800 entries had been received in the competition.

He said that although the competition was initially conceived to raise awareness of Anzac Day, it has also given the New Zealand Defence Force “an opportunity to gain a perspective of young New Zealanders.”

Stephanie Gibson, Curator at Te Papa (History section) was invited to view the works as guest Judge. She said she was particularly impressed with the calibre of the entries, and the thoughtful and heartfelt responses the students had applied to the competition brief.

Third place was awarded to Wallace Davidson, of Christchurch, who Stephanie commended for using a deceptively simple image, (a black poppy on a red background) in a powerful way. Wallace’s prize was a day with the Navy and he also received a signed copy of the book about CPL Willie Apiata VC for New Zealand, The Reluctant Hero. Wallace Davidson is the brother of Dora Sharp-Davidson. Dora was the 2006 HMNZS Canterbury Scholar. Mrs Davidson said the whole family was “absolutely delighted” with Wallace’s prize, and that as far as they were concerned a day out with the Navy was “the best prize on offer”.

Blue Riley of Havelock North was awarded second place for his vibrant work, and he was looking forward to his prize - a day out with the Air Force and a signed copy of The Reluctant Hero. All three prize winners were present at the prize giving and Stephanie Roger-Ngata, the overall winner of the competition, had travelled to Defence House from Palmerston North with her parents, three sisters and two cousins. Her entry had been homework, and was a tribute to her Koro Matua (great grandfather) “Brownie”. Daphny’s Koro Matua was a Corporal in C Company 28 Maori Battalion. He served in Italy & Florence and was wounded by shrapnel in Cassino and sent home on a hospital ship.

RSA President Robin Klitcher, who was also present at the prize giving, said the RSA would be pleased to use a selection of the images from Operation Anzac Spirit for a calendar in 2010.

**Interview with Wallace Davidson**

**Thoughts on winning prize**

I have an interest in the military and creating the Anzac Spirit poster made me realise the importance the New Zealand Navy played in keeping our country as an island nation safe and free. It was a big surprise to come third out of 800 entries.

**About the prizes**

From the beginning when I heard I’d won third place, I really wanted a day with the Navy and I was so pleased that opportunity was given to me. At school we are studying the topic “what’s worth fighting for?” and this Navy prize has given me first-hand experience of Navy life.

I was lucky enough to come home at lunchtime on Tuesday 19th May. I was to fly to Auckland to be all ready the next morning for my day on the Navy ship.

Mum and I went to Christchurch International Airport very excited. We said goodbye to Dad who was rather jealous – he wanted to come on the ship too!

I’d never been to Auckland. As we flew low I recognised the Sky Tower I’d seen on television. An uncle I’d never met was waiting and we went to his house in Grey Lynn.

We had to wake up at 5.45 and at the gate at 6.30 was a shuttle.

We met our host for the day, Lieutenant Commander Barbara Feissner, at Auckland Airport and started our day with a delicious breakfast in the Koru Lounge.

My first glimpse of the majestic ship was at the wharf waiting for us. I was welcomed as a V.I.P. After a safety briefing we sailed out of...
PeAcekeePers

the harbour.
A tour of the ship included: the engine room, cabins and the bridge.
I found the ladders fascinating and there were special, strong doors that needed to be closed in 30 seconds or an alarm would go off. The best thing I did was steering the ship for part of the voyage, it was really fun but challenging to keep it on course.
Barbara had thought of everything - including a delicious packed lunch with chicken sandwiches, cake and apple juice.
Arriving at Auckland harbour was one of the best parts. I went out on deck with the captain to salute the flag as we came in.
Just to round off an unforgettable day we got into a RHIB and sped across the harbour.
My thoughts on the ship was how everyone got on well with each other and everyone played a part.
The way the Navy crew made me feel part of the staff and helped me enjoy my wonderful day on HMNZS Pukaki. Proof of this voyage is in the ship’s logbook.

NAVY WOMAN BECOMES THE FACE OF UN

New Zealand Navy Lieutenant Commander Pip Gibbons is one of four women who feature on a poster used to promote the International Day of United Nations (UN) Peacekeepers, which is Friday 29 May.

LT CDR Gibbons, who recently served as an UN Military Observer in Timor-Leste, is one of four women featured on the poster about women in peacekeeping which is the focus for this year’s UN Peacekeepers’ Day.

“I was chosen for the poster after doing a number of publicity shots for the United Nations. It was an honour to be asked to feature on a poster promoting women in peacekeeping,” said LT CDR Gibbons.

Women are increasingly performing key leadership functions in peacekeeping. Between February 2007 and January 2008 there was an increase of over 40 percent of women serving in peacekeeping roles.

LT CDR Gibbons has recently returned from Timor-Leste where she lead a UN team that liaised with a range of people including local village chiefs, government ministers, other UN units, non-government organisations and local police personnel.

“It was great working with defence force personnel from other countries and also being a role model for the local women, especially as they saw me interacting with senior members of their community.”

The International Day of UN Peacekeepers was established in 2002 as the day to pay tribute to all the men and women who have served, and continue to serve, in United Nations peacekeeping operations for their high level of professionalism, dedication and courage, and to honour the memory of those who have lost their lives to the cause of peace.

The New Zealand Defence Force currently has 44 females deployed overseas, including UN-mandated missions, with a total of 415 personnel deployed in total.

The New Zealand Defence Force has a greater percentage of women personnel than in the defence forces of Australia and the UK.

The following table shows the percentage of females in the three Regular Forces of New Zealand, Australia and UK.

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<th>NEW ZEALAND</th>
<th>AUSTRALIA</th>
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<tr>
<td>Navy</td>
<td>23.4%</td>
<td>17.5%</td>
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<td>14.0%</td>
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<td>Air Force</td>
<td>17.5%</td>
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<td>Total Regular Force</td>
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HMMNZS HAWEA DELIVERED!

The second of the Navy’s new Inshore Patrol Vessels, HMMNZS Hawea, was handed over to the Navy in Whangarei on Friday 1 May. She sailed to Devonport Naval Base on 6 May, joining HMMNZS Rotoiti for special equipment installation, sea trials and crew training before she enters into operational service later in the year.

The Chief of Navy, Rear Admiral Tony Parr, said the new Inshore Patrol Vessels added welcome new capability to the Navy. “The Inshore Patrol Vessels can go further, go faster and are more versatile than our previous patrol ships of the 1980s. They add valuable new capability to our fleet, and will enable us to better support the work of agencies like Customs and Fisheries around our coast.”

Delivery of the four Inshore Patrol Ships, Rotoiti, Hawea, Pukaki and Taupo, is expected to be completed this month. Each ship is affiliated with a region. HMMNZS Hawea is affiliated with the West Coast region.

Speaking at the delivery of the first Inshore Patrol Vessel, HMMNZS Rotoiti, former Chief of Navy Admiral David Ledson said the Navy was grateful to the contractor, BAE, for their contribution to the significant effort that has gone into securing the delivery of these impressive new ships.

**BACKGROUND INFORMATION: IPV**

Inshore Patrol Vessels are versatile ships capable of multi-agency operations to support national security tasks. At 55 metres long and with a contracted 3000-nautical mile range (though sea trials show that the range is likely to be in the region of 7000nm, double the contracted requirement), they will contribute significantly to the patrolling of New Zealand’s 15,000km coastline, and our Exclusive Economic Zone out to 200 nautical miles. The primary role of the IPVs is to patrol and respond to maritime security incidents within the inshore zone around New Zealand. Other tasks will include surveillance, response and boarding operations, and search and rescue.

The IPVs will have a complement of 20 Naval personnel and up to four Government agency officers. They also have the capacity to host 4 more personnel onboard for general naval training or other duties.

Comparing these IPVs with the Inshore Patrol Craft (1990s) or Lake Class Patrol Boats (mid-70s to late 80s) is like comparing a Ferrari with an old ute. The IPVs are much faster and highly manoeuvrable. With active fin stabilisers, they provide a comfortable ride, are far more sophisticated (modern off the shelf equipment and automated systems including unmanned machinery spaces) and are significantly more capable (long range communications and surveillance systems). They also look smart!

The introduction of these vessels is an exciting time for the RNZN. The ships are specifically designed to undertake a range of tasks for several Government agencies including Customs, Ministry of Fisheries, DoC, Police, MFAT, NZDF and Maritime New Zealand. Their introduction is also expected to enhance Navy’s recruitment and retention as these ships frequent ports around the country’s coast.
On Thursday 14 May 09, HMNZS Pukaki, the third of four IPVs, was accepted and commissioned into the Royal New Zealand Navy. The day began early for the XO (SLT Matt McQuaid) and I, departing Auckland at 0630 for the acceptance ceremony in Whangarei. By 0830, having rehearsed my acceptance speech more times than Matt cares to remember, I had shaken off any nervousness and we were greeted to a beautiful morning and a ship looking fantastic and ready to be accepted into the RNZN!

The ceremony itself was divided into two distinct parts; first, the acceptance hosted by BAE systems, involving the Maritime Component Commander, Commodore Ross Smith, MNZM, RNZN, Deputy Secretary of Defence (Evaluation) Merus Cochrane and BAE representatives. This was followed by the Naval acceptance ceremony where the Warrant was read aloud to me by MCC on behalf of the Chief of Navy, a ceremony was then conducted in which the New Zealand Ensign was blessed, the commissioning pennant run up for the first time. The ceremony ended with the delivery of the Ship’s Company marching onboard to conduct Colours for the first time.

This was a very special moment for me and was made all the more special by the presence of Whangarei RSA members who had served in Pukaki and other Frigates of the Loch Class Frigate era. I’d like to express my sincere thanks to Mr Doug Flavell and Jan Harding for the effort in attending the ceremony and being involved in the first chapter of the third HMNZS Pukaki within the RNZN.

The third Pukaki is a highly capable vessel. The ship will again conduct tasks on the New Zealand coast and potentially beyond. I’m very humbled and I’m looking forward to commanding Pukaki to help ensure the maritime resources of New Zealand are well protected.

So what is on the horizon for the newest vessel in the fleet? The ship now will undergo a fitting out period alongside DNB before commencing harbour training, sea trials followed by Workup to build us up to a ship contributing fully to the Navy mission.
A TRAINING SIMULATOR that replicates the operation of ANZAC and Offshore Patrol Vessel (OPV) machinery, bridge and power systems has been opened at the Devonport Naval Base.

Using state of the art computer simulation, combined with realistic bridge and control room environments, the EIM Marine Engineering Synthetic Training Environment (MESTE) will enable the Navy to train marine technicians in realistic situations, without risk to people or ships.

The development of MESTE was initiated by the Fleet Personnel and Training Organisation in 2005 as part of an initiative to address critical shortages in trained Marine Technicians (MT) and meet the Navy’s Strategic Goal 1 “Every position manned with the right person by 2014.”

In future trainees will gain their marine engineering operating certificates on specific platforms and include two generic merchant vessels. The simulators combine software and hardware trainers and have the ability to conduct platform familiarisation training, operational and diagnostic training and individual and team (ship specific) training.

Platform familiarisation training is achieved by using computers to emulate both generic and ship specific platforms. Real-time modelling enables replication of the propulsion plant and auxiliary systems, main power distribution including shore power and all damage control and total services.

Students will practise system diagnostic and operation training utilising the simulated IPMS, with the assistance of emulated consoles, controls, equipment and part task trainers, which have the appearance, characteristics and functionality of the real world parent equipment and systems.

The introduction into service of the MESTE signifies a significant step for Technical Branch training. The systems based approach towards training operating certifies, taught through simulation and simulation will surpass the more traditional methods of evaluation and training conducted at sea.

The Simulator was opened by Commodore Pat Williams on 2nd of June 2009. It is housed in the Maritime Warfare Training Centre building at the Devonport Naval Base.
71 NEW SAILORS recently completed their initial training at the Navy Leadership and Development Group in Devonport. Over a ten week period the recruits faced a number of challenges, both mental and physical, designed to help them gain the professional skills they will need as sailors to keep themselves, their shipmates and their ships safe.

The maritime and naval environment is introduced through activities such as naval history lessons and instruction in naval customs and ceremonies. During their initial training, the trainee sailors learned discipline, how to look after themselves, their kit and their accommodation, and to begin to adopt the Navy core values of Courage, Commitment and Comradeship.

A foundation of the course is the physical training component: circuit training, cross-country runs and sports. This helps to underpin another aspect of basic common training, the development of teamwork through such activities as team sports, parade training and practical general drills.

Attending his last formal Graduation Parade as the Chief of Navy, Rear Admiral David Ledson was the Reviewing Officer. He welcomed the new sailors into the Navy and awarded prizes for academic and leadership performance.

The following graduates were singled out from the recruits:

- **ORDINARY COMMUNICATION OPERATOR PATRICE JACKSON**
- **ORDINARY NAVIGATIONAL TECHNICIAN JERRAM CASSIDY**
- **ORDINARY MARINE TECHNICIAN DAMIAN BARRAH**
- **UNIFORM WEAR**

**NEW DISPLAY UNIT**

Navy has for many years used a Mobile Display Unit as an extension of its recruiting operations. LT CDR Hester says: “As an ‘over the horizon’ Service within the NZDF, it can be a challenge for Navy to build a profile among New Zealanders, particularly in areas where ships visits are infrequent or impractical. The Naval Display Unit (NDU) has played an important role in promoting Navy Careers across New Zealand. The preservation of this capability has therefore been seen as fundamental to our ongoing recruiting efforts.”

The current display unit has been in service since 1989, promoting Navy Careers throughout New Zealand. Notwithstanding a couple of upgrades, it is now approaching the end of its service life.

A project was commissioned in 2007 to procure a new NDU and after an exhaustive tender process, a contract was signed with a New Zealand-based consortium in March 2009 to determine the best solution for Navy.

A consortium of three companies, Phoenix Motor Homes from Kerikeri, Keith Andrews Trucks from Whangarei, and Majestic AV from Albany were awarded the $700K contract. Their proposed design is a 12.5 metre fibre glass vehicle, fitted on a Mitsubishi Fuso Fighter truck chassis. The body will also feature three independently controlled slide outs which will increase the width of the vehicle in various sections from 2.4 metres to 4.1 metres. The internal compartment will consist of a separate theatre for up to 16 people, a range of touch screens, a special play area for ‘junior’ recruits, and an area for potential gaming. The outside of the unit will also be enhanced by an external AV system which will help generate interest and draw people to the unit.

Building of the unit has now commenced in Kerikeri. “We conducted our first site visit in May and were immediately impressed by the sheer size of the unit. It will be a really imposing vehicle and will ideally draw people’s attention as it rolls through New Zealand. It will be a great addition to our recruiting capability,” LT CDR Hester said.

The NDU is due for delivery to the Navy on 30 September 2009. Navy personnel can follow the NDU’s progress by visiting the link on the RNZN Intranet, http://navyweb/.
FLIGHT COMMANDER CELEBRATES 5000 FLYING HOURS

LT CDR JIM TAYLOR celebrated a significant aviation and career milestone on 3 April this year when he clocked up 5000 hours in the air flying helicopters.

Considering the relatively short duration of helicopter sorties, this is no insignificant feat. A similar number of hours on long-range transport or maritime aircraft is not unusual but such milestones are rare in air combat, flying training and rotary wing roles.

The occasion was celebrated in the 6 Squadron crew-room with tea and cakes and a suitably decorated carrot cake emblazoned with the 6 Squadron colours and edible Seaspits.

Jim’s wife Lynne and their son Daniel were present when the Squadron’s Commanding Officer (CDP) Jason Haggitt presented Jim with a photographic montage of his career from Artificer Apprentice to Lieutenant Commander.

The selected images show Jim on, or alongside, the various ‘steeds’ which have carried him from 6 to 617 Squadrons, teaching embarked operational techniques from AVF Grange and AVF Fort Victoria.

James was then posted to HMS Arrow as a Flying Control Officer coordinating the fixed wing and helicopter traffic on and around the Aircraft Carrier. During this posting he maintained flying currency in the NA2 Albatross Early Warning Seaking and flew operational sorties during the 1997/8 Gulf conflict.

In 1999 he joined 700M Squadron as one of the first RN EH101 Merlin pilots and flew the Merlin Mk1 from its first delivery to the RN through routine acceptance and operational trials culminating in the first Merlin Frigate deployment on HMS Lancaster.

James then had a spell operating the Sea King and spent 8 months as an UN Observer in Sierra Leone in 2003 during the height of the civil war. This posting was as a Flight Operations Officer, however due to prolonged absences of the team leader he led the instructional team, facilitating disarming and rebuilding the civil infrastructure.

He returned to flying Merlin as the Senior Pilot and Executive Officer of 614 Squadron. During this posting the Merlin experiment for its operational deployment and conducting operations during the 2005 Gulf war, embarked an AVF Fort Victoria.

James’s final Merlin posting was to 617 Squadron as senior instructor in charge of the Merlin Simulator. In 2005 he was accepted by the RNAC and joined. He completed his Seaking conversion course in March 2006 and posted as Flight Commander in HMNZS Te Mana in May 2006 until Sept 2007. James then posted back to 614 Squadron initially as Flying Instructor, then as an Executive Officer and Training Officer.

Bio:

LT CDR JAMES RALPH NEWTON TAYLER

James joined the RN in 1978 as an Artificer Apprentice, completing his apprenticeship in marine and electrical engineering in 1982. He then volunteered for submarine service and joined HMS Spartan as a nuclear power plant operator, initially deploying to the Falkland Islands exclusion zone, and then conducting extensive surveillance operations against Soviet Naval units during the cold war. Promoted to CPO in 1985 and selected for Officer training, he joined Dartmouth Naval College in 1986 as a direct entry pilot.

On completion of flying training in 1988 he joined 826 Squadron flying Mk5 anti submarine Seakings and deployed on the Royal Fleet Auxiliary ships, Port Olmeda, Port Austin and Grange, also off San Diego, the Netherlands Auxiliary ships, Delta, Zalmnieuw and HMS Convoy as the first RN Seaking flight deployed to a brigale. Allowing Flying Instructors course in 1991 he then earned in 708 Squadron breaching the enhanced flying training course on the Mk 6 Seaking.

Returning to operational flying in 1992 with 814 Squadron he saw service during the Kosovo conflict flying from HMS Invincible and AVF Port Olmeda. He then returned to instructional duties with 810 Squadron teaching embarked operational techniques from AVF Grange and AVF Fort Victoria.

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Cakes presented by 650 to celebrate LT CDR Jim Taylors clocking up 5000 flying hours

BY LT CDR BARBARA FLEISSNER

When making the decision to immigrate to New Zealand, Naval Lieutenant Commander Shaun Quinn and his family, wife Ruth and daughters Phoebe (19), Alice (18) and Mia (12), also made a conscious decision to embrace the culture as best they could.

As a lateral recruit, Shaun Quinn exchanged his Royal Navy career, (largely spent in Cornwall near the Royal Naval Air Station at Culdrose), for the Royal New Zealand Navy and is currently attached to 6 Squadron RNZAF Basra Whenuapai, home to the Navy Seaspirt Helicopters.

The Quinn family reside in Devonport, Auckland. The two oldest girls, Phoebe and Alice, are currently completing bridging courses in Auckland before beginning their university degrees at Victoria University in Wellington next year majoring in languages and music respectively, while youngest daughter Mia is home-schooled.

Ruth and her daughters had decided to join the Navy Kapa Haka Group before they arrived in New Zealand as part of their desire to embrace the culture of their new country.

Says Ruth, “On our arrival in New Zealand we were given a Pōwhiri, a welcome ceremony, at the Royal New Zealand Navy’s Te Tausa Moana Marae. The uniqueness of the experience, coupled with our interest opened up valuable world of rich discoveries. Two weeks later we joined the Kapa Haka cultural group at the Marae. For the first time in our lives we found ourselves amidst the beautiful Maori language, its people and customs – and our world truly expanded.”

Noting this was the family’s first exposure to Maori culture, customs and music, Ruth says she and her daughters have had some adventures learning the language and performing to the public.

“They found the pronunciation interesting at times but, “the smiles are genuine, the encouragement is warm and support is strong. We have the teachings of very fine people - our whole group, the whanau. Any success we have had to date is due to their patience. It has been a generative act based on sharing, humility and respect,” says Ruth.

Ruth, Phoebe, Alice and Mia joined the rest of the Navy Kapa Haka Group performing at this year’s Waitangi Celebrations in February. They found the experience enriching and enlightening, “we were given the honour of performing as part of the group on numerous occasions during this year’s celebrations. Waitangi was a very special experience for us. It touched us deeply. To stand among our whanau, in such a place, on such a day - felt very right. Words could not do it justice.”

The Quinn family sum up their new cultural journey and being nurtured as proud members of the Navy whanau, “At the end of the day we have not done much - just put out openness and a little respect. In return we have found ourselves nurtured and respected. In the short time we’ve been in New Zealand we’ve learned more than we could have imagined. As new people here we have found true happiness in New Zealand’s richest of gifts: its culture and people.”
[A] Morning tea in the 6 SQN Joe room, to celebrate LTCDR Jim Taylor clocking up 5000 hours flying helicopters.

[B] Mr Leonard Sears (aka Onion) watching the new Rotoiti arrive. Onion served on the former Rotoiti 50 years ago.

[C] Amanda Malu with Annalisa Hoekema from the Chief of Navy’s last visit to HMNZS OPHERT.

[D] Alice Quinn performing as part of the Navy Kapa Haka Group at this year’s Waitangi Celebrations.


[G] Military Liaison officer LT CDR Philippa Gilchrist from New Zealand in Timor Leste. Photo by Martine Perret/UNMI.


[I] LT CDR Owen Rodger celebrates 1000 deck landings.

[J] Chief of Navy RADM Tony Parr and Captain of the ship LT Grant Judson on the outer bridge of HMNZS Hawea.

[K] Chief of Navy David Ledson’s farewell with the Junior Rates. The Junior Rates organised a street party to honour the outgoing CN.

[L] CPODR Simon Marston prepares to dive with one of the students from the ADR course.
ANZAC DAY DAWN SERVICE AT THE NEW ZEALAND EMBASSY BEIJING

BY CPDMT DAVID HAMILLL

LCS5 (U) CREAVES, AMT2 (P) Gillbanks and myself were fortunate enough to be chosen to represent our ships, HMNZS Te Mana and HMNZS Endeavour, and the New Zealand Navy at a dawn service held in the grounds of the New Zealand Embassy in Beijing.

Both HMNZS Te Mana and HMNZS Endeavour were visiting Qingdao for the 60th anniversary of the Chinese PLA Navy and, following a request from the New Zealand Embassy in Beijing, we were sent to take part in their Anzac service as a Catafalque Party.

We made up half of a Catafalque Party with ABBM Williams from HMAS Pirie and SMNBM Leach from HMAS Success making up the other half. Giving us a true Anzac Catafalque Party.

Upon arriving in Beijing via the Bullet train, a six hour train ride averaging 250 kph, we were met by Colonel Cunninghame, the New Zealand Defence Attaché for Beijing who briefed us all on what was required of us as part of their Anzac day service.

The afternoon before Anzac Day we were invited to the New Zealand Embassy where we were introduced to H.E Mr Tony Browne, Ambassador of New Zealand, where he discussed his intentions for the following morning.

Under the direction of Colonel Cunninghame and his staff we assisted in setting up for the dawn service as well as rehearsing what was expected from us as the Catafalque Party.

Colonel Cunninghame then informed us of the guest list which included the New Zealand Chief of Navy desig, the Australian Chief of Navy, H.E Mr Murat Salim Esenli Ambassador of Turkey, H.E Dr Geoff Raby Ambassador of Australia and a long list of Defence Attachés and invited guests. The pressure was on to conduct a perfect Catafalque Party.

After an early night we arrived at the New Zealand Embassy at 0445 for a final practice and to assist in the final preparations for the dawn service commencing at 0530. As the guests arrived we could soon see that there would be only standing room left, and there was not much of that. Final count was approximately 300 guests.

Nerves were there but we composed ourselves and took up our post as Catafalque Party and the dawn service began. The service was the best I have been to, and it was the little bits of New Zealand and Australia in and around the service such a long way from home that made it that much more special, and one I will not forget.

I would like to thank H.E Mr Tony Browne, Ambassador of New Zealand, and Colonel Cunninghame, the New Zealand Defence Attaché Beijing and their staff for letting us take part in their Anzac Day service and for making our stay in Beijing that much more enjoyable.

“IT WAS THE LITTLE BITS OF NEW ZEALAND AND AUSTRALIA IN AND AROUND THE SERVICE SUCH A LONG WAY FROM HOME MADE IT THAT MUCH MORE SPECIAL, AND ONE I WILL NOT FORGET”
SAILING FROM AUCKLAND on a glorious May morning, HMNZS Resolution’s OP HARVE mission was to deliver equipment, food and a new batch of Department of Conservation (DoC) volunteers to Raoul Island.

En route the ship remained busy, conducting a variety of exercises from a main machinery space fire in the engine room to PT circuits, gleefully supervised by the ship’s COX’N A/CPOCS Latu.

After making good time in the calm conditions on passage and arriving a day early at Raoul Island, the ship’s company disembarked the volunteers and the supplies on the Thursday, then took advantage of the opportunity offered by the DoC programme manager, Ve’Thackeray, to visit the island on Friday and Sunday. As one of those keen to get ashore I volunteered for the first visit on the Friday.

Raoul Island is a very beautiful and serene island. It’s actually a caldera with a crater in the middle. With no designated landing platform on the island, arrival ashore involved jumping from a RHIB onto a rock, which, given the conditions, was tricky for some of us. Thanks to the safe and skillful RHIB driving of LSCS Minke, LHTS Spencer, and CHAPLAIN Gordon, who joined the ship for the trip, we managed to land safe and dry.

After a 40 minute hike, during which the group was introduced to Raoul’s stunning flora and fauna, we arrived at the island’s accommodation and research facility, which is known as ‘the hostel’. Manned by both DoC volunteers and scientists, the aim of their work is to geologically monitor and survey the island.

The DoC volunteers work to restore the island to its original habitat. This involves time consuming tasks like weeding vegetation that’s not native to the island. In a standard 40 hour week, DoC workers often have to hike two or three hours a day just to get to their work zones. For those members of ship’s company visiting the island, clean boots were essential and any food consumed on the island had to be disposed of properly so that the work being carried out was not being compromised.

The ‘hostel’ is an old meteorological station that has been re-designed so that the DoC staff and scientists who work and live there for up to a year at a time, can be self-sufficient. Along with accommodation, the facility hosts a hospital, a meteorology station, dry and cold storage and a brewery. The island is powered by its own generators which run during the day but shut down at night.

After a shared lunch with the Raoul Islanders, we set off on another hike uphill for 30 gruelling minutes to the top of the crater where breathtaking views of the lime green crater lakes and the haunting ship wreck on the beach were observed. We also enjoyed a tour of the island’s orchard and an introduction to the resident birdlife.

The ship departed Raoul Island on Sunday (a day early in order to beat a weather front that was bringing with it five-metre swells and 35 knot winds), but not before trading vital supplies with the Raoul Island residents and embarking seven DoC volunteers (some with six months growth on their beards) who had finished their stint and were returning to the mainland.

“OP HARVE WAS A SUCCESS, BOTH FOR THE NAVY AND FOR DOC, AS IT RE-ENFORCED THE IMPORTANCE OF GOVERNMENT AGENCIES BEING ABLE TO LEVERAGE OFF EACH OTHERS RESOURCES”
FACTS ABOUT PUKAPUKA

With a population of 930, this 5.1 sq km island is one of the most remote and isolated of all the Cook Islands. Pukapuka lies 1150 km north of Rarotonga and was discovered 2000 years ago by Samoan and Tongan voyagers on their way to the Society Islands. It was not until 700 years ago that Pukapuka was permanently settled. Pukapuka’s isolation was ameliorated in 1994 when an airstrip was built on Motu Ko and telephones were introduced to the island in 1994. Pukapuka sustained severe damage during the cyclones that tore through the islands in 2005 and only 10 houses survived the storms without major damage. Taro crops were washed away and the many of the islands water sources were contaminated prompting a huge rescue package to be implemented by the Cook Island Government and aid agencies from New Zealand and other countries. The island is only just beginning to stagger back on its feet but it could take another two years before the taro plantations and water sources have fully recovered. Daily life today in Pukapuka is dominated by fishing, farming and harvesting of local crops such as coconuts, bananas and papayas. Most of the produce is consumed on the island with the remainder being exported back to Rarotonga. The only landing place is reached by narrow passages through the reef on the western side of Wale – the northernmost island.

TWILIGHT provides an excellent opportunity to demonstrate Canterbury’s capabilities in those types of operations and also to demonstrate the ship’s ability to support the other two services and other government agencies.* Canterbury will return home to the Devonport Naval Base on 24 June.

BY LT BLAIR BOYD, RNZN

Bouncy castles and slip n’ slides don’t really go together with warships! However, you could have been fooled if you had watched Canterbury in April, as we trialled our Maritime Evacuation System (MES). When activated, the system consists of a large inflatable slide which releases from the height of 1 deck, and inflates all the way down to the water, which then gives access to the literat.

This system can be activated from either the port or starboard side. Not surprisingly many of the ship’s company offered to go down again “to consolidate” the training exercise. Not as many wanted to climb back up the steep, awkward slope. This training is essential to ensure the ship’s crew is comfortable with the abandon ship procedure should it ever be required – touch wood!

After this training exercise, we geared up for Anzac Day for us on the AGE’s. Rogers was awarded Sailor of the Quarter for another one of our shipmate LWT Andrew Rogers was awarded Sailor of the Quarter for December.

The IMAV also allowed the ship to install some new modifications, one of which was the first step in the Intruder Detection System (IDS) and the big end bearing Temperature Monitoring System. We were fortunate to discover halfway through the training that was put in.

Like most New Zealanders and more importantly veterans and service personnel, Anzac Day for us on Canterbury was significant.

As this goes to print, Canterbury will be busy conducting EXERCISE TROPIC TWILIGHT at Pukapuka (near Samoa). Winter in the islands, we can’t wait!

Canterbury departed Devonport Naval Base at 10 am on Sunday 24 May bound for Pukapuka in the Cook Islands, in support of a NZDF-led humanitarian mission. Enroute to Pukapuka, Canterbury will call at Raoul Island to drop off 20,000 litres of fuel.

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Called Exercise TROPIC TWILIGHT, this humanitarian mission is part of an annual deployment to a South Pacific Nation to conduct close country training in a tropical environment. This year’s focus is on the deployment of health services support (medical and dental) and engineers to the island. This mission will see the first time that two Seasprite Helicopters have been embarked and operated from a Royal New Zealand Navy Ship, and both helicopters will be used to transport personnel and supplies from Canterbury to Pukapuka, which due to the very shallow waters surrounding the island, makes it impossible for any boat transfers.

Under the command of Commander Jim Gilmour, Canterbury and her core ship’s company of 91 personnel, will sail from Apia to Pukapuka with an extra 60 personnel; consisting of NZ Army, Territorial Force and civilian medical and dental personnel.

Canterbury will berth alongside Apia on 29 May and depart for Pukapuka on 1 June. Exercise Tropic Twilight will be conducted on Pukapuka in the first two weeks of June with Canterbury scheduled to arrive back in Apia to unload personnel on 17 June. The island will make her way back home to New Zealand.

Also loaded onboard Canterbury bound for Apia were 6 boxes of New Zealand Law Commission reports which will be gifted to the Samoan Law Reform Commission.

Maritime Component Commander, Commodore Ross Smith, says “TROPIC

_Bouncy castles and slip n’ slides don’t really go together with warships!_”
on Monday and immediately began loading on Sunday evening and made best speed to Anzac Day over host very well by the RSA members. With company met at the Russell RSA and were for the civic service. Despite the weather a large crowd formed up – the worst the Bay of Islands had seen for a large crowd formed up alongside Opua in abysmal conditions with anchor early on 24 April and proceeded passage north, the ship went to anchor to confirm as mines or otherwise. Objects (MLOs) which the ODT would then dive (REMUS) operations to locate Mine Like Remote Environmental Monitoring Units (REMUS) operations. Weather conditions onboard for the conduct of the diving and MCM operations. We had contact with the REMUS team RHB on arrival in the AO and had a briefing onboard for the conduct of the diving and REMUS operations. Weather conditions were not suitable for diving ops so Manawanui proceeded to anchor in the lee of Karewa Island to wait for the sea conditions to improve. The following morning the ODT departed from the ship and commenced diving operations on the previously found contacts. This was the format that the rest of the week would follow, with the ship anchoring overnight, boats being launched to support diving and MCM ops. ECD’s and internal training. The MCM team had travelled to Tauranga by road and were utilising a RHB to conduct Remote Environmental Monitoring Units (REMUS) operations to locate Mine Like Objects (MLOs) which the ODT would then dive to confirm as mines or otherwise. Wednesday saw the ODT disembark and the ship leave the AO for Auckland and with Manawanui detached the ship headed home via the Mercury Islands before berthing at DNB for a rendezvous with the MCM team. The MCM team had travelled to Tauranga to confirm as mines or otherwise.

On 11 May Manawanui sailed from Opua and headed out to Great Barrier Island in support of ADR 09/1 course. The students will be tested on their ability to carry out drills at different depths from 20-54m. This will culminate in a three day assessment and the completion of their course. Manawanui is currently at sea on the eastern side of Great Barrier Island before returning to DNB to prepare for an Organisational Audit and MCC’s Divisions 28 – 29 May.
DEFENCE TECHNOLOGY

LAST MONTH NAVY TODAY INTRODUCED THE DEFENCE TECHNOLOGY AGENCY (DTA) AND ITS ROLE IN PROVIDING SCIENTIFIC AND TECHNOLOGICAL SUPPORT TO THE THREE SERVICES OF THE NZDF. THIS MONTH, ENS NICKY TURNBULL TAKES A CLOSER LOOK AT THE CURRENT NAVAL SCIENCE RESEARCH PROJECTS.

LOOKING TO THE FUTURE: DTA’S NAVAL PROJECTS

THERE ARE CURRENTLY 11 active projects, which address:
• How new technology can best be implemented within the Navy, and
• How any gaps in our operational capabilities can be addressed.

AUTOMATIC IDENTIFICATION SYSTEM FOR THE NZDF
The Automatic Identification System (AIS) is a valuable resource for understanding New Zealand’s maritime domain. AIS-equipped vessels report their position and other information on a regular basis primarily to ensure safety at sea. Project Protector vessels are equipped with AIS transponders to enable them to support rescue and other operations in the New Zealand area. DTA is assisting the NZDF to achieve an optimal capability.

ANZAC SELF DEFENCE UPGRADE
The DTA is working closely with Development Branch to establish the current operational capabilities of our ANZACs. The work so far has identified gaps between those capabilities and the operational expectations for our frigates. The defence systems on the ANZACs were developed to counter the perceived threats of 20 years ago, so there are some gaps in the defence systems due to the changing nature of threats over time.

By talking with subject-matter experts, using modelling software, and gathering data from other countries, DTA staff gain an understanding of the types of threats that are prevalent in today’s operational environment, and can then make forecasts as to how these threats may evolve. The most appropriate self-defence systems for our unique requirements may include anti-ship missile defence, undersea warfare countermeasures, radar and tracking systems, and battle damage analysis systems.

The most likely threat to our ships’ security now appears to be small fast craft carrying explosives of some type. One change to our ships’ defences has been the introduction of the Mini-Typhoon gunnery system. The DTA is conducting trials to establish the best method of operation for the Mini-Typhoon, and to fully test the capabilities of the control system.

ELECTRONIC SURVEILLANCE MEASURES
A new electronic surveillance system is being customised by the DTA for the Project Protector vessels. The system will incorporate ESM capabilities in the navigational (X and S band) radar bands (rather than attempt to cover the full range of radar frequencies). It will enable quicker detection and identification of ships to enable patrols to operate as effectively as possible.

The system will be fully automated (so no specialist operator is required) and overlaid with existing radar and AIS Automatic Identification System (AIS) information, to provide a better command situational awareness. The AIS is required under maritime law to be fitted (in coming years) to all ships over 300 gross tonnes. The system sends a signal identifying the ship, its course and purpose. However, the information sent by the AIS could be modified to spread false data.

As the prototype PPV ESM is now complete, and about to go to commercial production, the focus is shifting to developing a communications ESM system in similar fashion, customised to the requirements of the PPV. The system will need to validate AIS transmissions and detect and direction find the whole range of commercially available communication systems.

UNMANNED AUTOMATED VEHICLE APPLICATIONS FOR THE NAVY
The Kahu UAV has already been developed for use by the Army. By changing some systems, it can also be used by the Navy in a maritime environment. By sending up a UAV with sensors and cameras on board, it can give a ship an “eye in the sky” view of an operational environment, i.e. to monitor boardings or confirm the identification of particular vessels. Using the height of the UAV, the sensors can detect further over the horizon and so detect targets of interest before they come into view. A UAV can also have applications for search and rescue, using a thermal imaging camera to detect the difference in temperature of a body in the water. The UAV would be able to cover a larger area more quickly than a ship, and at a lower cost than an aircraft.

One of the difficulties with operating the UAV off a ship is recovering it. A reliable automatic system for recovery at sea is being developed by the DTA. The ship-board method may also assist Army units by giving them the ability to operate UAV in built-up areas, such as from the roof of a tall building. A complete system is being planned this year for use on one of the new patrol ships in 2010.

One of the difficulties with operating the UAV off a ship is recovering it. A reliable automatic system for recovery at sea is being developed by the DTA. The ship-board method may also assist Army units by giving them the ability to operate UAV in built-up areas, such as from the roof of a tall building. A complete system is being planned this year for use on one of the new patrol ships in 2010.

BATTLESPACE CHARACTERISATION
This project aims to provide a clearer picture of environmental conditions, so that commanders can make informed decisions, while cognisant of all the influencing factors. Part of this is about knowing how much information needs to be collected to give an accurate idea of meteorological, oceanographic, and geographic conditions to make a rapid assessment.

The UAV can be used to collect meteorological information in more detail than what is provided by commercial meteorological services or weather monitoring stations. At this stage, the data collected is being compared to data collected by weather balloons to compare the accuracy and to gain an understanding of how many samples from different heights and coordinates need to be collected. Soon, Low Probability of Intercept radars are likely to become available commercially, so work is being done to establish the most reliable method of detecting these radars, and how the environmental conditions affect both the propagation of the radar waves and how they can be detected.

HUMAN FACTORS
Human factors research enables the most optimal use of human beings within a system. By considering the whole system rather than just individual parts, and using tools such as modelling software, optimal manpower levels

to get the right combination of safety and operational capability can be established. For instance the manning levels for the Project Protector ships are currently being studied. To establish the optimal crew size and configuration, the ship’s systems and operational expectations are considered. By looking at what the ship is required to do, and what must happen for the systems to function, by assigning crew members to each part of the system, the crew can be built from the bottom up.

As a part of this research, modelling software is used to consider all the possible configurations and to analyse the potential outcomes. Subject experts are consulted, along with naval personnel and system and equipment providers, to ensure that the right information for the RNZN’s operational requirements is used.

Ongoing surveys are completed throughout the fleet to ascertain the factors that influence people’s decisions to stay or leave, and affect their job satisfaction. Job analysis is carried out to assist with recruiting and to assist with posting the right people to the right jobs at the right time.
MEET ADAM O’HARA, New Zealand Customs’ new liaison officer at the National Maritime Coordination Centre (NMCC) at the Joint Force Headquarters NZ in Trentham, Wellington.

The NMCC was established in 2002 and is responsible for coordinating maritime surveillance to identify potential risks that could impact on New Zealand’s environment, security, safety, or economy. These risks include trans-national drug trafficking, mass illegal immigration or people smuggling, or smuggling of endangered species.

Adam’s role is to provide Customs with specialist advice relating to maritime intelligence and security, and to disseminate intelligence information to other government departments where appropriate.

Adam says that a weak deployed on the multi-role vessel HMNZS Canterbury has been his most interesting opportunity so far. This experience provided a valuable opportunity for Customs to work with the Ministry of Fisheries and the Royal New Zealand Navy.

The week Adam took part in a team building exercise on board one of the Navy sea boats. He says he got more than he bargained for out of the experience.

“Climbing up the ladder to get seated in the sea boat I positioned myself port side at the forward most seat thinking to myself “Haha I’ve got the best seat out of everyone!”

As Adam and his crew approached to be retrieved by the Navy ship they came up against a swell of water between the two vessels – just enough water to wet the soles of his boots.

“Thinking I had got off lightly I started to laugh with the Navy crew member, when all of a sudden the nose of the sea boat ducked down and all I could see was a mass of water coming straight for me. I was drenched!”

Adam says the deployment on Canterbury has been an excellent opportunity to strengthen relationships between the agencies.

“The whole experience gave me a much greater appreciation of just how valuable the role of the NMCC is and what a truly multi-agency environment I’m now working in.”

LONDON’S NEW ZEALAND Memorial at Hyde Park Corner was recognised at the New Zealand Institute of Architects 2009 Architecture Awards, and was named as an outstanding project.

Seventeen other projects were honoured in the country’s premier competition for design and architecture. A maximum of three New Zealand Architecture Awards are presented across 10 categories.

Auckland had the largest number of winning projects with eight awards and Athfield Architects Ltd was the stand-out practice with wins in five categories.

The New Zealand Memorial, a winner in the International Architecture category, was designed by a team from Athfield Architects in association with the Dibble Art Company and Athfield Architects Ltd was the stand-out practice with wins in five categories.

The New Zealand Memorial is an urban design project that makes a statement in a sculptural and poetic way. The slanted cruciform stakes set in a grid pattern conjure up many images. Judges evaluated entries against criteria including the relationship of a building to its site and context, design quality, building form, structure and spatial qualities. User satisfaction and environmental aspects were also taken into account.

The main consideration for the judges in assessing projects is how well a project resolves key design issues and then builds on this solution to contribute to the advancement of architecture. The New Zealand Architecture Awards were established by the NZIA to celebrate the innovation, creativity and excellence of projects nationwide.
LIVING IN A FISHBOWL
15 DAYS WITH THE ENGLISH PREMIER LEAGUE

LT CDR MIKE HESTER IS A SUPPLY OFFICER WHO WAS UNTIL RECENTLY HRD RECRUITING (SEE HIS ARTICLE ABOUT RECRUITING INITIATIVES ON PAGE 15). THE NAVY IS SUPPORTING LT CDR HESTER TO FOCUS ON HIS HIGH-PERFORMANCE REFEREEING AS RECOGNITION OF THE IMPORTANCE OF SPORT WITHIN NAVY CULTURE.

CONTINUING HIS ‘have whistle, will travel’ adventure, LT CDR Mike Hester has recently enjoyed a secondment to the English Premier League (EPL) Referees Group. With the group, he enjoyed a range of enriching experiences, from attending a Champions League match at Old Trafford (with 76,000 fans present) to participating in a professional referee training camp.

The Professional Game Match Officials Limited (PGMOL), which is responsible for the provision of professional match officials for the EPL, kindly provided Mike with an opportunity to observe the match officials over the period 18 April – 3 May 2009. The secondment was established as a result of the Chairman of the New Zealand Football Referees’ Committee, Mr Rod Pelosi’s and his strong relationship with PGMOL General Manager, Mr Keith Hackett.

This was only the second visit by a New Zealand Referee with Hamilton based Peter O’Leary undertaking a similar secondment in September last year where he famously had to undertake duties as a Reserve Referee for Aston Villa versus Sunderland at short notice. Mike enjoyed the secondment immensely.

“It has been a surreal experience. I have been treated with considerable hospitality and afforded some amazing opportunity to gain an insight into the fishbowl that is the English Premier League.”

The English Premier League is the world’s most watched league, and the most lucrative – attracting players from all over the world. It is a big business and attracts numerous sponsors who are keen to capitalise on its dominance on the global sporting landscape. Sky and Setanta’s staggering £1.7 billion TV deal for the 2007 – 2010 seasons demonstrate the considerable pulling power of the league. With this level of investment, there is a lot at stake, so professional referees were introduced in 2001 to ensure match control was delivered at the highest possible level. There are currently 20 professional referees who are continually monitored at games and attend fortnightly meetings in which their performances, via the use of sports performance tool called ProZone, are evaluated.

During his trip, Mike attended seven matches as a guest of the PGMOL. This included two FA Cup Semi Finals at Wembley, three EPL matches at Manchester United and Arsenal, a League 1 match at Northampton, and a Champions League Semi Final at Old Trafford (Manchester United versus Arsenal).

“Referees are just as passionate about football as anyone else in the game. To see so many quality games at the business end of the season has been superb. The highlight was definitely the Champions League Semi Final at Old Trafford where Manchester United ground out a 1-0 victory over Arsenal. The atmosphere was absolutely electric.”

When he was not watching top flight football, Mike gained insight into the vast network of support that exists for the EPL Referees. “The scrutiny of referees in the EPL is immense and the PGMOL has an ongoing commitment to achieving excellence” he says. “I was very fortunate to see the considerable networks that the PGMOL have developed to provide optimum support for the referees. With so much at stake, it was really impressive to see that no area has been left uncovered. The provision of support in the areas of sports science, sports psychology, sports performance analysis (PROZONE), injury prevention and medical support are world class, and I was envious of the commitment demonstrated by the PGMOL and the EPL to its match officials.”

Referees are always looking for opportunities to practice their craft and Mike is no exception. Courtesy of the PGMOL and the Football Association, he was able to referee two English Premier League Reserve matches between Stoke and Tottenham and Aston Villa and West Bromwich Albion, the latter being played at Villa Park.

Mike has returned to New Zealand but will be back on the road shortly for the Confederations Cup in South Africa from 14 – 28 June 2009. This tournament forms part of the assessment for the selection of referees for the 2010 World Cup in South Africa.

“Refereeing has been one adventure after another. This latest chapter with the EPL has been a fantastic experience and I am very grateful to New Zealand Football and the PGMOL for creating the opportunity. I have gained many insights that will aid my development as a referee.”

GET PITTSY TO NEPAL

SGT MATTHEW PITTS (RNZAF) will be heading to Nepal in November this year to assist the Save the Children foundation. SGT Matthew Pitts hopes to raise the money through various events including a 24hr Treadmill run/walk to be held in Auckland.

Help Matthew Pitts get to Nepal for “Save the Children” foundation.

Check out the above link and feel free to make a donation.

and finishing a very very close second to the Navy, this was a great event involving a huge amount of effort, determination, and fun. The Army pulled everybod out all the stops and looked after us well. We arrived early Saturday morning and played our first game of Touch. We played hard against the Air Force and came out with the desired result at the end of the game. The social event that day was a dress-up party at the Malone Bar where a good time was had by all.

Sunday was our big day, with the majority of our games being held. Once again a hard fought rugby game was played against the Army, where unfortunately the Army came away with the win. We played Touch against both the Army and the Air Force, where we beat the Air Force and lost to the Army due to our recent loss, and we played the Air Force, even more determined to aggressively achieve a victory. Netball competitively against the Army, but they beat the Air Force and lost to the Army due to their strong defence. Our strong campaign wouldn't have been possible without the organisation and efforts of many, but special thanks go out to LT Erickson, LT Lee, SLT Damien Gibbs, ENS Jarrod Austin, and ENS Mark Douglas for their management and training of our teams.

In between the games of Touch we played Scramble, which was the scramble track, which can be compared to a two minute gut buster run. Our team put in a huge effort, winning the event convincingly. It was a top weekend with well-contested events, but the Army took home all three trophies: the Weka for Rugby the Netball trophy and the overall JOIST Cup.

The Army put in a huge effort, winning the event convincingly. The endurance event was also held that day, where the Navy team put in a huge effort, physically and mentally, struggling it out and finishing a very very close second to the Army. This event involved carrying such things as Army logs, truck tyres, water containers, shells, rope, and rugby pads to make it more interesting.

The theme for this year's meetings is 'We can shape our future' and WO1 Barclay says that translates to a direct challenge to giv involved in the major changes coming up within NZDF.

"The Defence Transformation (the DTP) is but one area where some are already engaged. In reality the days are gone where we sit and wait for direction - our subordinates and superiors rely on us for the right thing at the right time to achieve the right effect. Increasingly there are opportunities for this effect to be an NZDF effect. This WOLF series supports this."

As well as discussing the DTP, the first meeting included discussions on financial challenges and opportunities and the Defence White Paper.

"WOLF is in its formative stages and will evolve and hopefully as a result it will help us remain ahead of the game" says WO1 Barclay.

Warrant Officers Form A 'Pack'

By Gillian Boyes

Wolves hunt in packs for successful survival. With that collective approach in mind, it's not surprising that the objective of the NZDF's newly Warrant Officer Leadership Forum (WOLF) is to provide oversight, leadership, support and guidance to the strategic development of NZDF Non-Commissioned Personnel.

WOLF is made up of nine core members including two from each Service and will meet four times a year. Warrant Officer of the New Zealand Defence Force, WO1 John Barclay, who set up WOLF, says the name is "entirely deliberate".

"Wolves are more successful when they operate in packs, and the larger the pack, the bigger the game. In other words, the more chance of success. Warrant Officers are required to actively contribute to the future of their Service and NZDF, the success of their affairs is at arms length.

The Electronic Activity Reporting and Lessons Learned (EARLLS) web-based application is about to receive a makeover. It has been over four years since the CIS Branch Application Development team released EARLLS. Since then, personnel have provided feedback as to what they do and don't like about EARLLS. It is considered an excellent application to store information about a wide variety of activities. Anyone can enter and access the information direct from their desktop on DNS and SWAN. Personnel however, have also stated that EARLLS is hard to navigate, hard to find what work you have been assigned and has a tendency to spam you with e-mails.

One of the hardest decisions the HQ, NZ EARLLS team needed to make was how radical the change to EARLLS would be. The main aim was to create a more user friendly and intuitive system to better manage workflow. With potentially every member of the NZDF capable of accessing the application, how could we train everyone if the change was too far removed from the current look and feel?

The decision was made to change EARLLS in a phased approach. The initial changes will target better navigation between screens and new presentation of the users work assignments. Specifically, when a user opens EARLLS or is directed by an email, EARLLS will open the user's personal work assignments page showing their outstanding work. Expect the changes to be implemented by mid June 2009, and look similar to the screenshots above.

The Endurance event was also held that day, where the Navy team put in a huge effort, physically and mentally, struggling it out and finishing a very very close second to the Army. This event involved carrying such things as Army logs, truck tyres, water containers, shells, rope, and rugby pads to make it more interesting.

We ended the day debriefing with our fellow competitors over drinks. There was only one event on the Monday, which we took out with spectacular style. This event was the scramble track, which can be compared to a two minute gut buster run. Our team put in a huge effort, winning the event convincingly.

ENDURANCE

Air: 41:28
Navy: 34:33
Army: 32:33
Army 1st, Navy 2nd, Air Force 3rd

SCRAMBLE

Air: 1:29:30
Army: 1:02:22
Navy: 1:00:28
Army 1st, Navy 2nd, Air Force 3rd

NETBALL

Army vs Air: 17 - 2
Navy vs Air: 11 - 2
Army vs Navy: 6 - 1
Army 1st, Navy 2nd, Air Force 3rd

RUGBY

Army vs Air: 85 - 5
Navy vs Air: 82 - 10
Army vs Navy: 46 - 0
Army 1st, Navy 2nd, Air Force 3rd

OVERALL POINTS FOR ALL JOIST EVENTS

Army: 18; Navy: 12; Air: 5
NEW BOOK

On 3 August 2009 Penguin Group (NZ) will release 
NZSAS: The First Fifty Years
The first and only official history of New Zealand’s elite 
Special Forces, the New Zealand Special Air Service
(NZSAS).

Publisher Jeff Atkinson says,
It is with immense pride that Penguin Group (NZ) 
announces the publication of the official history 
of the New Zealand Special Air Service. Since the 
best-selling biography of Willie Apiata, VC: The Reluctant Hero was published by 
Penguin last year, public interest in the NZSAS has skyrocketed.

Chief of the NZ Defence Force says,
Like any family, 1 NZSAS Group’s stories are part of the glue that binds them 
together. But for reasons of operational security, the activities and personalities 
of New Zealand’s Special Forces have, until now, largely remained their own – 
shrouded in secrecy.

This book has an essential role in informing anyone with an interest of how this 
Unit’s special capabilities have been relied on in numerous deployments, over a 
range of environments, across the decades of its existence. 

Such unusual openness I believe cannot help but promote confidence, and 
ultimately improve the level of understanding of 1 NZSAS Group – whose history 
deserves the accolade it aspires to of being the elite Unit of the New Zealand 
Defence Force.

The Author
Ron Crosby has an honours degree in law but over the last decade has 
increasingly been occupied in writing historical and military books. His lifelong 
interest in the Urewera led to his writing a biography of Gilbert Mair, one of the 
leaders of the Arawa Flying Columns which pursued Te Kooti for years in the 
Urewera – a true example of early special warfare tactics. That book, Gilbert 
Mair: Te Kooti’s Nemesis (2004), and others led to his being engaged to write this 
history of the NZSAS.

RPP $65.00 | Cased & Jacketed | Viking (an imprint of Penguin Group (NZ)) 
464pp | black & white photographs throughout
For all inquiries please contact 
Gina Harrison | Senior Publicist | Penguin Group (NZ) 
Tel: (03) 442 7462 | gina.harrison@nz.penguin.com

NAVAL CHAPEL SERVICES JULY - DECEMBER
26 July ........................... WRNZNS Service 
16 August ......................... BCT Family Church Service 
20 September .................... RNZN Anniversary Service (Auckland) 
8 November ..................... BCT Family Church Service 
11 November ................... Remembrance day service, 1100 Memorial Wall 
15 November ................... Submariners Association 
6 December ..................... Carol Service 
13 December ................... Acknowledgment of River Plate 70th Anniversary 
20 December ................... Neptune Memorial Service

HMNZS LACHLAN 1949 - 1953
FIRST TWO COMMISSIONS
2009 is the 60th Anniversary of HMNZS LACHLAN commencing NZ Surveys. 
A “Last Time” Get-together of Ship’s Company, Wives and Widows has been 
proposed. Suggestions and ideas of where and when are sought.

Please contact
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4 Kimberley Rd, WAHI 3610
P: 07 8633118 or 0212516220 
E: goddard@xtra.co.nz
Frank Robb
14/57 Entifield St, Hamilton 3200
P: 07 846 4246

STOCKERS AND ENGINEEROM BRANCH REUNION
Rangiora 9-12 November 2009
Rangiora RSA, 82 Victoria St, Rangiora 7400
Contacts:
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AKRN SURKERS FINAL REUNION 2010
Proposed Reunion on 
Easter Weekend 2010 at 
the Devonport Ngataringa 
Sports Complex
Enquiries to:
J Barton 
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E: jim.barton@orcon.net.nz

‘ALL SHIPS REUNION’
Palmerston North, Labour 
Weekend 2010
At the Palmerston North RSA 
and Navy Clubrooms

Contact:
Dave Laese 
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