EX SOUTHERN KATIPO ACTION STATIONS

TE MANA GOES ON WATCH FOR PIRATE PATROL

LT CDR BAKEWELL WITH POLAR BEARS IN GREENLAND

TE TAU A MOANA - WARRIORS OF THE SEA
EXERCISE SOUTHERN KATIPO 13

TE MANA ON STATION FOR PIRATE HUNT

LT CDR BAKEWELL IN GREENLAND

WELLBEING FORUM

THREE RNZN SAILORS HONOURED BY RAN

BCT CHURCH SERVICE REFLECTIONS

OBITUARY RA THORNE

HANDS TO BATHE AT NAVY MUSEUM

SAILORS ENJOY RETURN TO NAVY
The end of 2013 is almost upon us and it is time to reflect on the year that was—a year that has seen our Navy achieve an enormous amount under considerable pressure. You should all be very proud of your contribution to that effort. I know that at times we have asked a lot of you and to your credit, you have all stepped up to the mark. Thank you very much for your efforts throughout the year.

We are still a Navy that is short of personnel, especially in some critical areas. This has put a huge load on a number of people as they are shifted around to fill the gaps. The gaps are felt all over our Navy and the ships will have noticed that there are no spare bunks at sea. To make progress to where we need to be, our focus has to be on training, training and training. Some of you have done an enormous number of days at sea which impacts not only your own lives, but those of your families. Thank you all for your commitment and tolerance.

To our families—thank you for your patience and support. Without this support we cannot do the jobs that are required of us. You are all a big part of our Navy and you do have a real role to play in helping us achieve the operational outputs the Government requires of us. That is why we invite you to come along to the events we hold. Whether it is promotions, sports days, the Champion of the Navy, parades, Navy Divisions or whatever, our families are always very welcome.

Operationally there have been a significant number of achievements. After huge amounts of time and energy our ships have emerged from restricted availability periods and long maintenance/upgrade periods. This has been followed by intense periods of hard work for their crews to get the ships ready for sea. I commend all of you who have been involved in this process. With tight timelines and once again, shortages in numbers, you have achieved great results. We have a frigate deployed overseas conducting anti-piracy operations, two other ships played a significant role in Exercise Southern Katipo 13 (a key step in the development of our Defence Force’s amphibious capability), one ship heading down to the Southern Ocean, two others assisting the Ministry of Primary Industries work around New Zealand and so it goes on. Let’s also not forget our Mine Counter Measures Team, the Operational Diving Team and the Maritime Survey Team who, all year, have and still are, working very hard. Also the Maritime Operational Evaluation Team which helps to train, assess and keep our ships safe at sea and the Amphibious Task Force Group who were a key player in Southern Katipo 13. To all of you well done and thank you.

We should also not forget the efforts of those who are supporting those of us at sea. Whether this is in personnel management, logistics and stores support, PTIs, the Naval Health Unit, Navy Headquarters, training and all the other areas that provide such fantastic support to our Navy as we work to train and grow our way out of the position we are in. Of course this includes all our civilians, our Reserves and those from other parts of the NZDF who work in our naval base and provide us with such great support. My thanks to all of you, we could not achieve what we do at sea without your hard work and support.

As well as the highs there have been lows this year. It always saddens me when we lose one of our own. It saddens me when our Navy receives bad press because of the ill considered actions of a few. You are all incredibly valuable members of our Navy. I don’t say that lightly, you are all very important to me. We all need to work together to support one another, to look after one another and to remember what it is to be a member of this Navy. As you head off on a well-deserved Christmas break take the time to relax and to enjoy yourselves. Next year will not be any easier than this year but I am sure, that after a good break, you will all return able to meet the challenges that 2014 will throw at us.

Thank you for your work in 2013 and please stay safe over the Christmas break. I look forward to seeing all of you safely back at work in 2014.

Yours aye

Chief of Navy Rear Admiral J.R. Steer, ONZM

Above: CN addressing the Navy’s Wellbeing forum. Report, page 14
Various Navy units joined much of the Army and Air Force and military personnel from nine other countries for most of November in Exercise Southern Katipo 13 (SK13), the biggest multinational military exercise so far held in New Zealand.

SK13 was mounted as a major step towards the three NZDF services—Navy, Army and Air—operating as a Joint Amphibious Task Force by 2015. The Navy’s big sealift and amphibious support vessel HMNZS CANTERBURY was used to carry scores of Army vehicles and hundreds of troops between Wellington and Timaru as well as mount amphibious attacks with her landing craft on Timaru beaches as part of the exercise.

Air Force helicopters and fixed-wing aircraft joined aircraft from other nations, while the French frigate FNS PRAIRIAL joined the offshore patrol vessel HMNZS WELLINGTON guarding the coastlines to protect the troops going ashore from any seaborne attack.

The Maritime Survey Team, the Mine Counter Measures Team and the Operational Dive team were also active throughout the exercise, which ran from 4 November to 29 November, largely out of Timaru but with some parts as far afield as Bluff and Lake Tekapo.

CANTERBURY was used in the latter part of the exercise to evacuate “civilians” from Bluff.

As well as the three ships, some 18 aircraft and 2200 personnel took part, with the NZDF being joined by personnel from Australia, Canada, France, Malaysia, Papua New Guinea, Singapore, Tonga, the United Kingdom and the United States.

“The simulated scenarios in this exercise mirrored the kinds of situations that NZDF personnel face when deployed to respond to a variety of contingencies,” said CDR Peter Kempster RNZN, Chief of Staff of Exercise Southern Katipo.

The exercise’s training scenario was set in a fictional South West Pacific country—Mainlandia—teetering on the brink of an ethnic-fuelled civil war. CANTERBURY and military transport planes carrying some 450 combat-ready troops from the ten participating nations arrived simultaneously in Mainlandia early in the exercise to help quell the escalating ethnic violence and restore stability.

The ‘players’ in the exercise had no advance details of the scenarios and had to draw up military strategies and decide on tactical manoeuvres in real time.

“The exercise will enable military planners to assess the NZDF’s progress towards developing the capability to mount a medium-scale amphibious operation that involves air, land and maritime assets by 2015,” said CDR Kempster. “The exercise also provided the opportunity for the NZDF to enhance its ability to work with our coalition partners, particularly those from the Pacific region.”
Opposite page: Troops coming ashore from one of HMNZS CANTERBURY’s landing craft

Top: CANTERBURY POSCS Mat Betty using LTA (Line Throwing Apparatus) during exercise with HMNZS WELLINGTON

Above left: LPTI Simon Behl welcomes civilian “evacuees” from Invercargill coming onboard HMNZS CANTERBURY at Bluff on 23 November for a sea ride to Dunedin as part of the climax of Ex Southern Katipo

Above Right: CDR Frederic Daumas CO FNS PRAIRIAL with CO HMNZS CANTERBURY CDR David Turner

Right: CAPT James Gilmour welcomes Minister of Defence on board HMNZS CANTERBURY during the exercise
HMNZS WELLINGTON and HMNZS CANTERBURY sailed in formation from the port of Wellington on Sunday 3 October for EX Southern Katipo 13. A number of deployment drills had been successfully completed, using WGN’s Rigid Hull Inflatable Boats to stealthily transfer embarked personnel ashore under the cover of darkness and during daylight hours.

WGN remained very flexible in embarking and disembarking Littoral Warfare Support Forces, Mine Counter Measures Team and Operational Dive Team personnel from the beginning of the exercise, which often meant changing out personnel from her own crew to make room for the embarked forces in order to complete the exercise.

WGN made use of the time to become more proficient with force protection procedures that the crew were previously not so familiar with. WGN quickly developed the skills and reactions to appear a ‘hard’ target and deter would-be attackers. Many amphibious operations were successfully completed on the ports of Timaru and Oamaru, providing assistance where NZDF units were working hard to restore peace to the nation of ‘Mainlandia’ (the lower half of New Zealand’s South Island).

A Photography Exercise (PHOTEX) was carried out once the French warship, FNS PRAIRIAL joined the exercise with CAN and WGN. PRL proved to be a valuable addition to the exercise, providing an airborne force if required and conducting seamanship evolutions including Officer of the Watch (OOW) manoeuvres, Replenishment at Sea Approaches (RASAPS) and boating operations to transfer personnel and equipment with WGN.

Maritime Security has now become a priority and several independent patrols were carried out to verify the number of vessels in the operational area and to identify any threats before WGN left to conduct fishery patrols around our EEZ.

CDR Sandra Walker RNZN—CO of HMNZS ENDEAVOUR—took up the role of Maritime Liaison Officer (MLO) for Exercise Southern Katipo 13.

CDR Walker says the greatest reward was been being able to deliver on the INSTAMM (International Stability Mission for Mainlandia) Commander’s intent, where his combined staff needed to undertake rapid planning for the effective integration of all military assets. The MLO ensured the effective use of allocated naval assets and their smooth integration, which meant close work with Army and Air Force colleagues. “We achieved a whole lot and learned even more,” she said.

The MLO role also incorporated liaising with coalition forces from a maritime perspective. “Navy is very adept at managing command relationships within coalition task groups at sea, so when the Commander of the French Frigate FNS PRAIRIAL came under the control of the naval Commander of the Amphibious Task Force—a New Zealand Commander—it all happened very naturally. We are well versed in that,” said CDR Walker.

“In terms of Defence using their assets to best effect in SK13, that presented some unique challenges. But learning the lessons now allows us to improve interoperability when working with both coalition and NZDF joint forces in the future.”

While FNS PRAIRIAL and HMNZS WELLINGTON patrolled the coast, HMNZS CANTERBURY carried and delivered troops from all 10 participating nations into the operational area with all their essential equipment—helicopters, ambulances, trucks, tents, generators, four wheel drive vehicles and rations and supplies, right down to the loo rolls and hand sanitiser.

“SK13 has enabled us to exercise in real time and in scenario. The logistics of getting everything on and off has been a huge exercise in itself. CANTERBURY has truly demonstrated its worth and the ultimately the value of sea power.

“I really enjoyed working alongside military professionals in the Headquarters too, particularly the Army—this is both encouraging and fortuitous given that is what our NZDF’s future is all about,” she said.
LT Potu Taua is a prime example of the Defence Force’s growing tri-service interoperability.

LT Taua, Christchurch born and bred, joined the Navy in 1980 as a Communicator before specialising in Signals and eventually becoming a Yeoman. He commissioned from ranks in 2007 and that change saw him take up a role at Joint Force Headquarters as a Maritime Planner within the Communications trade.

“At Southern Katipo 13 I was a watch keeping officer,” says LT Taua. “During a shift it was my job to maintain connectivity with our units out in the field. This helped us to find out if they were having any problems that Command needed to respond to. Whether it’s exercises or operations, if you don’t have communications then you can’t function properly as a fighting unit.

“It’s been a fantastic opportunity for a Navy guy like myself to increase my exposure to other ways of doing things. We’re all learning a lot, so when we have SK15 we will already know a lot more about each other and how to work together. It’s going to be bigger and better.”

Coordinating the movements of three large ships is all in a day’s work for LT CDR Kane Sutherland, Operations Officer of HMNZS CANTERBURY who found himself doing just that during Exercise Southern Katipo.

CANTERBURY was the primary control ship for SK13. LT CDR Sutherland’s duties included carrying out operations planning and security measures, supporting the battle staff embarked and looking after the weapons system.

“There were two other ships, HMNZS WELLINGTON and [French frigate] FNS PRAIRIAL working with us for SK13. My role involved co-ordinating the movements of all three ships. It was a big task but great experience.

“One highlight of the exercise was the amphibious landing we completed at Port Timaru on Saturday, 9 November. We had a practice run at Akaroa a few days prior and it was good to do the real thing in Timaru. The team was in high spirits after executing a successful amphibious landing of troops and vehicles.”

A graduate of Campion College, Gisborne, LT CDR Sutherland joined the Navy straight from high school. Through the Navy he completed a Bachelor of Science in Geography and Environmental Science at Auckland University. He already has a 13-year career of naval experience under his belt and is enthusiastic about the opportunities he has with the Navy.

“Going on operations and exercises like SK13 is great. We get to continually test our ability to respond in different environments.”
TE MANA READY AND KEEN TO HUNT THE PIRATES

By LT CHANTAL BERTHOLD RNZN

HMNZS TE MANA sailed from Darwin on 14 November towards the exciting tasking that awaits us in the Gulf of Aden. With Christmas ahead, the morale onboard is buoyed with anticipation.

A Christmas menu including baked decorated ham, roast chicken wrapped in bacon with sage stuffing, and roasted lamb leg served with rosemary gravy already has many looking forward to the festivities of the day. The Commanding Officer, CDR Shane Arndell, may make a special appearance as Santa, and Secret Santa arrangements throughout the various messes and departments have Ship’s Company abuzz.

Naturally, the thoughts of everyone onboard HMNZS TE MANA will be with loved ones and whanau at home over Christmas. A special Christmas video message has been recorded, and will be uploaded to YouTube for everyone back home.

It was way back on 12 August that TE MANA departed Devonport Naval Base, our goal Operation TIKI VI. Cabinet had approved a Royal New Zealand Navy frigate deployment to the Gulf of Aden in support of counter-piracy operations from November 2013 to March 2014. The mighty warship TE MANA was chosen as that frigate. We will be part of a multi-national maritime security task force for the period. In tasking TE MANA to Combined Maritime Forces (CMF), New Zealand is one of the 29 nations in the multinational naval partnership. Specifically, we are one of the assets tasked to CTF-151 which is a counter-piracy task force.

This deployment contributes to the security and prosperity of all New Zealanders by making a contribution to the protection of a vital route for global commerce, thereby contributing to the protection of New Zealand's trade and economic interests. It also demonstrates that HMNZS TE MANA is ready to deploy around the world to contribute to regional security arrangements in support of peace and security operations. The sheer reach of HMNZS
TE MANA—deploying from New Zealand to the Gulf of Aden—illustrates how capable she is for sustained operations around the globe.

Initially the tasking seemed a long way off. There were a lot of challenges to get the ship operationally ready for her counter-piracy tasking; TE MANA was required to successfully complete a Directed Level of Capability (DLOC) work-up, and an Operational Level of Capability (OLOC) work-up. This required nearly three months of specialist training in Australia in preparation for the deployment. While DLOC provided all the traditional challenges of damage control and responses to traditional naval warfare, OLOC was a complete change in focus. OLOC involved a significant amount of training firsts for the RNZN; a modern-day RNZN ship has not been deployed on counter-piracy operations previously. While the Maritime Operational Evaluation Team became familiar faces onboard, HMNZS TE MANA's Ship's Company rose to the challenges time after time; demonstrating enthusiasm, professionalism and a commitment to succeed.

Between DLOC and OLOC work-ups, HMNZS TE MANA had a historic opportunity to act as the New Zealand flagship for the International Fleet Review in Sydney in October—a proud moment for the Kiwis to showcase our personnel and ship in an international setting. A sunny period alongside in Sydney provided respite for Ship's Company, and participation in receptions, parades, a hugely successful ship's open day and a fleet review by His Royal Highness Prince Henry of Wales (Prince Harry). The international naval gathering that was IFR culminated in the most spectacular display of fireworks across Sydney Harbour, recreating Australian naval history. The display was a highlight for many members of Ship's Company who enjoyed a prime seat from home—right on HMNZS TE MANA's upper decks.

One of the most significant recent highlights was the presentation of the Op TIKI VI uniform patches. After a long three months of specialist training off Australia in preparation for the deployment, CDR Arndell presented every member of Ship's Company with an Op TIKI VI patch.

The Op TIKI VI patch (pictured) was designed by our Principal Warfare Officer, LT Andy Mahoney, RN, and was chosen as a result of a competition onboard. Significant symbolism included a tiki modelled on various tiki LT Mahoney had seen on his travels around New Zealand. The waves represent the life-blood of the Navy, while the pirate flag and New Zealand flag demonstrate New Zealand's commitment to supporting maritime security operations. Finally, the anchor chain links symbolise the unity of New Zealand working in partnership with CMF and CTF-151.

Ship's Company are ready to get the job done. The name TE MANA in Maori means 'status' or 'authority'. This is exactly the attitude HMNZS TE MANA will display on this mission. The ship's motto is ‘Kokiri Kia U'; meaning ‘Striving Towards Perfection’. With every member of Ship's Company wearing the OP TIKI VI patch with pride, the men and women of HMNZS TE MANA embody this spirit and look forward to a successful mission. HMNZS TE MANA wishes everyone at home a very merry Christmas. We look forward to the tears, hugs and kisses from you all in March on our return, having completed a successful deployment.
LT CDR Layamon Bakewell RNZN recently spent several weeks aboard the Royal Danish Navy Offshore Patrol Vessel HMDS KNUD RASMUSSEN patrolling the Arctic waters of northern Greenland, resupplying huts used by the RDN's winter Sirius dogsled patrols. His mission was to finish writing the first draft of the RNZN Antarctic Operating Manual and observe the operation of an OPV in icy water similar to those our OPVs HMNZS OTAGO and HMNZS WELLINGTON will encounter in Antarctica. This is his account of his amazing experiences.

By LT CDR Layamon Bakewell RNZN

Picture this: It’s January in the Northern Hemisphere. You are saying goodbye to all your mates and are just about to board a small Twin Otter plane which is going to drop you off in the northern-most point of Greenland.

This is your last opportunity for any home comforts, a hot shower, or to check Facebook! For the next four months you and your partner are tasked with patrolling North-East Greenland National Park, some of the most remote territory on earth. Oh and did I mention you’ll be patrolling on a dog sled? To make matters worse the patrols will take place in the middle of winter, often in pitch black conditions with nothing but your partner, your dogs and your thoughts to keep you company.

This is a life where unexpected encounters with polar bears, Arctic wolves and the occasional avalanche become the norm. During winter this far north the sun is not seen for over three months. The average temperature is minus 10 degrees Celsius and the wind is brutal.

This is the stark reality the 12 brave men of the Sirius Patrol face each January and I was recently fortunate enough to spend two weeks with this elite unit of the Danish Defence Force—but in their summer not their winter.

This was all thanks to CDR Simon Griffiths RNZN who earlier this year initiated an ice navigation exchange with the Royal Danish Navy (RDN). The purpose of the exchange was to tap into the vast knowledge and expertise of the RDN in ice navigation and improve our Navy’s ability to safely operate our Offshore Patrol Vessels in ice-covered Antarctic waters.

I was lucky enough to join one of the Danish Navy’s two ice capable OPVs—HMDS KNUD RASMUSSEN (KNUD) from 14 August to 8 September.

The ship’s normal tasks are very similar to the RNZN OPVs and include fisheries inspections, environmental protection, search and rescue, sovereignty enforcement, towage and salvage operations, as well as general assistance to the Danish and Greenland governments (including police tasks).
HMDS KNUD RASMUSSEN has a helicopter deck aft behind the superstructure, but the ships do not have an aircraft hangar. The ships can however, perform HIFR (Helicopter In-flight Refuelling) operations.

The two RDN OPVs are 71.8 metres long, have a draft of 4.9 metres and a displacement of 1720 tonnes.

During the first 10 days of the exchange the KNUD was responsible for re-supplying the Sirius depots along the north-east Greenland coastline. Throughout this period we worked closely with the guys from the Sirius Patrol. The first thing that struck me was just how professional these guys are. I was particularly impressed by the level of detailed planning and commitment to get everything exactly right.

We landed stores at a number of sites and conducted essential maintenance on damaged huts. One hut we visited had been damaged by a polar bear the previous winter. The bear had smashed through a window and climbed inside. You could see the enormous claw marks where it had been scratching at the wall trying to get at the food inside.

Throughout my time with the Sirius Patrol, the guys shared many stories about the history and culture of the unit. Denmark’s formal, modern-day association with Greenland dates back before World War II, when Denmark was granted sovereignty over Greenland in 1933. In order to protect Danish sovereignty over this territory, Denmark has since then been obliged to maintain a continuous presence over the entire area.

The first dog sled patrols began in World War II and aimed to monitor and destroy German weather bases. There is a theory that if you know what the weather is doing in north-east Greenland, you can predict the weather in Europe one to two days later.

In 1950, as the Cold War was cooling International relations, Denmark decided to establish a permanent military presence. Initially named Operation RESOLUT, it was renamed SIRIUS in 1953 after the brightest star in the Dog Constellation. Although the Cold War has long since ended, Greenland remains rich in oil and minerals. Current mining technology cannot access this potential wealth. However with mining technology improving, there is a possibility that access to the oil and minerals may be possible in the future.

The unit itself is made up of six teams each manned with two sailors from the Danish Defence Force. The guys spend two years as part of the unit, with a 50 per cent change-out every 12 months. Each team spends up to four months at once patrolling an area of 160,000 sq km. They are the only people in this enormous area about three times the size of Denmark.

Sirius is the world’s only dog-sled patrol. The job itself involves travelling with a partner and a dog team for 24 months over more than 5000 miles, with only a week’s leave in Iceland for a dental check-up at the 12 month mark. Injuries are common, as are hunger, exhaustion and frostbite. I was told stories of teams being stalked by Arctic wolves and another where one team lost four dogs in an avalanche. The guys only eat two meals a day as it is too cold to stop for lunch. They also have to melt their own water and essentially live on the brink of starvation and dehydration for months at a time. In short, they are one of the most elite, professional groups of people I have ever met. If you ever get a chance to spend some time with the guys of the Sirius Patrol—take it. It will help put some of the First World problems we sometimes face into perspective!

The remainder of the exchange involved transporting stores and personnel between Iceland and Greenland. KNUD also took part in SAREX 13, a major Search and Rescue exercise involving a number of the Arctic nations. I kept standing mornings with the CO, which gave me the opportunity to absorb the vast knowledge he had regarding cold weather operations. To put it into perspective, the
CO of the KNUD had spent nine years of his career watchkeeping in the Arctic. His level of knowledge and experience is something that can only be achieved by being out there and doing it. There was very little he didn’t know or hadn’t seen when it came to cold weather operations.

The time with the CO helped me tap into his vast knowledge and achieve the specific objectives I’d been tasked:

• Complete the first draft of the RNZN Antarctic Operating Manual;
• Benchmark RNZN polar surveillance, boarding and small boat procedures and techniques against the RDN;
• Assess the effectiveness of manning KNUD with a core Ship’s Company of only 19;
• Enhance my personal expertise and experience in operating a ship in ice covered waters; and
• Assess the long-term benefits of the exchange programme.

The long period of sea time gave me the opportunity to complete the first draft of the RNZN Antarctic Operating Manual. At the time of writing this article, the Operating Manual is under peer review, with the intent to have it signed off by MCC prior to OTAGO proceeding south in December.

Unfortunately, during my time on KNUD we only had one day navigating in sea ice. This reflects the operating philosophy of the RDN in that, whenever possible, RDN ships will go around sea ice rather than through it. In discussion with the CO he stated that RDN OPVs are more likely to operate in and around sea ice during the Northern Hemisphere spring rather than late summer. As a result, it was recommended in my PAR, that future exchanges with the RDN OPVs occur in March-April each year in order to maximise exposure to navigating in sea ice.

Despite the limited exposure to ice navigation, the exchange programme was of benefit. I made a large number of observations, and noted that the RNZN has the opportunity to learn a great deal from the RDN. The exchange was an excellent opportunity to further my experience regarding cold weather operations and, on a personal level, was extremely beneficial for my personal development.

I would like to close by saying that, this January when you are on Christmas leave, spare a thought for the guys of the Sirius Patrol. While we in New Zealand are worried about the dangers of over-eating and sunburn, the guys of the Sirius Patrol are worried about polar bears, arctic wolves and frostbite. It also helps to remember that no matter how hard and long some days at sea may seem, at least we have air conditioning, hot showers and hot food to look forward to at the end of it!
JOCT AND BBT SAIL ADVENTURE VOYAGE ACROSS THE TASMAN SEA

By MID Simon Hall RNZN

On a cold, windy Auckland morning, a bus pulled into the Officer Training School car park at Narrow Neck to pick up 19 Junior Officer Trainees, 13 Basic Branch Training Trainees and nine staff members, but not even the miserable weather and the long bus ride ahead could dampen the anticipation of what was in store for the coming weeks. The day had finally come to depart for Wellington for embarkation onboard the SPIRIT OF NEW ZEALAND and the sailing trip of a lifetime across the Tasman Sea to Sydney for the Royal Australian Navy’s International Fleet Review.

On arrival at the ship, there was a shared sense of shock at seeing just how little space we would be living out of for the next two weeks. Squeezed into an 18-man mess deck, with one drawer for storage and hammocks for pits, we soon came to realise that any pretence at modesty and privacy was gone.

The next day was spent putting the ship through its paces on Wellington Harbour in 50 knot winds. We quickly came to find that sailing in real life is not quite so easy as Captain Jack Sparrow would have you believe on the big screen. With a million and one ropes all seemingly made fast on the same pins, there was plenty of confusion and a steep learning curve, as due to favourable weather we were to leave the safety of the coast the very next day.

As we passed out of Wellington heads and headed into the open ocean, we were filled with a sense of awe and excitement as the city of Wellington and our last sightings of New Zealand grew smaller behind us on the horizon. For a few of us unlucky souls on the ship, this sense of awe and excitement would prove to be short lived. It was not much more than an hour before many found themselves at the prone on upper deck, clipped onto safety lines with periodic rushes to the side of the ship. For most this would not last long; with only an unlucky few proving sea sickness can in fact last more than the prescribed three days.

Introduction to seasickness complete, we were next introduced to the joys of watchkeeping. Initial watches were met with enthusiasm, however the novelty soon wore off as each group came to the realisation that they would at some point be awake and on the upper deck for the hours of the dreaded middle watch; beauty sleep that some of us could ill afford to lose. What at first appeared to be a long and tedious watch soon went faster with the help of the nightly ritual of Late Night Activities—each watch was set a goal for push ups, triceps-dips, and squats (extra challenging with safety numbers having to be set in 45 degree roll). After giving the exercise everything you could, you earned the right at a few minutes respite to look up at the night sky and see the stars in such a way that you never have from land.

It was not all throwing up and push ups for the journey though, there were many other challenges we experienced first hand, such as being thrown down the drag with no warning and collecting your food at the slide one minute only to empty it all over yourself in the next. Within a few days we acclimatised to these challenges and managed to settle into the routines of life onboard a sailing vessel.

In our mixed watches of Junior Officers and ratings we would man the ropes, sail the ship and assist all work required to keep her running; some lucky engineering officer trainees even got to crawl around in the bilges to remove grey-water pipes to rectify leaks and blockages.

After six days of endless sea in every direction, lookouts began to strain their eyes in anticipation of contacts heard over the radio and detected on radar; however the true joy came on the morning watch of the seventh day with the first sighting of land. Upon waking, every trainee on board made their way to the upper deck to see the land at the end of the sea and the excitement started to build once more.

Talk began over plans for arrival in Australia, the general consensus being some form of fast food washed down with an ice cold Corona. Despite the hardships and lessons of, for most, the first time at sea, arriving on dry land in a foreign country made every minute of it worth while and combined, it would be a journey that none of us will soon forget.
Deputy Chief of Navy CDRE Dean McDougall hosted two well-attended one-day Wellbeing forums at the Spencer on Byron Conference Centre, Takapuna on 30 and 31 October. The forum aimed at building an awareness of the many issues our people find challenging and to provide the tools to assist deal with them.

By LMED Skye Jordan

They say first impressions count, so arriving at the Spencer on Byron on the morning of the Navy’s Wellbeing forum and being greeted by the wonderful events staff, delicious looking catering, and a tiddly table set-up, I was quite impressed. This was not like a normal seminar where we all get together on base for a Clear Lower Deck or something small held in the tea room at your workplace. This was a well-planned and a clearly thought out event.

The day started with an eye opening talk from Jimi Hunt, the co-owner and head of the charity “Live More Awesome”. Jimi took us through a particularly tough time in his life that went from high highs to the lowest lows and back up to the life he is living now. I think a lot of us could relate to the struggles of life sometimes at one stage or another and the amount of stress that can be placed on us without even realising it! One highlight was the story of when he put his grand idea to paddle the entire Waikato River on a blow-up Lilo on Facebook. One of his friends replied with questions such as what date, what time, how and the like. It made him actually come up with a plan and go through with it. The power of a friend’s support and interest can sometimes be underestimated.

Following Jimi was a talk from LTCOL Steve Kearney about everyday stress levels and looking after your mental health, which can be a tough topic to talk about to a bunch of hardened sailors, well we like to think so anyway. This led to a talk from our Naval Community Organisation staff Jason Hallie and Rob Kelly about substance abuse and the short and long-term effects of drugs and alcohol, something that is very relevant in today’s Navy. They discussed the true meaning of ‘one standard drink’ and how this varies a lot from drink to drink.

One good point I took away from this was the idea of making a ‘Drink Plan’, a short plan made before drinking to suss out money for taxis, who you’re going to be hanging with, ensuring you eat before drinking, the amount of money you want to spend and sticking to it. A lot of us wouldn’t normally give it a thought, but I think it’s a great idea.

Lunch was well prepared and tasted fantastic and took us on to the talk from Sue Russ (Equity and Diversity Manager NZDF), SQNLDR Stuart Pearce and comedian Raybon Kan about diversity in the community and workplace. Raybon, being a natural comedian, made us all laugh constantly during his talk, bringing up some really good points about how racism is often ignored and so easy to do, without even realising it at times.

After a few good laughs we went onto the serious topic of social media, by F/S Reg Dawson. Everyone uses it, and if you don’t you sure have heard of it. It was an eye-opener hearing about three recent cases worldwide of abuse and bullying of young 14-year-olds via Facebook and other social media websites resulting in suicide. It’s not just happening to the younger population either, bullying can happen to any one of us on social media sites and can sometimes be accidental. Ensuring your safety and the safety of others while on the many social media sites available today is a must.

The day ended with sound advice from the Naval Community Organisation’s Lissa Jackson about where to go should you need help or where to send an oppo should they need help and advice. Chief of Navy RA Jack Steer had the final word of the day, describing the troubles that people in today’s Navy face and how as a collective family we can all come together to guide the younger ones through. All in all it was a great day out of the office and as I’m sure many of us did, I took away some very helpful hints and eye opening facts.
IT’S OK TO ASK FOR HELP
By CPOSTD Nic Irvine

Life is short, however it is the longest thing I have done so far. I almost see it as a competition sometimes, me versus life! It serves me ups but it also serves me downs. How I deal with and perceive these is what paves the way ahead for me.

Now include our “life less ordinary” to the mix, and that can add some hearty competition with our friend life!

On 31 October I attended the RNZN’s Wellbeing Seminar, on crutches! Life, competing me with me once again. Though I am not running at 100 per cent I am still here so therefore life, even with the crutches, came out at a draw!

“Health and wellbeing” is something that a lot of us don’t put enough effort into until it’s too late. Times have changed and this is no longer a taboo subject. It’s not weak to ask for help, it’s weak not to. These days we have people in the community—sports heroes such as John Kirwan—out there promoting this stuff, letting us know that it’s ok to feel down and out, but what’s not ok is to ignore it.

The seminar was held off the base at the Spencer on Byron in Takapuna and first impressions showed how important this was for our Navy and its people. The organisation and co-ordination that goes into such an event is huge and it showed on arrival, with your name checked off and your being placed at tables set out in corporate meeting style (even with mints!) of mixed ranks, meeting and learning about fellow comrades you may never have met before.

The line up was diverse with speakers from within the NZDF and with outside speakers such as Jimi Hunt, a funny man with a goal in life to share the hardships of his life’s competition and to strongly encourage us to ask for help no matter how big or small the task. There was Squadron Leader Stu Pearce representing OverWatch—the NZDF’s gay, lesbian, bisexual and transgender support group—which recently won the supreme diversity award supporting GLBTI personnel and their families, friends, commanders and managers.

Raybon Kan the comedian had everyone laughing about diversity after an awesome lunch! The presence of senior officers was great. Having CN and MCC there and with DCN hosting showed how important our health and wellbeing is to them.

As we are the chosen few being New Zealand’s Defence Force (not everyone can do what we do) we can easily get caught up in the hustle and bustle of Defence life—coming and going from sea, postings and operations; living extreme highs and lows and sometimes being too busy to deal with it, let alone having the time to see what our organisation has to offer to support us through our diverse careers and life. The seminar presented options and services available to us all no matter what rank and, as Jimi Hunt said, it’s ok to ask for help when you need it.

Knowing about the services that are out there gives us the option to be proactive rather than reactive in dealing with the stresses of life. It also gives us the knowledge to help those around us if and when needed. Without our people our defence force is nothing but land and equipment. Our people and their health and wellbeing are what make New Zealand’s defence force. This is what our senior leaders are trying to show us and what I took from a great day off-base at the Wellbeing Seminar.

GIMMIE FIVE

The Live More Awesome Foundation has launched Gimmie Five, a new anti-depression initiative. You sign up to donate $5 every month and then vote on which of the five “gives” you want to see happen. All “gives” are Live More Awesome style events or initiatives to help reduce depression, decrease stress or simply make New Zealand a happier place. The “give” that gets the most votes each month wins and becomes a reality. You can then volunteer to help make it happen, or, you can just sit back and wait for us to send you the monthly update newsletter that will contain the video of all the good work that your $5 did!

More information:
Gimmie Five: www.gimmiefive.co.nz
Live More Awesome: www.livemoreawesome.com

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PRIME REAL ESTATE RECLAIMED FOR SEAMANSHIP EXCELLENCE

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

A dream that has been four years in the making is about to become reality as the site for the new Seamanship Training Aids Facility is defined and the design and build project goes to tender.

As part of the wider Reclaiming Seamanship Excellence (RSE) Programme, the new facility will be a tangible figurehead that represents the importance of ensuring the RNZN establishes and maintains a culture of excellence in seamanship.

Since its inception in 2010 the RSE programme has progressed in five individual project areas:
- Governance: Ensuring a robust decision-making process at a strategic level is in place. The major achievement here is in the establishment of a Seamanship Governance Board;
- Standards: Ensuring our BRs, manuals and references are aligned, in date, have a continuous improvement capability and are adhered to correctly;
- Training: Reviewing, enhancing and developing all seamanship and small boats courses;
- Capability: Building a new training facility with realistic working environments, accurately representing the ships our people will then proceed to sea on; and
- Measurement/Evaluation: Ensuring both internal unit measurement and external MOET (Maritime Operational Evaluation Team) validation is accurate, validated against the correct standards and creates a feedback loop into the other areas mentioned above.

Due to commission in early 2015, the new facility represents the pinnacle of the RSE Programme and provides internal and external safe realistic working environments to prepare our people to operate safely and effectively in this fundamental area of naval operations. Every person in the Navy will spend time in this facility before they deploy to sea, removing stress for the individual being asked to complete seamanship tasks and increasing the confidence Command can have in our people to safely undertake the core role of seamanship.

Over the years many people have invested large amounts of time and effort to ensure all of this work culminates into the RNZN sustaining excellence in the performance of safe seamanship across the full spectrum of operations. And so, after years of background work, laying the foundations to success, the vital key to pulling all of this together is one step closer, and all with one of the best views in Auckland.

Above: Seamanship Training Officer, WOCS Lionel Jamieson, reclaims some prime real estate for the new Seamanship Training Aids Facility site

TRAINEE OFFICERS FROM ALL THREE SERVICES WILL LEARN TOGETHER IN SEVEN-WEEK PILOT

In a first for the NZDF, a seven-week pilot Joint Officer Induction Course (JOIC) starting on January 13 will introduce officer cadets to an organisation-wide approach from start of their training, rather than new officers begin training with their own service.

To be held at RNZAF Base Woodbourne, the course will provide induction, basic military training and self-leadership development for regular and reserve service personnel before they return to their single services such as the Navy for their service-specific commissioning training.

Established as part of this year’s Joint Professional and Military Education (JPME) project, the pilot course will be trialled over the next two years. This is an early initiative in helping the Defence Force reach a key strategic objective: joint operational effectiveness.

The project is aligned with a larger programme of work—Joint Enablers—which is identifying opportunities for a more integrated approach to how NZDF personnel work, train and operate both at home and overseas.

The course will ensure that Navy, Army and Air Force officer trainees gain an early appreciation of the maritime, land and air operating environments, single-service capabilities and their own individual and collective roles within a JATF organisation.

The long-term vision? By 2035, senior personnel from all services will have developed both single-service and joint knowledge and expertise; and established inter-service networks and personal relationships that will enable a more integrated, joint and effective NZDF.
Chief of Defence Force LTGEN Rhys Jones has announced a new medal, the New Zealand Defence Meritorious Service Medal (DMSM).

The new medal replaces the New Zealand Meritorious Service Medal. The latter continues to be officially recognised and can still be worn by recipients.

CDF said the Defence Meritorious Service Medal will recognise outstanding service across the whole of our Defence Force. “The new medal can be awarded to all ranks of NZDF, Regular and Reserve Forces and civilians, regardless of the recipient’s rank, grade, service affiliation, or length of service,” he said. “The DMSM recognises the changing environment that Defence Force personnel work in now and will in the future. It fills a significant gap that has existed for some time in the range of NZDF honours and awards.”

In the hierarchy of awards for distinguished and meritorious service, the DMSM comes after the New Zealand Order of Merit and Distinguished Service Decoration and before the Chief of Defence Force and Service Chief’s Commendations.

The DMSM may be awarded by CDF in recognition of an act, conduct or service that, in the opinion of CDF, is outstanding and worthy of medallic recognition.

David Baguley, Assistant Military Secretary (Honours & Awards) in the Office of CDF says the colours of the new ribbon for the DMSM have the following origins:

Crimson has been used in the design of long service awards since 1830 in the British Army and since 1887 for distinctive New Zealand military medals, including the historic New Zealand Long and Efficient Service Medal (1887-1931) as well as the previous NZ Meritorious Service Medal.

The ribbon of the previous NZMSM is crimson with a green central stripe. Green is a colour in heraldry associated with all three Services. That design has been amended by the addition of a narrow white stripe either side of the central green stripe and a narrow yellow stripe at each edge. Yellow (implies gold in heraldry) alludes to achievement or brilliance.

The colours have been selected to provide a link with the two MSM awarded in New Zealand and the historic New Zealand Long and Efficient Service Medal.

More information about the DMSM, order of wear and award guidelines can be found on the New Zealand Medals website:

http://medals.nzdf.mil.nz

NEW ARCTIC STAR CAMPAIGN MEDAL RECOGNISES WWII RUSSIAN CONVOYS

Defence Minister Dr Jonathan Coleman has welcomed two new awards which recognise service in the Arctic seas and with Bomber Command during World War II.

Last February, the British Government announced the institution of the Bomber Command Clasp and the Arctic Star. The awards are the first new Commonwealth WWII awards since the late 1940s when the original medallic recognition system was finalised. Up to 1000 former Royal New Zealand Navy or former New Zealand Merchant Navy personnel served north of the Arctic Circle and so should be eligible for the new Campaign Star. The awards can be issued to veterans or to the next of kin of those who are deceased.

“These awards recognise the great bravery of those who contributed to two highly significant campaigns. Personnel who served north of the Arctic Circle and the aircrew in Bomber Command faced many dangers. A significant number of New Zealanders died whilst serving their country during WWII. We pay tribute to the sacrifices of so many and remember those who never returned home.”

NEW ZEALAND DEFENCE MERITORIOUS SERVICE MEDAL
By LT Andrew Ragless RAN

In a true display of ANZAC spirit, three Royal New Zealand Navy sailors onboard guided-missile frigate HMAS MELBOURNE have been instrumental in an operation involving the interception of nine suspected pirates off the coast of Somalia.

The three sailors played a vital role manning MELBOURNE’s Rigid Hulled Inflatable Boats intercepting the pirate skiffs and inserting an armed boarding party.

LHST Sam Martin from Rotorua, ASCS Samantha Carter from Taupo and ASCS Levi Eaton from Tauranga took part in the boarding on 15 October, after the headquarters for Combined Maritime Forces (CMF) in Bahrain received reports of attempted acts of piracy against two merchant vessels.

Under the direction of Combined Task Force (CTF) 151, HMAS MELBOURNE was appointed on-scene commander for a multinational search operation, involving ships and aircraft from the CMF and European Union Naval Forces.

MELBOURNE successfully located the suspected pirate vessels and launched two RHIBs to make the final approach. LHST Martin took charge as boat coxswain in one RHIB with ASCS Carter as bowman, while Australian sailor, Leading Seaman Boatswain’s Mate Liam Sweeten drove the other with ASCS Eaton as bowman.

LSBM Sweeten said the Kiwi trio performed flawlessly: “We initially embarked the suspected pirates to HMAS MELBOURNE and later transferred them back to the Somali Coast,” he said.

“Approaching the Somali Coast, Marto (LHST Martin) was in front of my RHIB and he did a great job providing directions when a large swell formed. All three followed the plan and executed it well, and the achievement was celebrated throughout the whole ship, especially by us because we had been right in the middle of it”.

ASCS Carter said the experience was one she won’t soon forget: “It is definitely something to tell family and friends back home and make everybody jealous. The best part was being involved in an operation that’s actually happening, not just something we hear about or something we train for, but something happening in real time.”

Commanding Officer of HMAS MELBOURNE, CDR Brian Schlegel said the New Zealand sailors are a valued part of his Ship’s Company.

“They have been with us since the start of pre-deployment work-ups and in that time they have integrated to become part of a professional and effective team”, he said.

Above: From left ASCS Levi Eaton, LSHT Sam Martin and ASCS Samantha Carter
WON REPORT

WARRANT OFFICER OF THE NAVY  Lennie Shailes

As always RNZN Divisions kicked off the year with the award of Sailor of the Year 2012, which went to LDR (now PODR) Josh Kauika; and the formal recognition of ships, organisations and individuals having achieved outstanding results during 2012. And not to be forgotten the change of WON. All of the above definite highlights for me and a great way to start the year.

My first sea visit as WON was to HMNZS ENDEAVOUR, which was at sea off Sydney supporting TE MANA and Royal Australian Navy ships. The reason for the visit was to witness first hand how the ENDEAVOUR crew and RAN sailors were interacting and how the combined crew were ultimately helping ENDEAVOUR deliver outputs and vital training. To say I was impressed would be an understatement. A big BZ to END and the RAN sailors—the effort to make this arrangement work and your ability to cross-deck seamlessly is a credit to all.

Another highlight for me this year has been our sporting achievements at inter-services, including the number of our people who have been rewarded by selection into NZDF teams. Inter-service success is a passionate and greatly discussed subject at Service Warrant Level, and I thank very much all those involved in giving me considerable bragging rights.

I'd also like to acknowledge and for us all to take a moment to remember those in our navy family who have passed away this year, you will not be forgotten. In April I represented you at the funeral of RA J F McKenzie CB, CBE who was Chief of Naval Staff from December 1975 to December 1977. Funerals are never something we enjoy attending but this day I will never forget. Meeting and talking with his family members as well as hearing stories of his life and contributions was an incredible experience, notably a story how he volunteered to join the submarine service when it was in its experimental years (now that's courage), an extraordinary man who we were privileged to have help build our navy family.

A very busy year and it’s not over yet. We have many ships deployed and some are not expected home for Christmas, not ideal I know but a necessity of our service. For this and everything else we’ve been able to achieve this year I’d like to thank you and your families. Believe me when I say it is greatly appreciated.

On behalf of my family (Cynthia, Terence, Justin, Jamie-Lee and my grandsons Rylan and Dominic) I wish every member of our Navy family a very Merry Christmas and a Happy New Year. I hope you all have a relaxing break and come back safe and sound in the New Year.

Watch out for each other, listen to each other and if you need help please ask.

Be a mate.
1. Chief of Navy RA Jack Steer presents Seasprite helicopter crewman POHCM Dougie Greig of No 6 Sqn RNZAF with his Long Service and Good Conduct Medal. One of the Navy’s SH-2G (NZ) Seasprites took CN and POHCM Greig for a short ride before dropping them at the North Yard parade ground for the presentation.  
2. HMNZS TE MANA Commanding Officer CDR Shane Arndell and Movember team organiser LPTI Lou Thyne with a cheque for the $1951.74 raised by Ship’s Company for the men’s health charity Movember.  
3. LMT (P) Reece Roberts exercising on TE MANA’s flight deck during passage from Darwin to the Gulf of Aden.  
4. LT BEN MARTIN, XO of the Operational Diving Team, graduating from the Royal Australian Navy Mine Clearance Diving Officers Course. He is holding the Shield for Dux and the Trophy for student with the best physical fitness results.  
5. AMED Natasha O’Leary is enjoying her first overseas deployment aboard HMNZS TE MANA.  
6. CPOSCS Stinson is promoted to Warrant Officer. WOSCS Stinson joined the RNZN in January 1974 and has served in every class of ship in the current fleet except an IPV. He has now taken on the role of Base Ops Unit Warrant Officer. He’s pictured...
here after the promotion ceremony with his partner Michelle, son Callum and daughter Kendra. 7. HMNZS CANTERBURY’s awesome communications operators, OCO Lucien Stanley, OCO Deane Faber, OCO Adam El Gana, OCO Hayden Maxwell and ACO Teatareva Isaia. 8. Miss Anne Beet (Defence College) has been awarded HMNZS PHILOMEL’s Civilian of the Quarter. 9. Three of our sailors have been awarded the Australian Active Service Medal with the International Coalition Against Terrorism (ICAT) clasp for their work on pirate patrol in the Gulf of Aden onboard an Australian frigate, the first NZDF personnel to receive this award. From left Chief of Navy RA Jack Steer, the medal recipients LHST Matthew Barber, POSCS Josh Tatana, ASCS Dylan Thomas and the Australian Defence Attaché to NZ CAPT Stephanie Moles. The presentation at Devonport Naval Base recognised their service embarked in HMAS MELBOURNE in 2012 supporting the Combined Maritime Force operations in the Gulf of Aden. The three sailors were part of the ship’s boat crew, performing duties such as seaboat coxswain and boarding operations.
M orena friends and family. I am Recruit Maaria Derby and as you all know, I along with 100 others have now been here for five weeks. Getting here on the first day, I was terrified nervous as anything and scared of everyone. By the third day, it was time to sign the dotted line and I knew my life was already changing, because I knew how to iron, I was surrounded by strangers, dressed in overalls and no longer had my straightener attached to my right hand.

You don’t even realise how much your life changes until the “normal” things in life came back like chocolate and phones and all of a sudden they are the highlights of the week; and when your new normal becomes ironing, boot polishing, cleaning and darning socks.

The first couple of nights in the mess deck with the ladies we were all like mice, tip-toeing around, and all it took was one little fart from recruit Grace to break the ice, and we were practically family, acting like we had known each other for years. I bonded with LEANDER females in particular, they were all scared just like me but by day seven you couldn’t get them to shut up. They have been there for me when I was feeling down and homesick and have shown me so much support and comradeship, they are the most amazing bunch of girls. We may have a lot of chiefs and not many Indians but they have made the start to my new life a hilarious adventure, I love them all.

Not only have the females shown me support and comradeship but so have the LEANDER men. They have been the backbone of the division, they may not always be on time, they may not remember everything and frustrate us a lot, but they are always right beside you in any physical challenge, they have helped me so much personally. When I’ve just wanted to give up they are there pushing you that extra mile, especially in PT and TLC week. I couldn’t have done it without them, they are there pushing you vocally and sometimes literally pushing you up those hills that never seem to end. They have done an awesome job with all of our chants and competitions and this is probably why we’ve won all three games of Trafalgar Cup so far, just saying. Bucket ball was one of the games we played and I loved every second of it, representing LEANDER. Even though I probably looked like the donkey of the herd, they made me feel like a stallion.

TLC week, we all knew it would be the most challenging week of training but what we didn’t know was that it was aimed to bring us all together and work as a team and I personally think it did. Not only as a class or as a division but as a whole BCT training division, it was a really hard week but I loved it, and as LEANDER says, “who suffers conquers.” Bring on the next eight weeks!

Thank you and God Bless.
FROM FOUR NEW RECRUITS AT THE BCT 13/03 FAMILY CHURCH SERVICE

Four of the new recruits of Basic Common Training (BCT) 13/03 gave eloquent accounts of their Navy life to date at the family church service held at St Christopher’s Chapel, Devonport Naval Base, on Sunday 13 October.

It was standing-room only at the church service, five weeks into their training. The reflections of OSA Maaria Derby, OCH Rianna Palmer, OCO Jack Rippingale and OMT Odin Robinson were warmly received by their oppos, superiors, instructors and families and friends.

This is what Chief of Navy, Rear Admiral Jack Steer, wrote in a Leadership Log delivered to the entire Navy the next day:

“Yesterday I was honoured to attend the family church service for BCT 13/3. Loads of families and friends attended, some of them travelling from the ends of New Zealand to be there. It was a great service with the highlight for me being the reflections on their life in the Navy so far by four of the BCTs. Great little stories that made many in the congregation so proud they were brought to tears. The BCTs and their instructors did a fantastic job with the service. I look forward to seeing this course graduate in early December.”

Here in full are the reflections of the four BCTs.

GOOD MORNING FAMILIES, FRIENDS AND OPPOS. MY NAME IS RIANNA PALMER AND I AM AN EXTREMELY PROUD MEMBER OF BCT13/3 OF LEANDER DIVISION AND OF CLASS 4.

September 11 was the date that myself and 100-plus other recruits signed the dotted line. For me that was the day my life changed, it was the day reality hit. I am now a part of the Royal New Zealand Navy.

Leaving my family and arriving here on the first day was the most nerve-wracking thing I have ever done. However like Derby said before, it didn’t take long for the ladies in my mess deck to come out of their shells. The ladies from both divisions are a tight unit, conversations are often had across the hallway and it’s always a sneaky competition to get into scran first. Due to myself and my fellow bunk-buddy Knudsen being extremely impatient when it comes to food, the LEANDER females are generally at the front of the line.

The last five weeks I have learnt a lot. There have been plenty of highs, lows, tears, laughter and more importantly, challenges. The beginning of week two started with a hiss and a roar. Monday morning of that week we were up early and taken to the Royal New Zealand Air Force Base in Whenuapai where we were flown to Wellington to go aboard HMNZS CANTERBURY. We had no idea that this was coming and what an experience it was. We spent two days on board and travelled back up to Auckland from Wellington.

A big highlight was meeting Chief of Navy Rear Admiral Jack Steer when we first embarked the ship. Even though some oppos were making mad dashes to the bathrooms due to sea sickness, it was awesome being on board and experiencing a small taste of life at sea.

The biggest challenge so far has been our week-long experience in Whangaparaoa at the Tamaki Leadership Centre. One word—fatigue. This was something that we were told to prepare for. Morning number one began at 5am with a run down to Army Bay where we did burpees in the water then had to sing the National Anthem. This was followed by us pushing a van all the way back up the hill again. TLC was a big learning curve for me. Being woken up in the middle of the night and put into a wartime situation made things feel a little more real. TLC not only brought us together, it brought our whole division together. My oppos are the reason I keep on going.

Aside from TLC, life at RTS has also been very hectic. I have gone from civvy life where I slept in, had 10-minute showers, mum did my washing, I had my phone all the time and had chocolate whenever I wanted. Now I have gone to having 30-second showers, ironing, polishing boots, darning socks, barracking beds, cleaning two to three times a day and when the only chocolate you get is whilst sitting in a pond of muddy water—and that was a reward!

We have had three events of the Trafalgar Cup between LEANDER and ACHILLES. I won’t brag too much but I’m pleased to say LEANDER has taken out all three events so far. Competitiveness between the two divisions is always very high but at the end of the day we come together and understand that we are all one—a great big family.

I am excited to see what the next eight weeks have in store for us. I’m sure it will have its highs, its lows, definitely laughter, perhaps a small tear and of course more challenges, but we will work hard and stick to our core values of commitment, courage, and comradeship.

Stand by to see us all at graduation because I could just about guarantee that we will be different from what you see today. Thank you all for coming, enjoy your day, safe travels and thanks for listening.
Another lesson I have learnt in this time is that with the right not many of us would have understood five weeks ago. Although small have continued to build a kind of comradeship that near impossible timings are just parts of our daily routine that time, this is what we did.

How to improve as a team each day. Without even knowing it at we learnt off one another, learnt to operate together and learnt experienced before, therefore in order to succeed it was vital that individual characteristics and traits this was nothing any of us had start. The fact that regardless of our past and regardless of our situation we have been placed day in day out since the division when saying this. I believe that was due to environment all did in a matter of days. I speak on behalf of the training thought it possible to form bonds as strong and close as we.

The following weeks were an explosion of information, self-sailors. Graduating intake 13/3 on 6 December and to become self-reliant and very little ironing knowledge, 108 nervous recruits set out as knew what we had signed up for and with plenty of enthusiasm we all had waves of doubt in the first few hours. However, we all lines of “what on earth am I doing here” out of my head. I’m sure after various stages of initiation, it was nearly impossible to slow my heart rate, cease my shaking hands and get thoughts along the lines of “what on earth am I doing here” out of my head. I’m sure we all had waves of doubt in the first few hours. However, we all knew what we had signed up for and with plenty of enthusiasm and very little ironing knowledge, 108 nervous recruits set out as a team—unknowingly at the time—to achieve the same goal of.

Off in uncharted terrain. By the time I was shown my mess deck, pushing us out of our comfort zones and placing us somewhere far and right circumstances in which each and every one of us are required to call upon and demonstrate these three core values day by day—we are beginning to understand.

Nothing could have prepared me for what awaited on the other side of that fence exactly five weeks ago from today. With an emotional farewell to the family a new chapter began and just like that, the style I had become so accustomed to over the past 17 years was flipped upside down.

I’ll tell you this now, the instructor did an extremely good job pushing us out of our comfort zones and placing us somewhere far off in uncharted terrain. By the time I was shown my mess deck, after various stages of initiation, it was nearly impossible to slow my heart rate, cease my shaking hands and get thoughts along the lines of “what on earth am I doing here” out of my head. I’m sure we all had waves of doubt in the first few hours. However, we all knew what we had signed up for and with plenty of enthusiasm and very little ironing knowledge, 108 nervous recruits set out as a team—unknowingly at the time—to achieve the same goal of graduating intake 13/3 on 6 December and to become self-reliant sailors.

The following weeks were an explosion of information, self-discipline and ordered job pushing us out of our comfort zones and placing us somewhere far off in uncharted terrain. By the time I was shown my mess deck, after various stages of initiation, it was nearly impossible to slow my heart rate, cease my shaking hands and get thoughts along the lines of “what on earth am I doing here” out of my head. I’m sure we all had waves of doubt in the first few hours. However, we all knew what we had signed up for and with plenty of enthusiasm and very little ironing knowledge, 108 nervous recruits set out as a team—unknowingly at the time—to achieve the same goal of graduating intake 13/3 on 6 December and to become self-reliant sailors.

The trip I didn’t understand the reasoning behind many of the Navy protocols that we abide by each day. For example, I didn’t know why we stored all of our personal belongings or what the point was in the urgency that is enforced each and every day but now I know that everything we do here in RTS has importance, every thing is done for a reason, our own benefit, to prepare us for life at sea. Although we still have eight weeks to go I feel as though due to the fact that we have made it this far, there is nothing stopping us from going the whole distance. We are only going to improve as the days pass by and with more and more expectation and responsibility being placed upon us we will have to call upon the leader within us all to meet the ever-raising standards. It has been an honour speaking in front of you all today. I’d just like to finish with a short poem I wrote on the third day of Basic Common Training.

“Take away one’s dignity and he wont know it’s gone, hide his creating and he’ll be yours by the dawn, set a strict routine, follow it he must get him to confirm it’ll be you that he trusts, take all his hair his clothes and his brain, then swap it with schedule and tell him he’s sane, keep him awake for hours on end.

“Slowly but surely his faith starts to blend you twist him and turn him, shaped to something new effortlessly blinded to what is false and what is true, broken down to nothing and built from what is left foundations of core values that lay within his chest step by step growing in commitment and his strength eventually knowing the process and the length because there’s a leader laying dormant within us all but in order to stand up, first we must fall.”
Kia ora tatau tatau katoa. Good morning all and what an honour it is to stand before you. My name is Odin Robinson and I am proud to say that I am the first person in my family to join the Royal New Zealand Navy. At a young age I've always wanted to join the Defence Force and follow my father's footsteps of serving our country. Both my mother and father served with the New Zealand Army, my grandfather helped train soldiers in Waiouru in World War II. So I guess you can say this has always been my calling.

Over the past five weeks I have been going through the transition from a civilian to a disciplined sailor. I have had all kind of experiences, learnt a whole range of skills, made some awesome mates and most importantly learnt a lot about myself. Not bad for only half-way through training.

Personally the hardest thing I had to get used to was ironing. The first week of BCT I had done more ironing than I had done in my whole life. I quickly learnt that a quick shower is not five minutes, a quick shower in BCT is at most 30 seconds, hot water if we were lucky. We got introduced to action scranning which is eating meals in two minutes. There's also a good saying back at RTS, it is “if you're five minutes early you are late.” But there is an upside to being a recruit in the RNZN—we get a lot of great perks such as free dental, free medical, one-hour phone calls each day, awesome food and we got about $4000 worth of rig. And I can't forget about our free monthly haircuts.

The instructors are professionals in their own right, and I do admire their patience. It's not easy with 100-odd recruits, the majority of which are teenagers. It takes a special person to specially teach 70 men how to sew names into socks, fold, shave, clean, eat, walk, talk and most importantly iron. The list just goes on. The instructors are very professional and highly respected not only by the BCTs but every one in PHILOMEL.

It wasn't long until we discovered our respected divisions ACHILLES and LEANDER. I am a proud LEANDER man myself and not boasting but out of three Trafalgar Cup challenges, LEANDER has been on top. “Who suffers conquers” is LEANDER's motto and it's what we live by. There's nothing wrong with friendly rivalry but when it comes to TLC shake-down week all BCTs displayed immense comradeship.

Shakedown week was intense and it truly lived up to its reputation. Personally I took a lot away from that week and gained many memories such as being woken up in the middle of the night to a realistic war scenario, pushing vans and tyres up hills and trekking through old underground tunnels that were built years ago. The highlight of shakedown week for me would be when class four took out the divisional tug-of-war competition undefeated.

I have every belief that the instructors are going to turn us into well presented, highly respected sailors. Teach us morals and ethics that will last a lifetime. I am proud of where I am and what I'm becoming. I am proud and honoured to have a great bunch of people around me day in day out, who want to achieve greatness. I will work hard for my opps as I know they will do the same for me.

I guess a career in the Navy is like a roller coaster ride. Of course there are some lows but also there are a lot of highs except we don't know what's coming around the corner next. That's why we have to stick in, go hard and take each day with 100 per cent commitment, courage and comradeship.

In conclusion I know that not only myself but every recruit has no regrets being here today. As a whole we are definitely heading toward the right direction. There is no better career in the world and I am proud to be standing here wearing this uniform. I know I made the correct decision and that is joining the Royal New Zealand Navy. Thank you.
Edward Thorne was born 29 October 1923 in Wellington and educated at Rongotai College and Nelson College. He entered the RNZN on 22 November 1941, one of a small group of young men selected to enter as career officers in the (new) RNZN.

The selectors had chosen well. Commodore Tony Lewis says that Ted was “a fine leader of men. He knew where he was going and it was full steam ahead. It carried him to the top of his naval profession.”

Ted, one of the small group of cadets, sailed to the UK for training, entering Dartmouth Royal Naval College on 15 January 1942. In August that year he began his sea training as a Midshipman in HMS DEVONSHIRE (a heavy cruiser) which was deployed with the Eastern Fleet, based in East Africa and operating throughout the Indian Ocean.

He transferred to HMS HAWKINS, another heavy cruiser and, later, the destroyer HMS REPOبوت. He returned to HAWKINS until 7 May 1944, by which time HAWKINS had returned to the UK to join the bombardment force for the invasion of Normandy.

Ted Thorne was promoted Acting/Sub Lieutenant on 1 May 1944, during his last week aboard HAWKINS. He undertook ‘Subs’ Courses’ in HMS EXCELLENT for the next five months, before being sent to Naples to join the Mediterranean-based destroyer HMS LAMERTON.

Ted served in LAMERTON as the navigator from 4 November 1944 until 15 May 1945. LAMERTON operated largely in the Adriatic Sea, in support of the 8th Army as it advanced up the Italian east coast, and in support of partisans in Yugoslavia on the other side of the Adriatic Sea. In 1945 LAMERTON was redeployed back to the UK, where she operated from Harwich, fighting German E-boats off the Dutch coast.

Ted Thorne thus earned the 1939-45 Star, the Burma Star and the Italy Star as his three WWII campaign medals. He was promoted to Lieutenant in February 1945, but his seniority was back-dated to November 1944, reflecting the good results he obtained on his courses.

After the War, Ted returned to New Zealand and was posted to the cruiser HMNZS GAMBIA, which was about to return to the UK. There, he was one of the commissioning crew of the Improved-Dido class light cruiser, HMNZS BELLONA, which they were to deliver to New Zealand. He was still serving in BELLONA at the time of the 1947 mutinies, although with some good management BELLONA was not too extensively involved in the ‘strike’.

LT Thorne returned to the UK for the Long Communications Course at HMS MERCURY in 1949, which was followed by a year in the minesweeper HMS FIERCE. FIERCE was in a squadron which was still sweeping wartime mine fields in Greek waters.

On his return to New Zealand Ted served variously in HMNZ Ships TAUPO, BELLONA, KANIERS, then BELLONA again as the Squadron Communications Officer. In that time Ted was involved with the Navy’s response to the 1951 Waterfront Strike.

In 1952 Ted had a short spell in command of HMNZS INVERELL, bringing the minesweeper across the Tasman to enter the RNZN. The ship had seen arduous war service in the RAN and in the rough Tasman seas they noticed that the entire bridge structure was cracked and working loose from the main deck!

As a communications specialist, Ted was appointed to command HMNZS IRIRANGI, the naval radio station at Waiouru. He was in command on Christmas Eve 1953 when the railway bridge at Tangiwai was washed away, causing the night express to crash, killing 151 people. IRIRANGI personnel under Ted’s leadership played a key part in the recovery of the bodies, while they also restored communications in time for the Queen’s Christmas message to the Commonwealth to be broadcast through IRIRANGI’s transmitters.

LT CDR Thorne’s first major sea command was HMNZS PUKAKI in 1955-56 before he returned to the UK for a period of exchange service. On promotion to Commander in 1957 he was appointed as Fleet Communications Officer on the staff of the Commander-in-Chief Far East Fleet.

This was a key posting, as both New Zealand and Australia had ships committed to the Commonwealth fleet based in Singapore. It was a time when tensions in the region were high as Malaysia...
and Singapore approached independence, while Indonesia opposed the prospect of the British colonies becoming a federation. The Far East Fleet had widespread responsibilities and, at the time, was Britain’s largest fleet.

Ted and his family returned to Wellington, where he had a four year stint as Director of Plans (DOP) on Naval Staff. Naval Staff was focussed on ordering HMNZS WAIKATO (F55) the third modern frigate for the RNZN and our first Leander-class frigate. Commodore John Tobin recalls:

“Ted was not difficult to work for and, with Rob Ellison, gave me a great deal of assistance in learning my job. I found him a very pleasant personality. The DOP was the main policy assistant to the CNS, preparing the papers and accompanying him to Chiefs of Staff meetings. Our main task at that time was to achieve the ordering of WAIKATO, which took a number of submissions to Cabinet so it was a busy time.”

Ted was posted back to sea, in command of HMNZS OTAGO (F11) in 1963. During his time in command he was promoted to Captain and as Captain F11 (in command of the 11th Frigate Squadron, that is, all four of the RNZN’s frigates). While in command of OTAGO he oversaw the first trials of the newly installed Seacat missile system.

But the memorable moment was in Pearl Harbor, as Tony Lewis recalls:

“April 1964, while we were breakfasting before the ship proceeded to sea for the final training assessment of our work-up, I glanced out the scuttle and remarked that a dockyard crane was going past rather fast. Then ‘Emergency Stations’ was piped, ‘Close all [watertight] openings!’ Moments later OTAGO was firmly wedged between the sterns of two American frigates.” Someone had opened the main steam valves and applied full power to the ship’s turbines; OTAGO broke her berthing lines and leapt ahead to collide with the American ships berthed in front.

“Whilst highly aggravating and unpleasant for Captain Ted and certain individuals in the Engineering Department, the majority of the ship’s company were happy to spend four more weeks in Hawaii!”

The incident was the result of an Engineering error, and did not affect Ted’s career. After OTAGO he served in Wellington again, before moving to the UK in 1965 for the Imperial Defence College (today, RCDS) course in London. The course went well, but in its final week he was given a ‘pier-head jump’ to join the WAIKATO which had not long been commissioned in Belfast and was undergoing its sea trials.

Ted brought WAIKATO through her trials, workup and delivery voyage to New Zealand, and remained in command until early 1968. John Tobin was his Ops Officer in WAIKATO:

“Under his command we achieved a good report on our Portland work-up where as Operations officer I was trusted to get on with things. He was a good CO as far as the Officer of the Watch was concerned, was always pleasant and was a good ship handler.”

After his time in command of WAIKATO, Ted and his family soon headed back to the UK, where he became the Head of the NZ Defence Liaison Staff in London as a Commodore. Following that posting, he returned to NZ and, at age 48, was appointed Chief of Naval Staff in July 1972.

Ted served for 3½ years as CNS and in that time was involved with the Labour Government’s decision to protest against French atmospheric nuclear weapons testing by sending a frigate to Mururoa [two, as it turned out—OTAGO, followed by CANTERBURY]. One consequence of that mission was that Fraser Coleman, the Minister of Defence who sailed in OTAGO, became a firm supporter of the Navy’s desire for a logistic support ship. [The logistic ship became be-devilled by inter-service politics and it was not until 1988 that our replenishment tanker ENDEAVOUR joined the fleet.] Ted’s time as CNS was coloured by intensive inter-service rivalry. The defence budget was tight, the new unified Ministry of Defence structure was still bedding in, and the Naval Staff perceived that the CDS of the time was decidedly anti-navy. Looking back, some of his staff say that Ted tried to keep too much in his own hands, and perhaps picked fights within the Ministry that he couldn’t win.

One success he did have was the decision about a new survey ship. Although the Naval Staff thought they had permission to build a HECLA-class survey ship (then entering service in the RN) the new Muldoon administration insisted that we take over the island trader MOANA ROA. Ted saw the way the political winds were blowing, accepted the change and brought the Naval Staff along in support, in order to ensure the ship would be fully refitted with the latest in survey systems. As HMNZS MONOWAI, the ship served us well until 1998.

One aspect of Ted’s time as CNS was his dislike for the all-season Khaki uniform, which had been introduced in 1968. When he was due to visit, the Auckland Command would order everyone in to Whites or Blues (depending on the season). But this did not go down well with the Senior Ratings, who universally liked the Khaki as a practical uniform which differentiated them from both officers and junior ratings. Eventually the Khaki uniform was dropped in the 1980s.

Ted had been awarded a CBE in January 1972; in the 1975 Queen’s Birthday Honours he was elevated to Companion of the Bath (CB). He retired from the RNZN in December 1975, after arranging for his contemporary, John MacKenzie, to ‘hold the fort’ as CNS, until Neil Anderson was ready for the post. This, Ted saw, was the Navy’s best chance of having a naval officer as a future CDS, which in fact played out that way.

Still relatively young, Ted was appointed as the first chairman of the (newly unified) Fire Service. He was successful and widely respected, remaining in that role for 10 years. He also maintained a naval connection, as President of the Sea Cadet Association.

Over his whole career, Ted’s frequent service in the UK with the RN had an indelible effect on him. One officer recalled that as CNS, Ted seemed perfectly friendly, but in those days a mid-ranked staff officer simply wouldn’t have a drink and a chat with the Admiral, there was too much of a gulf. Ted subsequently told, against his staff say that Ted tried to keep too much in his own hands, and perhaps picked fights within the Ministry that he couldn’t win.

In fact Rear Admiral Ted Thorne is remembered as a dynamic and positive leader. As Tony Lewis says, “In command he was an imposing figure. He exuded authority, positivity and confidence. He was never lacking in enthusiasm and vigour.”

Opposite page: RA Thorne’s casket is carried from the Chapel of St Christopher, Devonport Naval Base, after his funeral service on 31 October.
A group of artists who voyaged with the Royal New Zealand Navy to the Kermadec region two and a half years ago have brought works inspired by the experience to the Navy Museum in Devonport this summer.

By the time the HMNZS OTAGO docked at Nuku'alofa in May 2011, the naval expression ‘hands to bathe’ had become both a catch-cry and a mantra for the nine ‘Kermadec’ artists who had been sea-riders during the voyage.

The phrase has since inspired numerous works of art, among them Elizabeth Thomson’s deep blue wall-sculpture, *Kermadec—Hands to Bathe* and John Reynolds’ assemblage *Hands to Bathe*, which features dozens of tiny canvases upon which another naval expression, ‘Wakey Wakey Wakey’, is written. These works, both of which are included in the exhibition, were inspired by a mid-ocean swim towards the end of the 2011 voyage.

Upon reaching the Tropic of Capricorn—as sailors know well—the engines of a naval vessel are switched off and, when the ship has stopped, the announcement ‘hands to bathe’ comes over the intercom. Crew members are then allowed to dive or jump into the ocean. While this is an ancient ritual—handed down from ‘the days of sail’, those of us on the ship were told—for the voyaging artists it came as a huge surprise and offered a few moments of exhilarating engagement with the immense, life-giving, all-encompassing ocean.

The photographic images in the exhibition by Jason O’Hara and Bruce Foster capture something of this transcendent swim, whereas John Pule and Gregory O’Brien—in their collaborative etching *What I had and did not have*—offer a symbolic rendering of a human figure immersed in blueness yet, at the same time, suspended between different realms.

Sponsored by the Pew Environment Group, the artists aboard OTAGO were participants in the Kermadec art project. As well as being inspired by the pristine marine environment of the Kermadec region—midway between New Zealand and Tonga—the artists were energised by time spent on the vessel and the many levels of engagement with officers and crew. Charts and information systems on the ship gave rise to works as diverse as Fiona Hall’s Listing to Starboard, Jason O’Hara’s Inside and O’Brien’s series of Kermadec drawings. Eighteen months after the voyage, nautical distress flags reappeared in Hall’s Fleet—a work which draws attention to endangered species of the Kermadec waters.

While the artists, in their own way, explored the ocean and the role humanity can play therein, it was heartening for them to see the New Zealand Navy also examining its place in the oceanic scheme of things. In keeping with increased awareness of global environmental concerns, the navy now sees itself very much as a custodian of the ocean rather than a user of it. The sensible, sustainable management of the waters, the need to service offshore islands (like Raoul in the Kermadecs), our responsibilities towards our Pacific neighbours, and such environmental dangers as pollution and over-fishing are now at the forefront of naval thinking.

The arrival of the exhibition *Hands to Bathe; Imagining a Kermadec Marine Sanctuary* at the Navy Museum feels like a homecoming of sorts. It was here that this particular voyage began. In this setting, visitors will be challenged and delighted by the wide range of work on display: video, photography, printing, painting, sculpture, poetry and sound-art.

The Kermadec art project offers a rich, full-bodied portrait of a remarkable region on earth—one that New Zealand is fortunate to claim within its territory. While the works might be a little disorientating or even intoxicating, the issues that inspired them are of very real and immediate significance: the need for humanity to use its imagination, as well as any practical means at its disposal, to preserve the oceanic environment for future generations. As the subtitle of the exhibition makes clear, the artists who travelled on HMNZS OTAGO believe the formation of a Kermadec Ocean Sanctuary would be a huge step in the right direction.
By Emma Harvey, Defence Personnel Executive

POET David Willers and ASA Liana Bentin have both re-enlisted with the Navy recently. David has come back to his initial trade, as an Electronic Technician and is currently posted at the Base Operations Unit. Liana first joined and trained as a chef but has changed trades and re-enlisted to Stores Accountant. She is currently posted to HMNZS Te Kaha. Here they share their experiences coming back to the Navy to continue on with interesting and exciting careers.

Left: ASA Liana Bentin back with the Navy

David Willers began his military career in the Royal Navy but had the desire to live in New Zealand while continuing his military life, so he successfully transferred to the RNZN in 1999. It was a change of environment and he was thrilled to travel on the former frigate HMNZS Canterbury around the Southern Hemisphere. Dave left the Navy to embrace what many consider an ultimate lifestyle of travelling with his family before buying his own home with a large section north of Nelson. Dave even became a local radio sensation with his hit “living the dream” in his time away! Yet he started to yearn for a future career in the Navy as well as city life that prompted him to reapply, a decision supported by his family.

Dave reapplied for his previous trade, Electronics Technician and found the re-enlistment process straightforward.

Liana tried many jobs after leaving the Navy. She soon realised retail wasn’t for her so she moved to hospitality with her chef experience. Despite considering university, the lifestyle of studying hard whilst working part time yet still struggling only to end up with a large debt didn’t appeal to her. She missed aspects of Navy life and wanted “the camaraderie, experiences, money, job security and above all, something exciting again”.

Upon re-enlisting, both Liana and Dave have had positive experiences since reenlisting. Although Dave had a 10-year break, he says personnel have been so friendly and welcoming with familiar faces readily accepting him it feels he has never been away. He is looking forward to the future opportunities of serving at sea. He and his wife Heide, son Julius and daughter Jenny have happily settled in the Belmont area near Devonport Naval Base.

Dave is optimistic for rank promotion in the near future and is retraining to be ready to get back to sea and take on new challenges. “The best part of being in the Navy is the fact you work on a ship that moves around and you never know where you might find yourself. It's an exciting challenging role with changing circumstances that enable great variety.”

Liana has also found her senior rates and Command to be very supportive and warmly accepting of her transition back into the Navy. She is still enjoying bumping into people she knew from her first enlistment.

The future looks bright for Liana, having duxed her Basic Branch Training course and becoming the team captain for TE KAHA’s Champion of the Navy team. She is pleased to have been posted back to her first ship and completing her taskbook. She is focused on becoming professionally qualified in her new trade, Stores Accountant as well as developing her DC skills on ship.

Advice to those considering re-enlistment

Dave’s advice to someone considering re-enlistment is to give it a go. He recommends this as an option not only for job satisfaction but also for monetary reasons. The pay has incremented favourably from the past. “Being in the military isn’t as binding as it used to be and there are all these exciting places to visit whilst getting paid”.

Liana advises anyone with the idea of re-enlistment to definitely consider it. Re-enlistment has “worked out perfectly” for her especially because she was able to change trades when she came back.
By WOCH Steve Bourke

Thirteen personnel from HMNZS TE KAHA managed a sea-ride on HMS DARING (First of Class Type 45 Destroyer) from Melbourne to Jervis Bay before the recent International Fleet Review to check DARING’s advanced Platform Management System, similar to that TE KAHA is getting.

The reception for our arrival at the Williamstown dockyard was warm and welcoming, the accommodation ranging from single and double berth cabins and the of course the 30-pers mess.

On sailing from Melbourne the ship headed north to Jervis Bay to meet up with the other invited International Fleet Review attendees. At 8,500 tons HMS DARING is an extremely stable platform—even in a heavy sea state it was like being alongside the wharf. Not having to chase your scran across the table and not having to brace yourself while you slept made for a good all-night in.

The T45 Destroyer is the first to get the new Platform Management System (PMS) in the Royal Navy. With TE KAHA being fitted with the Integrated Platform Management System (IPMS) we needed to find out how it did or didn’t work. During the time on board all personnel made the most of opportunities to observe PMS in an operational warship. We were afforded the opportunity to observe a number of evolutions from the Ship’s Control Centre (their MCR) and the bridge.

While DARING did not employ an Unmanned Machinery Space operating method (as TEK is being equipped for), seeing PMS in a warship context was very useful. Members of the TEK team were able to page through the software with guidance from on-watch personnel to get a real feel of what life could be like on board TEK post-PSU. The entire Marine Engineering department was extremely hospitable and provided us with many of the lessons that they and the RN had learnt through the introduction to service and initial operational deployments of the Type 45. The TEK team hope to learn from the experience gained from the RN when it comes time for us to turn shafts and leave the wall.

The Weapon Engineering systems aboard DARING were both impressive and large in scale. Their multi-function radar is an active phased array radar with solid state processing done within the dome itself. Their dome is located at 10E (ten decks up) with internal access all the way. We had a tour of the entire system right to the very top. All radars compile centrally into their C2 system providing an accurate picture with plenty of redundancy. An Operations Complex (Ops Room) with amalgamated COMCEN provides them with a seamless link between Communications Operators and PWO staff. This would make an interesting change between other classes of ship.

Their communications system is totally integrated with one Thales user terminal used for: main broadcast, telephones, external communications and damage control circuits. There are communication nodes dotted throughout the ship so if any one were to be taken out, the system automatically re-routes with the remaining nodes. Of note too, the Communications Branch falls under WE and not OPS management with all visual communications overseen by the seaman on the bridge—a very interesting and challenging change to normal business!

TEK’s Operations Officer LT CDR Graham MacLean and LMT(P) James McKenzie gave DARING personnel a presentation on what we do as a Navy, our areas of operations. It wasn’t all work and no play as POMT(L) Logan McRae and LMT(P) Michael Stevens represented TE KAHA and cleaned up the JR Darts Championship. Using DARING’s Chinese laundrymen was a morale booster and novelty for some of the TEK personnel never having experienced them before. Not surprisingly, they knew our No1!

For the whole duration of the time on board all our questions were answered, information was shared, lessons learnt, contacts exchanged and friendly banter shared. No matter where you go in this world, sailors will always connect. Te Taua Moana—Warriors of the Sea.
Both of us had a great experience during our time onboard HMNZS OTAGO, commencing from the first day where we faced the unknown—a foreign Navy where we didn’t know what to do—hoping we would be able to understand all the requirements that were expected of us day to day.

We were both unsure because of the low level of English each of us had, but that was the idea of the posting, to improve our English and experience a Navy that is very professional in its daily routine, both in port and at sea, during exercises and training.

We remember the first time we had to be an Assistant Officer of the Day on OTAGO and do something as simple as giving orders during the flag ceremony for sunrise. We were very nervous at first but after practicing for several hours, which was fun, we finally became more confident and found the experience very rewarding.

Both of us enjoyed long watches at sea on OTAGO as an Assistant Officer of the Watch, where everything was very similar to our Navy. Here we gave orders to the helmsman, delivered the handovers to oncoming Officers of the Watch and took control of the steering.

We also had the opportunity to see and participate in the exercises conducted by the Maritime Operational Evaluation Team during OTAGO’s sea check, where the ship was evaluated on how well personnel were prepared to face any disaster (Firex, Floodex, Boardex, Mobex, Machinery Breakdown and so on). It was good to see how prepared the crew was, trained and ready to fight against the different contingencies that might occur on board.

Another very interesting topic for us was the conference related to the Ross Sea and the New Zealand Antarctic Territory where civilians and Navy Officers gave presentations on their knowledge and experiences in the Antarctic. The conference concluded with lessons in the navigation simulator for bridge team training on how to recognise the different types of ice that exist in the Antarctic.

But not everything in the Navy is just a job. Friendship and camaraderie can be found onboard too, we got to know a very entertaining Officers Wardroom, cohesive and sociable. We joined their meetings and activities quickly, and met great people and great professionals.

Thus, we conclude, a good stage of professional development in our careers and a unique experience in our lives where we discovered a Navy full of adventures.

We hope to have made a good impression onboard OTAGO and that such exchanges can continue. We also hope that one day an officer of the Royal New Zealand Navy can travel to Chile to get to know our Navy, its traditions and professionalism.

See you later, Kiwis!
HMMNZS TE MANA

Air power

HMMNZS TE MANA boasts a Seaspire helicopter as a valuable organic asset. Embarked onboard are a valuable contingent of Air Force personnel who maintain the helicopter capability. A/CP Cameron Hickley, CPL Matthew Beattie, A/CPL Murrel Seon, LHCM Zach Taylor, A/CPL Mathew Kay, SGT Warren Reid and SGT Alaric Ngawaka provide some insight as to what it’s like to be Air Force deployed with the Navy.

There is almost nothing better than being in a small team of eight Air Force maintenance crew on a Navy ship. We’re a small unit to achieve important missions. Flight Sergeant (Senior Maintenance Rating), Air Craft Technicians (M1, M2, M3 and M4), Avionics Technicians (AV1 and AV2) and an Armourer. This is a high performance team. The only people who can fix a helicopter miles from home with limited resources. This machine has to fly no matter what as it is needed to carry out sorties for the ship. A team poised, ready for action at any time and thinking outside the box when things go wrong can really get the stress levels up but is a very rewarding experience once these tasks are achieved.

The Navy environment is very different to that of the Air Force, it has its challenges and rewards. Being involved with the ship’s exercises and operations allows us to learn new skills such as firefighting and damage control on a maritime vessel which are valuable skills not many Air Force personnel experience.

One of the first and biggest challenges when coming onboard is trying to comprehend the Navy’s idiosyncrasies, language and the way they do things. Being able to provide the Navy with an airborne asset, which dramatically increases the ship’s capability, gives us as Air Force great satisfaction in being part of a unique maritime aviation strike force. We have definitely improved in our “jackspeak” proficiency over the last few months.

One of the enjoyable parts about being on a deployed warship is the various ports you visit. Since being posted on TE MANA, Sydney became our virtual local port with as many as eight visits this year. We visited Sydney several times through DLOC work-up and the International Fleet Review.

Sydney was a hive of activity as there were many events programmed. One highlight was the Combined Navies parade up Sydney’s CBD during the International Fleet review. We were a little bit apprehensive to participate as our Air Force uniforms would obviously set us apart from our peers. However the experience was extremely positive with cheers from the swelling crowds and an eventful post-march celebrations. The camaraderie from the navy pers made us feel welcome and the extra attention from civilians due to our attire was overwhelming.

Another highlight was the ceremonial flypast by the Australian Defence Force and visiting military aircraft. Having an intimate knowledge of helicopter avionics, seeing many helicopters flying in formation was a memorable display. The fireworks that followed that evening were amazing and completed the overall experience. To finish it off catching a glimpse of His Royal Highness Prince Henry of Wales, or as we all know him as, Prince Harry, was a novelty.

One of the Sydney highlights was going to see the All Blacks verses the Wallabies at ANZ Stadium. With a crowd of nearly 70,000 we were easily out numbered by roaring Wallabies supporters, however the tune changed after the Wallabies suffered a thundering defeat to the All Blacks. Overall we had a great time in Sydney.

From 28 October to 7 November TE MANA carried out her Operation Level of Capability (OLOC) work-up off the coast of Darwin. OLOC was primarily focused on training and assessing the Ship’s Company on the specific roles we are going to encounter during Operation Tiki VI. For the embarked flight crew this involved locating surface threats and providing cover for the ship’s boarding party.

The air crew made the most of Darwin in our down-time. Darwin has an exciting night life full of travellers using the city as a gateway to Australia from other parts of the world. Getting used to the heat was a challenge at first, but being acclimatised will be beneficial to us when we enter our area of operations. Darwin was a great opportunity to recharge our batteries and get the Sea Sprite up to the task ahead. Darwin’s aviation museum also proved an awesome sightseeing experience offering a B-52 Stratofortress, F-111 Aardvark, Wessex Helicopter, AH-1 Cobra attack helicopter and Mirage among many other historic aircraft; things we air crew get particularly excited about!

After TEM successfully completed her OLOC, each member of Ship’s Company was presented with the official deployment patch to wear with a definitive focus. The camaraderie from the navy pers made us feel welcome and the extra attention from civilians due to our attire was overwhelming. However the experience was extremely positive with cheers from the swelling crowds and an eventful post-march celebrations. The camaraderie from the navy pers made us feel welcome and the extra attention from civilians due to our attire was overwhelming.

Now there is nothing more normal than lying in a pit and sharing a dit with a shipmate. In the words of an elder sailor, “you have to look like a pirate to catch a pirate”. With beard growth, hard training and water under the bridge, finally leaving Australia for our ultimate adventure is still met with excitement but now with a definitive focus. We look forward to an exciting CTF-151 experience.
Keeping 176 (mostly young) salts fit for purpose

LPTI Louisa Thyne is the PTI embarked on HMNZS TE MANA. Here she describes what it is like to be the PTI onboard an Anzac frigate and her experiences of the OP TIKI VI deployment so far.

I am the PTI onboard HMNZS TE MANA. I joined the PTI trade in 2011, and posted onto TEM in August 2012. TEM was my first posting to sea as a PTI. I love the awesome challenges of life at sea. I have a vast range of duties onboard, and no one day is the same.

Earlier this year we deployed on Op CRUCIBLE 13. This trip was an amazing experience. It gave me real insight into life at sea for a PTI. We travelled to Asia, and I got to visit a number of different countries for the first time. Straight off the back of that trip (which was four months away from home), we began deployment preparations for OP TIKI VI. Being an OE16 mission, OP TIKI VI required a completely different mindset from OP CRUCIBLE.

Unlike OP CRUCIBLE, I didn't sail with the ship. I had completed the winching course at Whenuapai Air Base that day. It taught me the skills for helicopter winching; I am one of three personnel now qualified onboard for helo winching operations, including search and rescue recoveries from sea if required. Because I was completing this course I got to join the ship with the flight crew when they embarked with the Seasprite.

Despite the unconventional embarkation, I still managed to see my family before I left. The week before we departed I flew down to Christchurch to see my loved ones and say my goodbyes. It was sad leaving knowing this would be my first Christmas away from home. But the feelings of sadness were mixed with excitement and I was keen to hurry up and start the deployment!

Our first stop was Australia for DLOC work-up and the International Fleet Review. It seemed like we were in Sydney for an age! There was so much going on with so many different navies and ships from around the world. The highlight for me was definitely the combined navies’ parade and the IFR cocktail party. On a blistering hot Sydney day, we were all lined up in our rig ready to parade down streets absolutely packed with people, all there to see us. It was a real boost marching down the street hearing people yell out “Go Kiwis!” It was especially awesome for me that my aunty and uncle came to see me march and shared a beer with me afterwards

It was then off to Darwin for OLOC work-up. Darwin was great, a good opportunity for respite. One of the highlights was visiting the crocodile park. We did our own version of crocodile hunting and got some great photos! Darwin also saw the beginning of Movember onboard. It is such a buzz to see so many of Ship’s Company getting involved and supporting the charity. We’ve managed to raise a decent donation, and I’m looking forward to the judging the mo’s at the end of the month.

Of all my time at sea, my passion for PT has remained a constant, despite the varied programmes of DLOC and OLOC. Arranging PT around sea routines and damage control exercises has been a challenge, but it’s one I enjoy. We’ve had some great sporties along the way, including afternoons on the beach in Jervis Bay playing beach volleyball, and playing touch against HMAS COONAWARRA in Darwin’s sweltering 34 degrees! The biggest transformation competition onboard has also been positive; it was really encouraging to see nearly sixty of Ship's Company take up the challenge.

After ticking off DLOC work-up, and weeks and weeks of operational preparations then OLOC it was a huge high to know we were finally ready to deploy. It’s exciting to have left Australia now to do the mission. At the conclusion of OLOC, the Commanding Officer—CDR Shane Arndell—presented us all with our own OP TIKI VI patches. My BCT skills were put to good use as I sewed the patches on all my GWDs (and stabbed my own finger!). After all the hard work Ship’s Company put into getting to this point, it felt like we were ready to wear the patches now.

With several months at sea ahead of us, there is a lot to look forward to. My first Christmas at sea will be fun, I’ve done my Christmas shopping and have my secret Santas ready (the Commanding Officer dressed as Santa will be a highlight for the Ship!). As we move towards the even warmer climates, I’m looking forward to seeing Ship’s Company get into the PT onboard in preparation for transformed, fitter and healthier bodies for our return home in March.

Above: The flight crew readying TE MANA’s Seasprite
After a busy week with the Officer of the Watch Alpha—(OOW(A)—course and an ash-scattering service for a former naval officer, WGN had not yet completed its week. Over the previous couple of weeks a flotilla of tall ships had been racing across the Tasman from Australia and then exploring the delights of the Hauraki Gulf. WGN had crossed paths with these ships a few times during the week and exchanged the correct courtesies of the sea with them.

It was not until the Friday afternoon that we saw all ten tall ships together, in formation and up close that many of Ship’s Company began to realise the rare opportunity we were about to experience. WGN had been chosen as the ship to lead all the others into the Waitemata Harbour and was therefore granted a special view of the event.

The rarity of the occasion was not missed on the locals of Devonport, Takapuna and Orakei as Mt Victoria, North Head, Savage Memorial and many beaches were packed with people enjoying the spectacle. The harbour was also filled with more small sailing vessels and family launches than had been seen on the harbour since perhaps the last America’s Cup was held in Auckland.

Despite the formation not being quite up to ‘Navy’ standard and some liberal application of the navigation plan being observed, none could doubt how amazing the view would seem from ashore. After each of the tall ships had taken its berth in the Viaduct Harbour, WGN went alongside Princes Wharf to continue with the celebrations over the Labour Day long weekend.

Over the course of the weekend, WGN provided a platoon of sailors for the march past, which included all the crews of the tall ships, and conducted two Ship Open to Visitors days for the general public. While not trying to steal the show from the tall ships, which also allowed the public onboard, WGN was definitely the most popular ship to visit over the weekend. WGN had nearly 6000 people visit and had queues extending well past the forecastle (pointy end of the ship) and sadly had to turn people away at the end of each day. By all accounts WGN had 50 966 hits on the Auckland Event Finder, some 43 000 more views than any other RNZN SOTV!

Popular points for guests were with ASCS Joseph Campbell on the bridge wing and the 50 Cal machine gun and down on the cargo deck with AMT(L) Christopher Lord and the Damage Control Equipment. ■

In company time with HMNZS CANTERBURY and OTAGO

On Tuesday 29 October 2013, WELLINGTON sailed from Devonport Naval Base, bound for her home port of Wellington. On this particular afternoon, WGN had the pleasure of sailing from Auckland in formation with HMNZ Ships CANTERBURY and OTAGO. For the first time in nearly a year, three RNZN ships were sailing in company.

It wasn’t lost on the Command teams how rare an occurrence this was, therefore plenty of invaluable training opportunities were seized on the passage south to Wellington.

Over the following three days all three ships conducted a number of Officer of the Watch (OOW) manoeuvres, Screenplays, Replenishment at Sea Approaches (RASAPS), Tow Approaches (TOWAPS) and Engineering Casualty Control Drills (ECCDS), which translates to reactions and management for machinery breakdowns. These evolutions provided some excellent exposure to the crews of each vessel and in particular, the GLX officers and communicators under training.

GLX officers are trained to conduct ship handling, navigation, and warfare as the Commanding Officer’s (CO) representative driving the ship and running its routine. Communicators are trained to communicate with other vessels using radio, flags, Morse code and tactical circuits.

OOW Manoeuvres consist of two or more ships in company conducting movements at differing speeds around one another, testing a junior officer’s ability to effectively manage the bridge team whilst driving to and keeping a station, and keeping the CO informed of his or her intentions. RASAPS and TOWAPS are similar in nature although they involve ships maintaining station in very close proximity and may require a more experienced OOW to con (drive) the ship, such as the CO.

All ships were kept busy right until entry to the port of Wellington, where the weather deteriorated quickly. It was at this time that all three ships were conducting a set of OOW manoeuvres whilst experiencing high winds, rising swells, and for some onboard WGN, a certain amount of seasickness. OTA was detached from the force to make passage to Picton whilst WGN and CAN were fortunate enough to berth in Wellington to undertake Southern Katipo 13 preparations. The berthing of each vessel were conducted in 40-knot gusts and the evolutions were carried out safely and professionally on both vessels. ■
After four months alongside Devonport Naval Base in maintenance, HMNZS HAWEA has returned to sea. The first requirement was to gain confidence in her propulsion system. HAWEA made a slow departure from Auckland harbour on Monday 21 October to conduct engineering trials and be tested by the Maritime Operational Evaluation Team (MOET). This was to ensure the ship was safe and ready to commence the remainder of the year’s taskings.

By that afternoon HAWEA was up at near full speed with out any major problems. A good start to the week and trials.

Now there was confidence in the propulsion system, it was MOET’s turn to check the Ship’s Company’s ability to deal with the situations ships at sea may encounter—fire, floods, toxic gas, collisions, engineering difficulties, electrical problems, casualties, fog and winching personnel off the ship by helicopter. Those were a number of the tests thrown at us.

After two-and-a-half days of testing, we disembarked (quite thankfully) the MOET team. HAWEA had successfully passed and completed her Safety and Readiness Checks and was ready to tackle the remainder of the year.

On Tuesday 29 October 13, six bright-eyed young watch-keeper trainee officers walked onboard. Ahead of them lay four weeks of hard work and the chance to prove to the ship, the Navy, and New Zealand that they had the capability and potential to be the fleet’s newest bridge watch-keepers—young men and women who could stand on the bridge of a $500 million warship, navigating and driving her through any tasking given by the New Zealand government.

The first week took HAWEA to Tauranga, where the crew and new trainees enjoyed a relaxing sunny weekend off before setting back out to sea for another week of training. We passaged north to the eastern side of Great Barrier Island where the “killer tomato” was yet again put to rest. Death by 50cal.

HAWEA then returned to the Hauraki Gulf and continued the watch-keeper coastal navigation training before sailing to Whangarei for a port visit and to give the now tired trainees a weekend break.

We were then back out to sea for the third week of training, with the ship proceeding in and out of Auckland in the dark under the piloting of our trainees and the very watchful eye of the Commanding Officer, LT Grant Bicknell, who has since handed over to LT Anthony Norris. The following week HAWEA returned to sea to be tested yet again by MOET and to conduct a minimum manning trial. It was then off to Opua before conducting trials and operations in support of NZ Customs for the remainder of the year.

HAWEA’s crew wish all those in the RNZN, their families and friends, all those around NZ and any person who may be reading this a very happy and safe Christmas.

Above: HMNZS HAWEA back in action
Another year has gone quickly past onboard MANAWANUI, and a busy one it has been too. However there is this last large hurdle we are getting to jump before the end of the year and the ship is tied up for the Christmas period. That is the Officer of the Watch Basic Course. This course is made up of four intense weeks to bring out the best known to the Navy and NZDF—the GLX officer.

MANAWANUI sailed from DNB on 29 October with six eager-to-learn new faces with a grand total together of six sea-days! The first week started off nice and easy with a chart assistant and a reduced speed of 10 knots until they were more comfortable to unleash MAN's 100 per cent of up to and including 10.5 knots of speed. The route we transited on was a previously used Hauraki Gulf OOW(B) route passed on from generations of watch-keepers under training before us. Friendly HAWEA utilised this route with the six trainees she had onboard as well. Both ships would travel in opposite directions which would guarantee a teeth chattering, armchair gripping, sit up high back in your seat collision avoidance situation for the trainees to assess and take action on once per watch.

All of which had an equally interesting outcome. It was towards the end of the first week of training for the OOW(B)s. But before we commenced the journey south towards Tauranga there was one last evolution due to be conducted. Some of the Ship's Company took the opportunity as we were passing the Mercury Islands to go for a scallop dive. All five divers who went down returned to the surface with full quotas and still half a tank of air left. Everyone was well fed that night with a delicious BBQ plus the scallops freshly caught that afternoon.

Friday morning MAN was alongside in sunny and pleasantly warm Tauranga. This was now time for Ship's Company and the hard working well fatigued OOW Trainees to have a break, catch up on some sleep and prepare themselves for another full on week of man overboards and engineering breakdown drills before our next leg up to Whangarei.

The visits to Tauranga and Whangarei enabled a few members of the local Sea Cadets to visit the ship and see what life was like on a real warship. There was nothing but big smiles and lots of questions during the ship's tour. Whilst in Whangarei we were fortunate enough to have the local fire brigade drive down in two of their red trucks and have lunch onboard. On completion of lunch a Main Machinery Space fire exercise flashed up with full anti-flash worn and hoses fully charged. This was really good exercise which the brigade benefited from seeing how damage control is conducted in the Navy.

At time of writing we are almost back alongside DNB. We are on loop #78 of the planned route and have clocked up over 50 MOBEX (man overboard exercises). I would like to personally thank Oscar (the MOB Dummy) for jumping off the ship this extraordinary number of times, sometimes multiple times a watch. I will be putting a bid down for you as Sailor of the Quarter Oscar! We have seen a vast improvement in the quality of ship handling and seamanship work carried out from repeating these evolutions. It is fair to say MAN is well worked up to save you if you feel the need to jump overboard.

Above: MID Brent Duff takes a bearing from MANAWANUI
Opposite page top: END Ship’s Company with LT CDR Peveral and the CO (L) and XO (SPS CANTABRIA) both sides of XO END and other sea riders from the Royal Australian Navy
Opposite page bottom: Members of END’s crew on one of the sail training craft with members of HMAS PERTH. From left AWTR Batty, ASTD Goldsworthy, CAPT Lee Goddard, CO HMAS PERTH, LT CDR Kennett and WO Vaughan King, Ship’s Warrant Officer, HMAS PERTH
By ENS Nikita Lawson RNZN

HMNZS ENDEAVOUR has been sitting alongside since early April conducting her five year Lloyd's Special Survey and preparing for her Docking Selected Restricted Availability (DSRA) period, which began on 29 October.

A highlight during this period was the ship’s expedition to Great Barrier Island where the Naval Noise Range building on top of the hill at Claris provided great accommodation and spectacular views of the east coast of the island. Ship’s Company experienced great hiking up Mt Hobson and visits to the thermal springs and old kauri dams. The fishing and diving was also popular with meals of fresh crayfish and snapper on the menu each night.

In addition to preparing for DSRA ENDEAVOUR also hosted HMAS PERTH during her port visit to Auckland with a powhiri and welcome at Te Taua Moana Marae followed by a day sailing on a STC and a sports day at Ngataringa playing fields. Both sets of Ship’s Company enjoyed the change in pace and the opportunity to network with our Australian counterparts.

On 29 October with the assistance of the FNO (CDR D N Hedgley RNZN) and ANTO (LT G P S Routledge, RNZN) END cold-moved into dry-dock and commenced her DSRA. This maintenance period has multiple areas being worked on including increasing the ship’s permanent water ballast and in turn decreasing the ship’s fuel capacity. Another one of the tasks is the alteration of the ship’s grey water system. We will now have a collection tank so that when the ship is deployed to areas where discharge of grey/black water is prohibited, the engineers can control the system to allow discharge into a waiting tank or sewer system.

In a new initiative, Marine Management Ltd (MML) has taken responsibility for the care and custody functions for the duration of the DSRA. Extensive handover meetings were conducted with the head of departments and MML staff and every compartment and its contents were photographed and documented.

The scope of care and custody that MML is responsible for includes two out of four levels of services. Level one is the basic module which applies to the security management, property oversight, safety oversight and incident management and response; operating from 0700 to 1715 on weekdays. Level two is the intermediate module which includes all aspects in level one as well as control of work and a more advanced response to safety management. Ship’s Company and contractors working on board check in using a scanning system every time they go onboard the ship. Ship’s staff are still responsible for conducting planned maintenance and monitoring the progress of DSRA work but are doing so from Building 87 which is being shared with the Ship’s Company of HMNZS TE KAHA.

Earlier in October a group of five END personnel went sea riding on the Spanish Armada Naval Tanker, ESPS CANTABRIA. CANTABRIA is one of the world’s most recent tanker replacement builds supplied by Navantia, Spain. This new tanker was commissioned in 2010 and since January this year has been operating with fleet elements from the Royal Australian Navy.

The prime objectives of the visit were to undertake a benchmarking activity between the replenishment systems of END and CANTABRIA and to detail any step-change in equipment and operations. Our sea riders enjoyed the Spanish hospitality; the camaraderie of the Spanish sailors and the fantastic morning teas of ham rolls and freshly baked bread. The opportunity to witness a modern tanker in operation was a great learning experience and provided an insight into what the potential tanker capabilities might be.

The plans for the future consist of END coming out of dry dock on 29 January with her DSRA being completed by 14 February. Once all the work is complete a few months will be spent regenerating and training a new team and preparing the ship to get back to sea.
Friendly Fire. Nuclear Politics and the collapse of ANZUS, 1984-1987

By Gerald Hensley; Auckland University Press, 2013.
Reviewed by CDR Richard Jackson, RNZN (Ret)

New Zealand's anti-nuclear policy is now entrenched, not only as legislation but also in public opinion. However, there is a revisionist view—that the resultant ANZUS alliance rift was in fact a diplomatic and defence blunder. Friendly Fire is written by the former head of the Prime Minister’s Department of the time. With a historian's precision and guided by his advantage of being at the centre of many of the events he describes, Gerald Hensley documents the events, processes and relationships that brought the anti-nuclear policy into law and the consequent alliance rift.

Hensley has researched archives in London, Washington and Canberra and has interviewed many of the protagonists. His book gives an important insight into the ad hoc policy-making by Prime Minister David Lange (1984-89) and his government. Hensley makes it clear how tantalisingly close New Zealand came, in fact, to having its anti-nuclear stance without destroying its security relationships.

However, ‘the past is another country’ and few New Zealanders today will recall the issues that underlay the controversy. I recall that New Zealanders seemed largely unaware of the security realities of that time. Following the Vietnam War, the Soviet Union had embarked on a period of adventurism; from a military point of view, the West was on the back foot.

Hensley shows that the anti-nuclear ships and weapons policy originated from ‘single issue’ advocates on the political Left. Our anti-nuclear movement was clearly directed only against the United States. Indeed the far Left of that era's NZ Labour Party had (in the 1980s) an inherent sympathy for the Soviet world view, and Hensley includes some telling examples of the communist preferences adopted at the time.

Thus the pressure was on the Fourth Labour Government to implement the party's anti-nuclear policy. But the policy was re-shaped to explicitly shut out American ships—even an otherwise acceptable one like the older destroyer USS BUCHANAN. A key player was Helen Clark (who declined to be interviewed for Hensley's book). As Hensley shows, she exerted a powerful influence to prevent any compromise.

Hensley’s book will serve students of public policy as a case study of flawed political and policy processes. He makes it clear that David Lange couldn’t control his own Cabinet, let alone his parliamentary party. Lange, Hensley points out, was placed in power by the factions within the Parliamentary Labour Party, rather than being a leader who had developed a loyal faction.

One moment of the whole drama stands out—the Oxford Union debate of March 1985. It is in the public mind as David against the Goliath of the US establishment (actually televangelist Jerry Falwell). Our popular memory overlooks that the Oxford Union debate was a regular entertainment for the students. The PM was a natural entertainer; Hensley reveals that Lange's famous one-liner ‘I can smell the uranium on your breath' had been tried out before (as any good comedian would).

Throughout that period, opinion polling showed consistent support for ANZUS. But a few weeks after the Oxford debate, the French secret service bombed the Greenpeace ship RAINBOW WARRIOR in Auckland harbour. That act cemented the anti-nuclear policy into the New Zealand psyche.

The one thing the Americans had never wanted was legislation; there is room for diplomacy around a policy; there would be no room to negotiate once the anti-nuclear policy was law. With the passing of the anti-nuclear bill, the US Secretary of State formally withdrew our US security guarantee.

Hensley’s narrative ends in 1989, after the 1987 re-election of the Labour government and Lange’s subsequent speech in Ottawa, in which the Prime Minister (who resigned in 1989) rejected any attempt to return to an alliance relationship.

Hensley concludes with a thoughtful epilogue, in which he ponders our nation’s unconfident sense of nationalism. He sees the anti-nuclear policy as a talisman against that lack of confidence.

Even though the alliance rift occurred 26 years ago, it still has an impact. Friendly Fire is recommended for all with an interest in defence diplomacy.

HMNZS TAUPO—The History of HMNZS TAUPO and memories of some that served in her

By CDR Daniel Herlihy RNZN (Ret). Self-published.
Reviewed by LT CDR Gerry Wright RNZN (Ret).

This easy-to-read book begins with a short history of TAUPO’s early life as HMS LOCH SHIN during World War II, Incidentally her navigating officer then was a Kiwi.

The story covers from buying the six Loch Class ships and commissioning to service in the Mediterranean Sea and the New Zealand Waterfront and coal-miners’ strikes of 1951, before moving on to the Korean War where TAUPO was often on the Han River gun line.

This 370-page A4 paperback book, illustrated, is highly recommended for those interested in naval history. It is available from the Torpedo Bay Navy Museum, Devonport, $40.00 or a signed copy can be bought from the author by phoning (09) 410 9058.
HMNZS OTAGO 54TH ANNIVERSARY ALL SHIPS REUNION

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“ALL ABOARD FOR A GREAT WEEKEND”

RNZAF Cricket 65th Anniversary Reunion
Ohakea, 30 - 31 January 2014.

This will allow attendance at the 2014 Inter-base tournament finals day and the end-of-tournament function on 30 January, followed by the formal reunion dinner on 31 January.
Registration details via the RNZAF internet site.
All personnel who have been involved with RNZAF cricket from Base level upwards are welcome!
Enquiries to the Reunion controller W/O Gary Clark
04 4396162, 04 5296026, or 022 060 7906.

Stories sought for book on HMNZS CANTERBURY (F421)

For an upcoming book about HMNZS Canterbury (F421) I am after personal stories and photos about individuals service life on board, trips away and how they were affected especially those who did the Armilla patrols, Mururoa, Persian Gulf, East Timor or any other active duty deployment. All photos sent will be returned and all material used will be acknowledged. Contact details for all correspondence are listed below. I thank all in advance for your material.

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Filipe Latu

Just squeezed in a quick swim before work. Brrrrrrrrrrrr.

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