FIRST SH-2G(I) SEASPRITE FLYING IN NZ COLOURS
FRIGATE COMBAT SYSTEMS UPGRADE ALL GO
ENGINEER TAKES COMMAND OF HMNZS TE MANA
This month I want to talk about change. Not change for change’s sake (lord knows we have enough of that) but changes that will make our Navy better. Changes that will make the life of our men and women more enjoyable and fulfilling. Changes that will ensure the best possible contribution from our Navy to the Defence Force outputs. I talk about change a lot, but it is change that will enable us to succeed in what are fairly tough and resource-constrained times.

You are all part of this. You are all the experts in your own areas of work. You all know your workplace better than anyone else. When you come to work in the morning do you like what you see? Is it the best place doing the best things? Some places are but I am also aware that some areas are not.

So what can you do about it? A few things I guess: Do nothing? Moan a lot? Sit and wait for someone else to change things? Or grab the opportunity by the throat and make the changes yourself? I often hear (because I ask) that things are not the best they can be. That we have kept doing the same old things for a very long time. I ask, “do you have an idea of how we can do things better?” Sometimes they don’t, but often the response is “yes, I do.” So why don’t you make the change? “Ah, you don’t understand, I am too junior, it is up to that group down the hallway,” or else “no one will let me.”

We are all here to make our Navy as good as it can be. You are all leaders in our Navy, you all possess the knowledge and the skills to make your area of work the best it can be. If it is not the best it can be, change it. Make the positive change. Talk to your colleagues and your boss. Drive the change through. Be enthusiastic about it, enthusiasm is catching. Don’t be stopped by those who are quite happy to muddle along as they have always done.

We owe it to those who went before us, to ourselves and to those who will follow us, to make the changes that are needed. If we sit and do the same things we have always done we will fail. We will let ourselves down. I don’t want that and I am sure you do not either. So feel empowered, feel that you have the ability to improve our Navy because you do. We were recognised in 2009 for our agility and our ability to improve. We need to remember that, to know that we can improve our Navy and to get on and do it.

As I said in the beginning, you are all leaders. Do not fear mistakes, learn from them and strive to make our Navy as good as it can possibly be. I know that if we all work on this, all the small changes will amount to something big. That I look forward to.

This is the last edition of Navy Today that will be issued bi-monthly. From now on we will be sending out a monthly edition. There are just so many great stories that need to be told, we thought it was best to go back to a monthly edition. Please send the editor (who by the way does a fantastic job) stories and suggested items for putting in the magazine. NT is your magazine and we want to make the monthly edition a success.

He heramana ahau
I am a sailor

Above: Chief of Navy addressing guests at the Fish and Ships lunch held onboard HMNZS CANTERBURY on 16 May to raise funds for the Wellington City Mission.
The Navy’s combat force has taken a major step into the future with the Government committing $446 million for upgrading the combat and related systems of the Anzac frigates HMNZS TE MANA and HMNZS TE KAHA.

The combat systems upgrade will see TE KAHA and TE MANA fitted with new radars, electronic detection and other above-water systems, self-defence missile system, decoys against missiles and torpedoes, and an upgrade to the hull-mounted sonar. Together with the recent upgrades to the frigate propulsion and environmental systems, the combat system upgrade means the Navy will be operating these highly capable and versatile ships for many years to come.

The frigates are currently undergoing a platform systems upgrade to modernise heating, ventilation, propulsion and stabilisation systems. TE KAHA and TE MANA were commissioned in 1997 and 1999 respectively.

Defence Minister Jonathan Coleman announced in early May that the New Zealand Government had awarded the prime contract for the frigate combat systems upgrade to Lockheed Martin Canada.

Ministry of Defence Deputy Secretary (Acquisitions) Mr Des Ashton signed a $207 million contract with Rosemary Chapdelaine President of Lockheed Martin Canada on April 29 to upgrade the combat systems and above water weapons and sensors of the frigates.

That contract is the first of a number of contracts totalling $446 million (including contingency, project management and introduction into service costs) which will see TE KAHA and TE MANA receiving comprehensive advances to both above and under-water capability between 2016 and 2018.

“The project will provide the ships with excellent systems that will enable them to perform their expected tasks through to the end of their service life,” said Mr Ashton.

Dr Coleman said a robust and competitive tender process saw Lockheed Martin Canada selected as the most suitable and cost effective tenderer.
"I would like to congratulate Lockheed Martin Canada and associated companies on being awarded this contract," he said. "Lockheed Martin Canada has valuable experience in this area having undertaken a similar upgrade of the Canadian Navy Halifax-class frigates."

The majority of the work will be completed in Canada and includes the procurement and integration into the ships’ combat system of key sensors. Lockheed Martin is also working with New Zealand Trade and Enterprise to scope a range of potential opportunities for local companies to support the project.

The final design work for the combat systems upgrade will commence shortly. The upgrade is scheduled to begin in 2016.

The Frigate Systems Upgrade project was initiated in 2007. Following a Request for Information process, the Cabinet approved the Detailed Business Case in November 2012, authorising the (continued on page 7)
ADVANCED DETECTION SYSTEMS FOR FRIGATE UPGRADE

The new frigate above-water sensors will be led by the Thales SMART-S Mk 2 three-dimensional solid-state search radar. This well-proven system can detect air contacts at ranges greater than 200km and track supersonic missiles with great accuracy, enabling defensive weapons to be brought to bear.

A new Identification-Friend-or-Foe system will be fitted, with its Interrogator mounted on top of the SMART-S antenna and a transponder fitted separately. This system will utilise the new Modes of “Sierra” and “Mode 5” and will enhance situational understanding with access to data from all the latest air identification and information systems such as the civilian ADS-B (Automatic Dependant Surveillance-Broadcast) which acts as the Automatic Identification System (AIS) of the skies. These military identification systems will of course allow the frigates to operate with coalition partners in conflict areas well into the future.

“All this information will be fused with other sensor information including the tactical data link picture and legacy AIS systems to generate a powerful tool for the war fighters,” says Commander Jon Beadsmoore, the Frigate Systems Upgrade Capability Manager.

The Anzacs will see Link 16, the mainstay of coalition tactical information exchange, fitted for the first time in RNZN platforms, enabling the ships to share detailed information in real time with, for example, Royal New Zealand Air Force P3 Orions. The current fitted Link 11 will remain and the ship will have an upgrade path ready for the fitting of Link 22 at a future date.

Surface target detection and tracking will be enhanced by the addition of a Kelvin Hughes Sharpeye radar to each frigate. This radar will supplement the recently fitted NSC 25 Navigation radar thus giving the frigates a varied and flexible radar suite.

Situational Awareness will be further enhanced by a replacement Electronic Support Measures (ESM) system. The NS9003A-V2 ESM system has been selected due to its modern, cost-effective design and its ability to operate in the littoral dense electromagnetic environment. It incorporates the latest technologies in receiving, direction finding and signal processing. This ELISRA ESM system is in service with several navies and is currently being fitted to the Canadian Halifax-class patrol frigates as part of their upgrade programme.

A new Optronics technology will be introduced to the RNZN, the SAGEM VAMPIR twin head Infra Red Search and Track system (IRST), controlled by the Combat Management System. VAMPIR spins at a high rate searching the horizon for heat blooms coming from anti-ship missiles, it can also be used for Situational Awareness both at sea and alongside and has man overboard applications.

At this stage, decisions have been made on what systems should be fitted. Exactly where they are to be installed and how this is to be undertaken forms the next phase of activity.

Images of how the frigates will look are only conceptual and work to date merely indicates that it is feasible and affordable, says the Engineering Manager, LT CDR Duncan Fogg.

Whilst the contract with Lockheed Martin Canada is much the largest of those planned, it will not be the only one and the process will need to take into account all the variables. The project team will lead a Preliminary Design activity over the coming year, followed by Detailed Design that will ultimately result in a contract with a shipyard for actual installation.

Each refit is expected to take place in two stages. For the first six months, the ship will be placed in dockyard hands and will include all the heavy engineering activity. In the second stage, the ship will be manned by RNZN personnel and this is when systems will be set-to-work and trialled.

The location of this activity has yet to be decided, however subject to successful negotiations for the installation package, current intentions are to undertake the refit in Canada.
Ministry of Defence to issue Requests for Tender. These were provided to industry in March 2013 and closed in May. Five responses were received from potential combat system integrators and 19 from companies interested in other parts of the project. From May to August 2013 the project team— supported by the Defence Technology Agency and other RNZN Subject Matter Experts— evaluated all the RFT responses, which resulted in Lockheed Martin Canada being selected as the preferred combat system integrator.

“I worked on this project from its inception” says Commander Jon Finderup, until recently the project manager. “I can safely say that we have explored all the avenues to obtain the very best fit of systems that will deliver the optimum capability for our navy. We’re getting plenty of bang for buck, and yes you’d be right to say I’m delighted by the way things have turned out!”

(continued from page 5)

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Commander Jon Finderup

The project has settled on a solution that leverages heavily on Lockheed Martin’s work with a similar upgrade programme underway for the Royal Canadian Navy’s Halifax-class frigates. That programme will deliver 12 platforms by 2016 with Te MAnA and Te KAHA effectively slotting in as platforms 13 and 14 over the following two years. “There will be about 70 percent commonality between the Canadian and New Zealand ships as far as the effort required to deliver the upgrade is concerned.” said CDR Finderup.

At the heart of the upgraded frigates will be Lockheed Martin’s CMS 330 combat management system, pulling together all sensor data and fusing it using the latest techniques to deliver a state-of-the-art picture from which combat teams will be able to fight

Top: Des Ashton, Deputy Secretary of Defence (Acquisition) and Rosemary Chapdelaine, the President of Lockheed Martin Canada, signing the contract in Wellington.

Middle: Project team from left Mr Des Ashton, Deputy Secretary (Acquisition); CDRE (rtd) Gary Collier, Project Director; CDRE John Martin, Assistant Chief Capability; CDR Jon Finderup, Project Manager; and Ms Lucy Sykes (Bell Gully), MoD’s legal counsel

Above: LT CDR Duncan Fogg, Engineering and Requirements Manager; CDR Jon Beadsmoore, Capability Manager; LT CDR Nick Proctor, ILS Manager; WOWT Wayne Morris, Technical Investigator; LT CDR Matt Wos, Integration Manager.
their ship. The CMS will provide up to nine new Multi Functional Workstations, each with three screens.

Air defence will be provided by MBDA’s Sea Ceptor active missile system utilising the Common Anti-air Modular Missile (Maritime) (CAMM(M)). This UK-based system is at the heart of the Royal Navy’s Type 23 upgrade programme and the RNZN will be the first other navy to gain access to what promises to be one of the outstanding local area defensive missiles of the next generation.

The project staff are keen to emphasise that it is not all about above-water systems. “The Government made it very clear in their direction as the project moved into the acquisition phase that they expected a balance between above-water and under-water systems” says the Project Director, Commodore (rtd) Gary Collier. “To this end, it is intended that the hull-mounted sonar is upgraded, along with a new torpedo defence system. These contracts are being negotiated by the project team and further details will be included in a future article for navy Today once contracts have been awarded over the next few months.”

The Defence Technology Agency—particularly the agency’s Dr David Galligan—has been heavily involved with the project since the outset. This has notably been in the area of anti-ship missile defence modelling and associated studies, which has given the various business cases a high degree of credibility. The agency has also engaged in human factors work, concerning the most effective layout of the frigates’ Operations Rooms.

The next few years will see many in the Navy have increasing exposure to the new capabilities. This will include involvement in the design of the training systems that will be required both for maintainers and operators, development of procedures and tactics to exploit the new technology and interaction with partner navies currently operating these systems.

CDRE Collier said at the contract signing ceremony: “This is a significant milestone for the project and a great achievement for the FSU project team who have worked very hard over several years to get to this point and particularly for the project manager, CDR Finderup, who has driven the capability development phase since the project’s inception in 2007. It is never a good time for the project manager to post out but I want to acknowledge Jon’s tenacity, leadership and encyclopaedic knowledge of the Anzacs, all of which have significantly contributed to the project’s success to date. If there is a time to move on, then the contract award to Lockheed Martin is probably it and a fitting way to mark Jon’s contribution. We, the project team wish him all the best in his new position in Navy.”

The project team continues to be extremely busy following the Lockheed Martin Canada contract award and is working on the contracts for the Platform Design Authority, missiles, sonar upgrade, off-board decoys and torpedo defence. The Lockheed Martin contract will no doubt trigger a range of engagements with the Royal Canadian Navy and already the project team are involved in providing advice on who to see (and who not to see), the MoD contract obligations and Lockheed Martin/RCN facilities of interest.

Chief of Navy RA Jack Steer described the contract signing as “fantastic news for the Navy. The investment will secure the future of our frigates as a credible maritime combat force and is a vote of confidence in the Navy and its people now, and into the future. Congratulations to all those involved in the project.”

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A MESSAGE FROM THE CHIEF OF DEFENCE FORCE
Lieutenant General Tim Keating, MNZM

I have spent much of my first months in my role as CDF visiting our camps and bases around New Zealand, talking with people – uniformed and civilian – from most areas and from all of our Services. This has helped me build a picture of where we need to be heading as a military organisation. I have boiled this down into five priorities that I want to share with you all now.

1. A SINGLE PLAN FOR THE NZDF
Implementing the DMR – investing in smart capability, focused on excellence

If we are to be the Force for New Zealand that we want to be, we need to be working to one plan – one vision of the future.

The recent Defence Mid-Point Rebalancing Review (DMRR) conducted with the Ministry of Defence and central agencies has provided long-term investment certainty for Defence. We have a clear picture of exactly what defence capabilities can be delivered for a given level of funding. There will be investment in improved capability, as was signalled in Budget 2014. There must also be a focus on continually improving Defence affordability. This is about delivering organisational excellence and is directly related to a priority below about stronger leadership, better governance and improved management.

This is entirely consistent with our Future 35 Strategy. The second phase of our F35 Strategy, 2015 - 2020 has always been about ‘enhanced combat capability’. Now is the time to clearly state what we mean by this and to commit to the pathway to achieving the plan. Work on this single detailed plan is underway. The elements of this plan are found in the DMRR, the NZDF’s Four Year Plan and will be in our Annual Plan, and supporting plans such as our workforce plan, capability plan, and finance plan. This work will be complete later in 2014, and I will share it with the organisation when it is finished.

2. FOCUSING ON THE DELIVERY OF OUR CORE MILITARY SKILLS
towards the tasks expected of us by Government and the people of New Zealand

What is clear is that as an organisation we must be focused on what makes us unique and special, that is, the delivery of our core military skills. A secure New Zealand is critical to our country’s economic and social well-being. A strong economy and a prosperous workforce are predicated on protecting New Zealanders, securing our borders and our well earned reputation as a Force for good

The Service person holds a unique position of responsibility in New Zealand society. We are the organisation charged with protecting the interests of our country. In this we are a force for New Zealand.

In doing so, if need be, we use deadly force in the discharge of this duty. Given this weighty role and responsibility, it is right that people in the military are held to the highest standards. In recent months there have been two summary trials that involved the issue of booby traps and their potential use by operationally deployed NZDF force elements. It is not my intention to comment on the outcome of either of those trials, however, I wish to reinforce the commitment of the NZDF to compliance with the Law of Armed Conflict and the numerous treaties entered into by the Government of New Zealand that regulate the methods and means of how the NZDF operates in a time of conflict. New Zealand is a committed state party to, and fierce champion of, the Ottawa Convention on the Prohibition of the Use, Stockpiling Production and Transfer of Anti-Personnel Mines and on their Destruction; and the Convention on Certain Conventional Weapons and its Protocols. Both of these treaties regulate and in certain cases absolutely prohibit the use of certain weapons. The ban on the use of anti-personnel mines is one such absolute prohibition.

It is not general practice to comment on matters relating to Rules of Engagement but on this occasion I take the opportunity to confirm that the Rules of Engagement used by NZDF personnel in Afghanistan were entirely consistent with international and domestic law. Nothing in the Rules permitted or authorised the use of indiscriminate or prohibited weapons – nor would they. Our efforts in Afghanistan to avoid unnecessary or indiscriminate civilian casualties has been of the highest standard. The safety of New Zealand forces and the protection of civilians in the battlefield remain two mutually compatible and achievable principles to which the NZDF is committed. The NZDF trains its forces to the highest possible operational standard, including training and qualification in the Law of Armed Conflict. The NZDF does not train its personnel in the use of prohibited weapons or the unlawful use of permitted weapons. I will continue to support our deployed troops in any lawful way I can, I will not however support the use of indiscriminate weapon systems. ■
Exclusive Economic Zone. New Zealand’s present and future prosperity is also inextricably linked to a stable and peaceful international security environment, particularly in our immediate region. Therefore to meet the requirements of the New Zealand Government and expectations of the New Zealand public, the New Zealand Defence Force must be a modern, professional military force designed for combat, yet capable of responding across the full spectrum of operations. A capacity to do combat related tasks is the fundamental imperative of a Defence Force. While the use of military force is an option of last resort, in a sometimes violent world there are occasions when its use is appropriate and necessary.

Our priority must be the delivery of our frontline capabilities to ensure Government is provided with military response options that lie at the heart of our national security.

3 GROWING THE PEOPLE WE NEED and better supporting our military families

I see a significant area where we can and must do better is how we grow the people we need. Specifically, we need to be building a sustainable force generation model delivering the necessary people capability and capacity.

You’ll know we are successful when we’ve got the people we need with the skills and experience for the job.

We know we want a Defence Force which reflects the diversity of the wider community. The recent report on uniformed women in the NZDF has given us a blueprint for ensuring there are no barriers to women being successful. We have more work to do to ensure we are firstly attracting, and then keeping the people we need, reflecting the diversity of the community they are drawn from.

All of this is about caring about our people. Similarly, the push for improving safety systems and culture which began in 2013, needs to deliver tangible benefits on the ground.

Within this people priority I’ve also specifically highlighted the need to better support military families. My goal is for military families to feel better connected to the Defence Force, and have greater access to information delivered through channels appropriate to them.

4 GREATER PARTNERING with other agencies and other militaries

My fourth priority is around greater partnering with other agencies and militaries. We will be working closer and sharing more information with our partner agencies from across Government. NZDF will be considered integral through the contribution we make to managing risks to New Zealand’s security through Defence policy and diplomatic activities. Our key bilateral and multilateral military relationships, in particular in the Pacific, and with the United States, Australia, China, ASEAN (especially through the ADMM+ group) and Europe, will be contributing to New Zealand-Inc priorities.

A new Defence White Paper in 2015 will likely reaffirm New Zealand’s strategic relationships in the context of subtle shifts in the balance of power since the last White Paper. While I do not expect the task of preparing the next White Paper to be as onerous as the last, it will require our commitment to ensure that Government policy is well informed by our experience and knowledge.

5 STRONGER LEADERSHIP better governance; and improved management

The final priority is what I’m broadly calling stronger leadership. But it’s more than just leadership, it’s also about better governance and improved management. Part of this is about growing leaders. I’m wanting to establish development opportunities and competitive selection processes that ensure there are credible and viable candidates for all senior positions. Government requires confidence that the NZDF has the succession-planning necessary to ensure a pool of talented future leaders are available to meet the challenges of organisational leadership.

At the more management/governance end, I want good governance and rigorous oversight of our projects leading to successful delivery and implementation. I want to increase the confidence of Government and agencies in the NZDF, and this will be achieved by providing timely strategic and military advice that is based on robust analysis of the issues, available options and fiscal implications that enables Government to make their policy decisions.

Special Navy culture vital

I recently spent a great couple of days aboard the OPV WELLINGTON as we transited along the coast from Napier to Wellington. It was really terrific to see such a professional group in this crew going about their work, but also enjoying what they did, and each other's company. It was the same feeling I got when I was welcomed at your marae at Devonport and later was able to review the latest group of young sailors at their graduation parade. It was also evident in your Reserve people when I visited HMNZS TOROA in Dunedin.

These powerful impressions I took away are matched with recent survey data which points to Navy’s morale, and engagement both growing over the past year while intent to leave trended down. At the heart of results like these is the special culture unique to your Service – what attracted you to a Navy life in the first place and which inspires you to do your best for the person alongside you every day, whether you are ashore or at sea.

Your Navy culture is as unique as the uniform you wear, the language and names you use, and the badges and insignia you wear. These are all important symbols. That special identity must be preserved. As Chief of Defence Force I see a crucial role for me supporting your Service Chief maintaining those characteristics that make the Navy special, and which ultimately supports you being our experts over the maritime domain.

Over these two pages I have set out my priorities for the Defence Force as a whole, so you have clarity as to the direction we are all headed. But within this direction, Navy will be mapping out where it contributes to these goals, and our Future 35 strategy. So we can be unified in our approach – the more “joined up” you have probably heard your leaders talking about, without losing what makes the Navy great.
Despite early showers that threatened the outdoor ceremony, by 10am the two platoons of ship’s company were resplendent in the sunshine as the Guard marched on. It was obvious that TE MANA was already a busy ship in maintenance, the scaffolding visible on her upper decks and superstructure, and the occasional hard-hatted contractor walking along the port waist behind the crew mustered on the wharf.

The distinguished visitors included King Tuheitia, patron of the mighty warship TE MANA, and many friends and family of CDR Wishart.

CDR Arndell, in his last address to his crew as CO, spoke of 16 months in command, “a busy, challenging, and very rewarding period.” He mentioned the approximately 250 sailors, airmen and one soldier with whom he served during a command that included the firing of 1000 5-inch rounds, and enough nautical miles to travel 2.8 times around the world. “It’s been a blast,” he said.

CDR Arndell specifically thanked his stewards, before handing over to CDR Wishart, noting that an extensive and intensive maintenance period is “surely every engineering officer’s dream.”

Before he read CDR Wishart his Command Directive, Chief of Navy Rear Admiral Jack Steer thanked CDR Arndell for his service, suggesting that if he needed to fire 1000 rounds of 5-inch, he obviously needed the practice!

After the traditional hand over—passing TE MANA’s symbol of command, the Hoe—CDR Wishart uttered words not often used by Engineering Officers: “I have the ship.”

CDR Wishart assumes command of the Anzac-class frigate as the ship enters a significant period of maintenance, upgrading the platform systems onboard and in preparation for the combat systems upgrades. Previously he said that the maintenance and upgrade programme provides an exciting step into the future for the RNZN. “I’m looking forward to leading TE MANA as part of this journey.”

In his address to his new team, CDR Wishart spoke of the challenges of a significant maintenance period that brings TE MANA to the forefront of technology and the future of the RNZN. He outlined the qualities he will look for in his “small but dedicated
team” and suggested that unconventional ways and unconventional ideas could take TE MANA forward.

CDR Wishart finished by quoting American politician Alan K. Simpson: “If you have integrity, nothing else matters. If you don’t have integrity, nothing else matters.” A sentiment that rings true for all sailors, at all ranks.

As the ceremony completed, the crew of TE MANA and their new CO adjourned to the flight deck to share a morning tea.

CDR Arndell, who like CDR Wishart commissioned from the ranks, is now the Maritime Lead in the Defence Assessment 2014, a Wellington-based position that brings him closer to his wife Alice and daughter Isobel and the family home at Martinborough in the Wairarapa.

New CO commissioned from the ranks

Commander Kelvin Wishart joined the RNZN in 1984 as an Apprentice Marine Fitter and progressed to the rank of Chief Petty Officer during subsequent sea and operational postings, including the Multinational Interception Force, Persian Gulf.

In 1996 he Commissioned from the Ranks and after completing an Associate Diploma in Marine Engineering, was promoted to Lieutenant. He then undertook a two-year exchange posting with the Royal Navy as the Officer in Charge of the Nuclear, Biological and Chemical Defence Instructors course in Phoenix, at HMS EXCELLENT Portsmouth, England.

On return from the United Kingdom, he was promoted to Lieutenant Commander and appointed as the Marine Engineer Officer with HMNZS TE KAHA. A posting followed as the Project Officer on the Anzac Platform System Upgrade (phase I) project, which successfully implemented the stability enhancements and upgrade of the propulsion diesel engines.

CDR Wishart was then promoted to the Operational Support Commander and Fleet Marine Engineer Officer roles in Devonport, responsible to the Fleet for logistics support and engineering personnel management. He later graduated from the NZDF Joint Staff Course with a Post Graduate Diploma of Arts in Defence and Strategic Studies. He was appointed to Defence Headquarters as Director Naval Engineering, where he led the Naval In-Service group and was also the Marine Engineering Branch Head.

His appointment as Commanding Officer of HMNZS TE MANA on 8 May 2014 was partly because of his engineering background which will help him to lead the ship through its major upgrades.

CDR Wishart is married to Caroline. They have two young daughters Tessa and Elise. He is a Fellow of the Institute of Marine Engineering, Science and Technology, and is a keen launch-cruising and yacht-racing sailor.
By Fiona Cassidy, Defence Communications Group, who travelled with the contingent

C

hief Petty Officer Musician Kelly Kahukiwa, tutor and leader for the 2014 Gallipoli contingent’s Maori Culture Group, felt honoured to be selected to be part of the New Zealand commemorations this year.

What he wasn’t quite prepared for was how gracious and accommodating the Turkish people were to New Zealanders and the New Zealand Defence Force contingent.

“There is an honour amongst the Turkish people. They allow us to commemorate the Anzac landings and they really treat our people as if they are their own.

“The attitude of the Turkish people really helped inspire the Maori Cultural Group and the contingent to do the best job possible and recognise all those who died at Gallipoli.”

CPOMUS Kahukiwa was part of the 42-strong NZDF contingent which travelled to Gallipoli to provide ceremonial support to the 99th commemoration of the Anzac landings there.

Each year the New Zealand Defence Force sends a small contingent to Gallipoli to provide ceremonial support to the two commemoration services held on the peninsula—the Anzac Commemorative Dawn Service and the New Zealand Service at Chunuk Bair. The contingent—made up of the Catafalque Guard, Maori Cultural Group and a combined band—was also involved in a number of other activities while away.

The first activity was the morning of 24 April when our contingent, along with the Australians, participated in a march-past at the Turkish Ceremony held at the Canakkale Martyrs’ Memorial.

A Reflective Programme at the Anzac Commemorative site started at 8pm on 24 April and finished at 4.30 am on Anzac Day. The NZDF Band and Maori Cultural Group, with the Australian Band, opened the proceedings and then the band performed at different times leading up to dawn. At 4.55am on Anzac Day, the karanga and pukaea pierced the air welcoming in the dawn and acknowledging those who had fallen and who lay at Gallipoli. The Catafalque Guard then marched on to start the Dawn Service at 5am.

At the completion of the Dawn Service the contingent moved to Chunuk Bair for the 11.30am New Zealand service. The NZDF contingent then helped out with the bus loading and helping those who attended the service leave Chunuk Bair.

Representing the Navy were MCG members CPOMUS Kahukiwa, OCWS Meremoana Kendrick and ACSS Te Hamana Maxwell; Guard members LMT Jemal Bowler and AEWS Taylor Forsyth; and Navy Band members LT CDR Owen Clarke, AMUS Rebecca Nelson, AMUS Jessica Hix, AMUS Fraser Robertson and AMUS Tom Chester.

One major highlight for the contingent this year was the chance to visit the many sites and cemeteries associated with our Kiwi servicemen. Led by New Zealand historian Dr Ian McGibbon the contingent also walked from Number 2 outpost, close to the beach, to the top of Chunuk Bair, the highest point the Kiwis reached during the 1915 campaign. Along the way Dr McGibbon provided a running commentary on how the campaign unfolded, the conditions the men were fighting in and also provided an insight into what trench warfare would have been like.

(continued on page 15)

Above: LMT(L) Bowler places a poppy by the name of his great-great-uncle on the memorial wall at Chunuk Bair.
REMEMBERING THE FALLEN AT GALLIPOLI

Able Electronic Warfare Specialist Taylor Forsyth (20) spent Anzac Day at Gallipoli with the New Zealand Defence Force contingent as a member of the Catafalque Guard.

“I was stoked to find out that I had been selected to go and proud that I would be representing my family and my ship Te MANA,” he said. Like many New Zealanders AEWS Forsyth had a general understanding of what had happened at Gallipoli but wasn’t prepared for how he would feel.

On the night of 24 April, he was thinking how exactly 99 years before, young men his age were getting ready to come ashore with no idea of what would happen.

“I was thinking how shocking it was to know that they fought and died on the place I was standing and it all seemed such a waste,” he said.

“I then started thinking about my family, and all the families of the men who died and I felt incredibly sad. At the same time it felt right to be here to remember them.”

AEWS Forsyth comes from a family with strong military links. His great grandfather SGT Bertram Queenie served in Europe in WWI and was wounded in Belgium. His older brother Boyd is in the Navy and is the reason he joined two years ago—Boyd always talked about what a great career it is.

In March AEWS Taylor returned from a three-month operation in Te MANA conducting counter-piracy operations off the Somali coast and so it was fitting that he was a young veteran at Gallipoli.

“I was just so proud to able to represent New Zealand and it was cool that people from all over the world came to Gallipoli to commemorate and remember what happened here so many years ago.” AEWS Forsyth has made the decision to come back under his own steam. He wants to take time to visit the whole peninsula and learn more about what happened in Gallipoli. “Everyone, regardless of country, deserves to be remembered,” he said.

HUMBLING EXPERIENCE FOR NAVY DRUMMER

Able Musician (AMuS) Jessica Hix is still coming to terms with the fact she was the drummer for the Catafalque Guard at this year’s 99th Anzac Commemorative services in Gallipoli. AMuS Hix joined the Royal New Zealand Navy Band just before she completed her Bachelor of Music at the University of Canterbury two years ago.

“I was lucky to get the job with the band just before I graduated and I absolutely love what I do.”

When she found out she was going to Gallipoli AMUS Hix couldn’t believe her luck.

“To play at Gallipoli is one ceremony all of us in the band really want to do,” she said.

Like many New Zealanders, AMUS Hix had studied Gallipoli at school but really didn’t have an appreciation of what had happened there.

“Our contingent spent a day visiting the cemeteries and sites of the Anzacs and it was a really emotional experience to get some insight into what the soldiers went through,” she said. AMUS Hix was also impressed at how gracious the Turkish people are.

“Given what happened they are warm and welcoming to us. It has been an honour to be amongst them and learn a little about their culture while we have been here for the commemorations.”

AMUS Hix had two roles at the two Gallipoli Anzac commemorative services. The first was as the drummer for the Guard where her job was to ‘drum them on and off’ and make sure Guard members stayed in time.

The second was as the percussionist for the combined New Zealand Defence Force Band which played several times during at the evening during the Reflective Programme on the night of 24 April.

“It has been an incredibly humbling experience and I know I will not forget those who died for us at Gallipoli.”

Below: Tri-service. AMUS Hix drums on the catafalque party, marching with SSGT Mike Spicer (left) and CPL Fraser Clegg.
AMUS Hix (24), the Guard’s drummer and also Band percussionist said it was a really emotional experience to get some insight into what had happened in 1914.

“For me, finding out how young the men were who died at Gallipoli was really sad. Many of them were younger than me, they were just teenagers and they died half a world away from us in New Zealand.”

For LMT(L) Bowler arriving at Chunuk Bair provided him the chance to meet his great-great-uncle for the first time. In recent years LMT(L) Bowler has been researching his family history and discovered an ancestor had fought at Gallipoli. Further research brought to light how he died and where he was commemorated. So when he heard that his application to be selected for the Catafalque Guard at Gallipoli had been approved his first thought was maybe he could finally visit his great-great-uncle who died there.

“My great-great-uncle Private Arthur Thomas Wylde (22) was part of the Canterbury Regiment that attacked Chunuk Bair. It is assumed that he was hit by shrapnel making his way up to Chunuk Bair and later died of his wounds at a dressing station near Chailak Dere.”

LMT(L) Bowler carried Private Wylde’s photo, replica WW I medals and Death Penny, his Gallipoli Medallion and a map detailing where he was buried at Gallipoli.

“When I saw his name on the memorial wall at Chunuk Bair I welled up at the fact that my relative had died at Gallipoli and hadn’t returned home.

“I put his photo up, placed a poppy over it and then presented him his medals, Death Penny and Medallion. It felt like I was meeting him and finally being able to say ‘we do remember you’. It was really emotional.”

Everyone in the NZDF contingent agreed that the whole experience was emotional, special and an honour and privilege to represent NZDF and New Zealanders.
The first flight in RNZN livery took place on 15 April with flights with the Penguin missile starting in late May. Peter Lowen, Ministry of Defence Project Manager, said the first flight of a Seasprite in New Zealand markings was positive news for the teams in Connecticut and New Zealand working towards the introduction into service of the SH-2G(I).

“This flight of a NZ SH-2G(I) with a ‘Kiwi’ roundel represents a major milestone. The effort invested by the Ministry of Defence and the NZDF in cooperation with Kaman is now paying off,” he said.

Two aircraft have now had the New Zealand modifications completed with another three undergoing them. Test flying of each aircraft will follow the modification activity prior to the acceptance phase of the acquisition project.

“This milestone is significant for the program and our continued commitment to the New Zealand Maritime Helicopter Capability project,” said Drake Klotzman, Kaman’s Director, AVMRO Programs.

The project is on track with deliveries of all 10 aircraft scheduled to be complete in 2015. SH-2G(I) Publications and Training material is under review between the Resident Project Team in Connecticut, Kaman and their sub-contractor, SMA, in Australia. Trainees from New Zealand will commence training in Connecticut in September this year.

The SH-2G (I) helicopters will deliver improved sensor and weapons capability to the Naval Combat Force, including deployment of the Penguin anti-ship missile.

The Kaman package consists of 10 Seasprite helicopters, a full motion flight simulator, training aids, spares inventory and publications. These helicopters were originally ordered by Australia but not accepted into service. Two will be used as spares.

Five of the Navy’s 11 ships are capable of operating the Seasprite. Increasing the fleet of working aircraft from five to eight will enable the Navy to deploy more aircraft at sea while also meeting training, maintenance and other operational needs.

Meanwhile in New Zealand, CDR Jason Haggitt (Capability Branch Project Manager) and the Introduction Into Service (IIS) Team at RNZAF Base Auckland at Whenuapai are working hard to ensure there will be a successful transition from the SH-2G(NZ) to the SH-2G(I). Their work is centred on:

• developing the training,
• establishing Mission Support systems, and
• bringing the Penguin missile into service.

CDR Haggitt and the IIS Team are planning for enhancements to infrastructure at Base Auckland to accommodate the new aircraft, flight simulator and spares. In particular, the building for the Full Motion Flight Simulator and Mission Support—to be built alongside the existing No 6 Sqn Hangar—is on track for the delivery of the flight simulator in early 2015.

Above: Seasprite flying with Penguin missile. The temporary US registration will be removed when the aircraft is registered in New Zealand.

Below: Close-up of the Penguin missile
Sub Lieutenant Sam Williams has dreamed of being a helicopter pilot in the Royal New Zealand Navy since he was six years old. His dream is becoming a reality as he gets ready to embark on the second stage of his pilot training course.

“I joined the Navy in 2011 with the goal of becoming a Seasprite pilot,” he says. “In 2013 I went on the Air Force WINGS course and completed my primary training phase on the CT-4 Airtrainers. Currently I’m working in Naval Staff at Defence HQ in Wellington until October when I’ll start my advanced pilot training on the King Air aircraft.”

Once he completes the advanced training, Sam will progress to the Helicopter Basic Course, then onto the Seasprites and 6 SQN at Whenuapai in 2017.

Being the only Navy person in an Air force course hasn’t been a problem for Sam, who says although there are slight differences in the culture of each service, being able to experience Air force life is providing valuable experience.

“When I am a trained pilot and flying for Navy I expect that I will still have a lot to do with my course mates in Air Force as we work on various deployments and missions together. I’m really looking forward to seeing us all graduate in a few years knowing our hard work has been worth it.”

The pilot training course is difficult and those who graduate are the best of the best. For Sam the highlight to date has been a week flying around the South Island.

“It has been an incredible experience so far and better than I could ever have imagined. I’m looking forward to getting onto the King Airs and achieving the next step towards my goal.”

Above: SLT Williams with the CT-4 Airtrainer which the trainee pilots initially learn to fly in.
1. Chief Petty Officer Diving Instructor Rangi Ehu lays down the challenge to the incoming CO of the Operational Dive Team, LT CDR Greg Camburn, at the Change of Command ceremony on 1 May. LT CDR Camburn took command of the team from LT CDR Trevor Leslie.  
2. OSA Joseph Lavaki at the darts board during the opening of the revamped Buchanan Lunge in the junior ratings fleet mess at Devonport Naval Base.  
3. May was the NZ Breast Cancer Foundation’s month of Pink Ribbon breakfasts, where friends and colleagues dress in pink and have breakfast together to raise funds for the foundation. The Navy had a number of such breakfasts. Seen here at Mecca in Devonport are members of HMNZS TE MANA’s Communications team, from left ACWS Nicole Booth, LCWS Louisa Broad, ACWS Jayden Bartram and CPOCWS Sean Smith.  
4. POHCM Zach Taylor of No 6 Sqn receiving his new Petty Officer rank slides from his Divisional Officer, WOCWS Dave Carroll (left) and the CO, CDR Brendon Clark.  
5. Newly promoted AHSO
Karin Burling (Hydrographic Systems Operator). 6. Some of the Navy’s newest recruits, members of Basic Common Training 14/02, during their Attestation Ceremony at the Devonport Navy Museum on 21 May. 7. At the graduation ceremony for the recruits of Basic Common Training 14/01, OMT Damien Gillett-Jackson receives the Spencer Tewsley Cup and Tankard for best all round Basic Common Trainee from Chief of Defence Force LTGEN Tim Keating. 8. LSTD Maria Pahulu Jr is promoted to Acting Petty Officer Steward (APOSTD). She is congratulated by CO PHILOMEL, CAPT Corina Bruce. 9. During May, the RNZN held a workshop for navies which use MEKO design frigates similar to our Navy’s Anzacs. Pictured during the workshop are (from right) CAPT (now CDRE) Fred Keating, CDR Rob Ochtman-Corfe, CDR Phil Eagle (obscured), CDR Peter Young and LT CDR Warren McLuckie. 10. OWTR Alexis Leader stands guard at the Tomb of the Unknown Warrior during the day long vigil at the National War Memorial in Wellington.
CENTURIES OF JACKSPEAK BEHIND HOW PUSSERS TALK TODAY

By David McLoughlin, Editor, Navy Today

Our sailors sometimes seem to speak a different language from other New Zealanders. They are “pussers” who go “for a good run ashore” with their “oppos” and love hearing “dits.” They eat “scran” and drink “goffer.” They wear “rig.” They board and leave ships via the “brow.” They sleep in “pits.” Depending on their ranks and jobs they can be known as Flags, Leader, the Buffer and many other titles. When one is pleased by something another has done, they will say “BZ” or “Bravo Zulu.”

Navy Today readers often ask us to publish a glossary of naval terms—particularly ranks—so they can translate what appear to be incomprehensible acronyms. It’s a good suggestion and with this issue we’re going to do that. We even hear from former sailors who don’t recognise some rank abbreviations used now. While “CAPT” is clearly enough “Captain” and “LT” “Lieutenant,” what on earth is a “CPOSCS?” It’s “Chief Petty Officer Seaman Combat Specialist,” known to his or her oppos as “Chief.” But who or what are oppos?

In Navy Today we try not to use the host of Navy or Defence acronyms spoken in the everyday work of the services without explanation. For example, with an acronym like “IED” we strive to spell it out as “Improvised Explosive Device,” at least at first mention. In the last issue we had a feature on what was known within the Navy as “WPNS—MCMEX 14.” Well, we used that as shorthand in the article but not before we ran it in full as “Western Pacific Naval Symposium Mine Counter-measures Exercise” 2014.

Where we too-often let our non-navy or ex-navy followers and readers down is with ranks, especially in photo captions (in the magazine and on Facebook) which by their nature need to be brief. Again in the last issue, for example, we had a photo of “CPOSCS Mark Latu” getting a rapturous welcome home from his sons after seven months at sea, but nothing to say what his rank initials meant. Chief Latu is also Te MANA’s Buffer—the Chief Bosun’s Mate, a position of significant responsibility on a warship.

From this issue we will be publishing regularly a small panel listing a selection of ranks as well as Navy terms and acronyms.

Most of our Navy jargon has been handed down from the Royal Navy (of which we began as its New Zealand division) and can be centuries old. Much of it is used daily within the Navy and would often be meaningless to non-Navy people. For example, “BZ” is from the Navy flag signal Bravo Zulu, which stands for “well done.” Yes, our ships still signal each other with flags hoisted by such sailors as Able Communications Warfare Specialist (ACWS) Nicole Booth (who wrote an article in the last issue). Many of her flag signals would be recognisable to a sailor from Lord Nelson’s day. But a surprising number of Navy words and sayings have passed into the wider English language.

SELECTED RNZN RANK ABBREVIATIONS

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

RA/RADM: Rear Admiral
CDRE: Commodore
CAPT: Captain
CDR: Commander
LT CDR: Lieutenant Commander
LT: Lieutenant
SLT: Sub Lieutenant
ENS: Ensign
MID: Midshipman
WOCH: Warrant Officer Chef
WOMED: Warrant Officer Medic
CPOWTR: Chief Petty Officer Writer
CPOEWS: Chief Petty Officer Electronic Warfare Specialist
POPTI: Petty Officer Physical Training Instructor
POCSS: Petty Officer Combat System Specialist
LSCS: Leading Seaman Combat Specialist
LSA: Leading Stores Accountant
LMT (P): Leading Marine Technician (Propulsion)
AMUS: Able Musician
ADR: Able Diver
AHCM: Able Helicopter Crewman
OSTD: Ordinary Steward
OMT (L): Ordinary Marine Technician (Electrical)
OCWS: Ordinary Communications Warfare Specialist
Did you know that the expression “no room to swing a cat” has nothing to do with cruelty to felines? It comes directly from the long-ceased naval practice of flogging an errant sailor with a whip known as a cat o’ nine tails. The entire crew was required to witness such floggings and if they crowded too closely, there was no room to swing the whip. Similarly, the phrase “let the cat out of the bag” comes from taking the whip from the bag in which it was stored to inflict the punishment.

Even the term “slush fund,” often heard in political debate, has a naval origin. In sailing ship days, slush was the fat skimmed from a pot of boiled meat by the cook (he was the cook then, not a chef, and always a man), which he cooled, compacted and sold. The money made was known as the slush fund.

Sailing “close to the wind” has an obvious nautical origin, but less obvious is the related term “taken aback,” which in sailing terms meant a sudden change of wind flattening the sails (flat aback), causing a ship to stop dead in the water (another naval term), a perilous position as it could damage spars and rigging or make the ship vulnerable to attack in battle.

The bible for naval jargon has long been Jackspeak—a guide to British naval slang and usage, by Rick Jolly, a retired Royal navy Surgeon-Captain noted for being decorated by both Britain and Argentina for saving the lives of many hundreds of wounded servicemen from both countries at his Ajax Bay field hospital during the 1982 Falklands War, the biggest Naval engagement since WWII.

First published in 1989, the book is now in its third (2011) edition and is much expanded, with 526 gem-filled pages of Jackspeak Alpha to Zulu (A to Z). Jackspeak of course is from Jack Tar, the traditional nickname of a British sailor.

Don’t know the meaning of the words used in the first paragraph of this article? Jackspeak will tell you quickly and interestingly. Pusser? The word came originally from the purser or supply officer of a sailing ship. It expanded to the extent that all navy sailors are now pussers. A “good run ashore” is having a good night out on the town, while “oppos” are your mates and “dits” are good yarns, whether spoken or written. Many Navy Today articles start off as dits. “Scran” is food, and “goffer” is any non-alcoholic cold drink. “Rig” is one’s uniform, while the “brow” is the ship’s gangway. “Pits” are bunks or beds. “Flags” is the Chief of Navy’s Flag Lieutenant, at present LT Eric Chapman. A “Leader” is a Leading Hand. You already know what a Buffer is.

Be aware, though, that Jackspeak in its alphabetic layout contains some crude terms, some dating back centuries, which have no place in today’s Navy. They are from past eras of all-male navies whose sailors often had short and brutal lives. That is why their Jackspeak also deserves being recorded in this valuable book.

Jackspeak is published by Conway, an imprint of Anova Books Ltd, London. Among other outlets it is available from the Torpedo Bay Navy Museum, Devonport for $40.
At Queen’s Birthday Weekend in 1994, eight yachts sailing from New Zealand to Tonga were caught in a ferocious storm. HMNZS MONOWAI and Air Force Orions and Hercules went to their aid. The crews of seven yachts were rescued but the three sailors onboard QUARTERMASTER were never found. This letter from relatives of the lost crew recalls the horror of the time and thanks the Defence Force personnel involved.

Twenty years ago this Queen’s Birthday Weekend dozens, if not hundreds, of civilians and Defence Force personnel put their lives and reputations on the line to rescue 21 people caught in a Pacific weather bomb.

Twenty years ago we sat by the phone, listened to radio and television news, and visited the Kerikeri Marine Radio office, all in the hope that what we were learning was really not happening at all; it was just a very bad dream. However, what was to become New Zealand’s biggest-ever marine search and rescue operation was very real for everyone involved.

For the families of the 21 crew rescued from seven abandoned yachts during the long days and nights of the operation, the outcome was a happy one. Our family was not so fortunate.

“QUARTERMASTER has been found and the crew transferred to HMNZS MONOWAI” were the only words we wanted to hear. While we were aware of what was going on around us we couldn’t absorb it; our focus was on QUARTERMASTER. Now, 20 years later, we are finally able to re-read newspaper and magazine clippings, and watch the subsequent television documentary.

While tears still fall for the loss of a mother/former wife, brother/son/stepson, and stepfather—Bob and Marie Rimmer, and Jim Anderson—our awe and appreciation of the unbelievable efforts so many rescuers went to continues to grow.

In corresponding recently with some senior Navy and Air Force personnel heavily involved with the rescue, we can understand their sincere sadness at not finding QUARTERMASTER, and even though it was our personal loss we want them to put that loss into perspective—astoundingly they rescued or assisted in the rescue of 21 people. You are heroes.

Thank you to everyone involved that fateful weekend; rescue centres and marine radio stations, crews of the 5 SQN Orions who collectively flew 117 hours over the raging Pacific, the crew of the 40 SQN Hercules and all land-based Air Force staff who kept those aircraft airworthy, to the crews of the SAN TE MARU 18 fishing vessel and the French, Fijian and Norwegian vessels who picked up the traumatised crew from the ‘lost’ yachts.

And that unbelievable vessel HMNZS MONOWAI, her CO, Commander Larry Robbins OBE and her outstanding crew. We’ve seen some of the footage filmed during the rescue. How you did what you did we will never know. Adrenaline must have been at record levels, especially when the Wasp was deployed.

With so many involved there’s a danger of missing someone out when issuing a thank-you; you know who you are and you know you have our very sincere gratitude.

Since ‘that’ Queen’s Birthday Weekend we have moved through every first weekend in June in reflection. No family survives such a loss easily, but to know so many strangers are so willing to put their lives on the line for others, does provide comfort.

In every way possible to express…thank you.

Cathy Anderson, Dick Anderson, Su Anderson, Dunedin

Above: A Colin Wynn painting of MONOWAI to the rescue.

The Navy Museum at Torpedo Bay, Devonport, is not only bustling with naval history and tradition, it has an expanding gift shop. Its friendly and knowledgeable front-of-house staff, Debbie, Julz and Brett will be delighted to help you select that special gift. The selection of merchandise includes naval/maritime memorabilia, books, clothing, jewellery, children’s gifts and more. There are exclusive items inspired by our collection. The museum is open daily from 10am to 5pm, Christmas Day and Good Friday excepted. You can even shop online at www.navymuseum.co.nz/shop email shop@navymuseum.co.nz. Pictured in the shop are Debbie Ormsby (left) and Julie Murton.
Bravo Zulu to WOET Richard Henstock, Inspector Combat Systems, who was awarded the Distinguished Service Decoration in the Queen's Birthday Honours for his outstanding work with both RNZN frigates as well as Royal Australian Navy ships. This is the citation with his award:

**Warrant Officer Richard Clive Henstock (Royal New Zealand Navy)**

As the Weapons Engineering Warrant Officer on HMNZS Te KAHA, Warrant Officer (WO) Henstock has made a major contribution to the operational effectiveness of his ship, to other Royal New Zealand Navy (RNZN) fleet units, and to ships of the Royal Australian Navy (RAN). During Exercise RIMPAC 2012 he provided the RAN with a number of solutions to gunnery issues that had already been implemented in the RNZN. He was also able to advise on the new sensor suite of the frigate HMAS PERTH to improve the operational capability of the vessel. He assisted the communications team of HMNZS Te KAHA with a series of exercise communications challenges, helping TE KAHA win one of the major exercise competitions of RIMPAC 2012. In 2013 HMNZS TE MANA experienced serious problems with its Command and Control System software while operating off the coast of Australia. WO Henstock was able to advise the onboard maintenance staff of some temporary solutions before flying to Australia with a copy of the software. He boarded HMNZS TE MANA at sea and assisted the maintenance crew to restore the ship’s operational capability. Last year he also instructed the RAN’s Principal Warfare Officers Conversion Course.

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**PINK SHIRT DAY**

The international bullying awareness campaign, Pink Shirt Day, was held on Friday 23 May and this year NZDF promoted the campaign internally with a poster around camps, bases and offices. The Navy’s CPOSCS Henry Matangi and LPTI Louisa Thyne (the current Sailor of the Year) supported the campaign by becoming NZDF champions.

Pink Shirt Day is about “speaking up, standing together and stopping bullying” which directly links into the Defence Force core values and the Navy Warriors of the Sea value of standing up for what is right.

LPTI Thyne said she chose to participate in Pink Shirt Day to emphasise that bullying is not OK in our workplace and goes against all of our core values.

“Bullying someone will never help you reach success,” she said.

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**Left:** CPOSCS Henry Matangi and LPTI Louisa Thyne in their pink shirts.
The Chico 40 Sail Training Craft (STC) came into service in 1990. Since then they have travelled across the Tasman, taken part in the Sydney to Hobart Race, been to Fiji and completed numerous around-New Zealand and North Island voyages.

The Navy started with four such craft, PAEA, MANGA, MAKO and HAKU. HAKU was latter sold and is still being used and loved by her careful owner out of Lyttelton. She is still easily recognised as an ex-RNZN CRAFT by the blue hull and distinctive lines. The current owner is still very pleased with her and has only done minor alterations since taking her over.

The yachts have had a number of functions over the years including adventurous and recreational expeditions, recreational sailing and racing, leadership training, team building, seamanship training, coastguard courses and training and, more recently, a focus on core mariner training.

The STC have undergone a number of modifications over their varied and demanding life; everything from modern electronic instruments and chart plotters to sails and rigging. The STC skippers are still proud to teach and practise the tried and true paper-chart navigation, a skill that seems to be very quickly diminishing.

Throughout a recent three-week process, the boats have been on the hard in Gulf Harbour having the rigs maintained and a well-deserved topcoat of paint on the hulls for a more modern look. All three were completed and back in service for Core Mariner Skills duties in June.

After a lot of research and discussions, it was decided to change the shade of blue, remove the white stripe, and include the current Navy logo on the bows. This links us into the current corporate image and continues to promote the Navy in the boating community whilst undertaking Core Mariner Skills and Adventure Training and contributing to the Navy’s Core Values.

The STCs are now being used a lot more across the NZDF with Army and the Air Force undertaking Adventurous Training and Expeditions. Having all three services on board creates great opportunities to network and share experiences across the greater NZDF.

None of this can be achieved without the valuable assistance of the skipper and mates who are spread throughout the fleet and give up their time to assist the Naval Adventure Training Centre in delivering our outputs.

Even though the STCs are nearly 25 years old, they are still fit for purpose and still have a few more hard miles to do yet. Keep an eye out for the freshly painted boats in their new colours.

Above: PAEA with her new and modernised paint scheme.
Many people know the Navy’s LT CDR Mark Hadlow doubles as an actor, most recently playing Dori the dwarf in The Hobbit trilogy. He’s soon to perform in a one-man stage show playing many different characters who have joined a male cycling group, hence the title MAMIL—Middle Aged Men in lycra.

Written by Greg Cooper, MAMIL begins at The Herald Theatre, Auckland from July 25th and Prefab Hall, Wellington from September 5th.

A central character is Bryan Cook, a property developer who has accumulated a small fortune building leaky homes. When his business and life fall apart thanks to the global financial crisis, he joins a men’s cycling group to relieve stress and get healthy. In a fast-paced show, Hadlow plays all the other diverse members of the group.

MAMIL stems from conversations between Cooper and Hadlow. Spending some time with a peloton of riders in 2011, Hadlow was surprised to find the conversations were not male orientated (sex and sports), but rather emotional topics such as relationship and health problems, business... and the odd chat about rugby. Hadlow found the conversations incredibly uplifting, and Cooper expanded them into MAMIL.

The action takes place on a small raised stage fitted with a bicycle. Hadlow has been busy riding about Wellington in lycra practising for it.

Left: LT CDR Hadlow with the lycra he will wear in MAMIL.
RUNNING FOR A FAMILY CAUSE

By POPTI Leroy de Beer, Navy Instructor, NZDF Physical Education & Recreational Training School

On 30 August I will be participating in the Great Naseby Water Race 100km Endurance run. I am doing this as a personal challenge but more so as a show of respect to my wife and her family.

A few years ago my wife, Romsey, lost her brother Christopher, to Duchenne Muscular Dystrophy. This is a disease that progressively weakens the muscles of the body and ultimately leads to death of muscle cells and tissue. Unfortunately I did not know him, but from what I have heard, he was an amazing and inspirational brother, and son who did not let this get in his way or stop him from being all that he could be.

One can only imagine how hard this would have been for Romsey’s family. It would have required strength and resilience to carry on and overcome normal day-to-day tasks and activities all the while knowing that one day they would be short of a loving son and brother.

This is happening all over the world, and in our little country. My aim is to raise awareness and raise as much money as I can. All the money raised will go to families in New Zealand who are affected by this disease.

I have joined forces with the Muscular Dystrophy Association of New Zealand. They have kindly allowed me to do the 100 km run for them and their cause.

Training for 100 km requires patience and time! Speed work is not really a factor and it is more so “time on feet”. I have devoted a lot of my spare time to training and preparing for this event. Since the start of February I have been following a training programme to hopefully prepare me for what is ahead.

My weekly training consists of three to four long runs (16 to 19 km each) from Monday to Friday and then one on the weekend that is normally around 38 to 40 km. I have also added in a few extra-long runs into the mix. So far have I have done a 50 km run and a 60 km run. The maximum distance I will run within my training will be a 70km run that should hopefully take from seven to nine hours. My body is handling this surprisingly well! I have lost over 5 kg and will probably lose a few more before race day.

I am looking forward to the challenge. I only discovered my passion for running at the start of last year. I have done two half marathons and two full marathons. That’s as far as my running experience goes (not a heck of a lot). I enjoy the mental side of pushing my body past what you think is the limit (it’s much further than what a lot of people think it is). I like the mental challenge and the feeling of finishing a long run. It’s not a competition with anyone else apart from you.

My family and friends have been great, they have all shown and given me a huge amount of support that I really have appreciated. My sponsors Camelbak New Zealand and Mark2 Sports have also been great; they have supplied me with gear and nutritional products that have made my training that more successful and enjoyable.

If you wish to donate towards my cause you can do so at my fundraising page http://www.fundraiseonline.co.nz/Leroydebeer also you can follow my progress on my Facebook page “Running for the Muscular Dystrophy Association.”

Any support is and will be much appreciated!

Training for 100 km requires patience and time! Speed work is not really a factor and it is more so “time on feet”.

Above: Leroy training with his dog Zeppelin
Wellington turned on a stunningly calm and sunny day on 16 May for the Fish and Ships lunch hosted onboard HMNZS CANTERBURY at Queens Wharf for the Wellington City Mission.

More than 300 people packed a big marquee on the flight deck for two hours of fish and chips, entertainment from two members of the Navy Band and an auction, followed by tours of the ship. Ship’s Company worked tirelessly to make so many guests welcome. They were helped by student volunteers from Samuel Marsden Collegiate in Karori and Rathkeale College in Masterton.

City Mission chief executive Michelle Branney told the guests they might be wondering why the Navy and CANTERBURY had teamed up with the mission.

“HMNZS CANTERBURY is known for its humanitarian relief work, so this is two organisations working on humanitarian missions teaming up,” she said.

Chief of Navy Rear Admiral Jack Steer said it was awesome to see so many people pouring up the side of the ship to take part.

“We are showing our support for the people in Wellington who need a lot of support.”

Wellington City Missioner, the Rev Tric Malcolm said: “Fish and Ships is my first major fundraiser as the City Missioner, and all of the local support and buzz generated around it has been really wonderful to see.”

HMNZS CANTERBURY has been involved in humanitarian and relief operations in the Pacific Islands and provided relief and support for residents of Christchurch and Lyttelton after the February 2011 earthquake. The $20,000-plus raised by the event will be used by the City Mission to help continue working with the community across its four main service sectors—Mission for Families, Independence, Youth, and Seniors.

In a pre-dawn operation on 29 May, a shipload of Army vehicles was driven onboard HMNZS CANTERBURY at Devonport Naval Base.

CANTERBURY took the vehicles and 260 soldiers from 1st (New Zealand) Division to Townsville where they deployed for Exercise HAMEL with the Australian military.

CANTERBURY is now bound for Exercise RIMPAC 2014 in Hawaii. When RIMPAC finishes in August, the ship will return to Townsville to uplift the vehicles.

Top (left): ACH Te Marei Edwards-Clark and ACH Daniel Chatterton cook the chips.
Top (right): RA Steer mingles with the crowd during lunch.
After 18 months alongside, HMNZS TE KAHA is reaching the completion of its Platform Systems Upgrade and the Ship has really started to awaken from its hibernation. There is a hum when you walk down the drag; the sound of working personnel and running machinery on a ship coming back to life.

With each passing day, every department on ship is working away to get the ship ready for its eventual return to sea, which will start with TE KAHA’s Harbour Acceptance Trials during June. More machinery and ship’s systems are running than in the past 18 months, and Ship’s Company have undergone training for operational service at sea. Every day, more and more new faces are joining the TE KAHA family, which now has a crew of 130 men and women adding life and breath to the ship again.

As well as preparing the ship for sea, Ship’s Company have been conducting various forms of regeneration training to prepare themselves for sea. As all sailors know, safety at sea is paramount. TE KAHA personnel have all recently completed their sea safety training under the instruction of the Sea Safety Training Squadron. Spending half the day at the PHILOMEL pool, TE KAHA personnel had their emergency sea survival knowledge refreshed; from wearing emergency once-only suits, to correcting an upside down
life raft unaided. One of the more important lessons, learned the hard way, was to ensure all air is squeezed out of the bottom of your once-only suit before getting in the water!

TE KAHA's personnel had opportunities to let their inner marksmen out recently as we all completed our Annual Weapons Qualifications. Over two weeks, we made our way up to Tamaki Leadership Centre for a day of instruction and evaluation on the use of small arms at the 50m range, overseen by TE KAHA's Seaman Combat Specialist branch. As can be expected, ambitious competitive streaks in the crew rose to the surface, culminating in friendly inter-departmental rivalries to get the best shooting scores.

Regeneration is particularly well underway for the Marine Engineering (ME) Department, since the upgrade project affected so many ME systems. The ship's ventilation system is now running full time in preparation for the new chilled water system; which will greatly extend TE KAHA's operationally capable environmental range. Compressed air systems, fresh water, ventilation heating, machinery space cooling, lube oil, fuel transfer systems and the controllable-pitch propeller system are all running throughout the ship. The crowning glory however for the marine technicians to date has been the satisfaction of first seeing all four auxiliary generator engines start up and more recently the two propulsion diesel engines (PDEs).

After achieving a run on both PDEs, TE KAHA then achieved a successful basin trial, running PDE 1 and 2 down their respective shaft lines. This was no small feat with the ship having been in a deep maintenance and upgrade for over 12 months. A tremendous amount of effort was expended by the entire ME department to get the ship to a state where diesel engines could be run.

to functionality incorporated with the Integrated Platform Management System (IPMS) installation. IPMS will put more automated and electronic control of the ship's systems in the bridge on an RNZN Anzac frigate than ever before. All this new equipment installation has started to be successfully run and tested by the ship's electronic technicians; this is cause for much celebration as the bridge refit has been a long and complicated process.

Along with the newly fitted electronic equipment that has been turned on and tested, all the numerous existing systems that the Weapon Engineering (WE) Department maintain have also started to flicker back to life. With a certain sense of both anticipation and trepidation, systems which had been off for 18 months were turned on once more. Fortunately, thanks to the WE Department's efforts, systems have been turning on and running without too much tribulation. Voices can once again flow electronically through the communications circuits onboard and television has made its way back into some messes. The mighty 5-inch gun has definitely come out of its dormancy! It has flexed its muscle; training and elevating, waving at Auckland harbour.

TE KAHA's Supply Department has been working tirelessly throughout the entire upgrade project to get all the various bits and pieces necessary for work to whichever department needs it. They have also been working very hard to get the heart of TE KAHA beating again: the galley. On 3 June, the galley fired up again and provided food for her personnel. In celebration, TE KAHA's Ship's Company was treated to a mid-winter lunch provided entirely by her own chefs and galley.

The near future holds a lot of rapid changes and exciting developments for Ship's Company as their beloved ship rises up from her inactivity period. With much to look forward to, and important work to get stuck into, there is no doubt we will be busy attacking each day so that all the hard work during PSU will come to full fruition.
April was another busy month for the crew of HMNZS WELLINGTON as she toured the country hosting several Ship Open to Visitors and Naval Showcases. During this period, the ship paid visits to Wellington, Nelson and Napier with a final stop in Wellington for Anzac Day.

Upon our first arrival in Wellington on 9 April, the crew quickly prepared the ship to commence a series of showcases for dignitaries and other VIPs. Visitors received demonstrations of damage control, a man overboard with swimmer-of-the-watch recovery and briefings from the Executive Officer and Navigating Officer. All visitors then received tours of the ship and overall, the day received positive feedback.

On 11 April we prepared to sail for Nelson with some vital defect rectification taking place in good time to continue with the program. WELLINGTON sailed through the Cook Strait overnight in relatively fair but foggy weather and berthed in Nelson the following morning. Within two hours of arrival, the ship was open to visitors with some fantastic weather arriving out of the fog to help show off the ship in the scenic town. A barbeque was held onboard that evening with a Hawaiian shirt and “shneans” (sneakers and jeans) theme, which Ship’s Company thoroughly enjoyed.

On Tuesday 15 April, Fleet Navigating Officer CDR David Hedgley joined the ship for a sea-ride before WGn sailed for Napier. He was able to impart some of his knowledge and his passion for navigation to the bridge watchkeeping team over the next few days, with emphasis on conducting sun sights for astro navigation.

We berthed in Napier on 16 April. The town was bustling with families spending their Easter holidays. Ship’s Company were able to enjoy some respite over the next few days, after which the Chief of Defence Force LTGEN Tim Keating joined us for a sea ride as she sailed down to Wellington once again. CDF was certainly not onboard to sit around drinking brews, as over the short passage, he was taken through as many training exercises as possible to further his understanding of what it is like to be a sailor in the RNZN. To name a few of these evolutions, CDF was the swimmer-of-the-watch for a man overboard recovery, he worked in the engine room with the Marine Technicians, conducted damage control exercises, fired the 50-calibre machine gun and was Bowman in the rigid hull inflatable boat.

Whilst back in Wellington, the crew had a very successful and enjoyable Anzac Day. After the dawn service at the Wellington Cenotaph, Ship’s Company went out to local RSAs throughout the region to mingle with the retired serviceman and local residents, while contributing to their ceremonies throughout the day.

Next day, the ship conducted a harbour cruise for the lucky prizewinner from the Navy Open Day held in March. WGn also embarked the Mayor of Wellington, Celia Wade-Brown, who was able to enjoy a sea ride whilst we sailed to Auckland after a busy
CDF learns the difference between a ship and a boat
By Bridget Hayman

What's the difference between a ship and a boat?

Chief of Defence Force Lieutenant General Tim Keating found out the answer to this question and many other nautical matters when he embarked on his first experience onboard an Offshore Patrol Vessel in the form of HmNZS WELLINGTON in April. He sea-rode from Napier to Wellington to learn first hand the capabilities of the ship and crew that make WELLINGTON as ‘supreme as ever’.

“Face starboard! The Chief of Defence Force.”

This was the command that sounded through the pipes as CDf arrived alongside WELLINGTON on a beautiful day at Napier Port.

The crew wasted no time in showing CDf what they are capable of, taking him for a spin in the rigid hull inflatable boat (rhib). He looked at ease whilst in command as assistant bowman, taking the helm for some seaboat drills including ‘bumping and grinding’, an exercise used to practise boarding a ship at speed.

LTGen Keating successfully re-boarded WELLINGTON from the rhib only to be plunged straight in the deep end minutes later as swimmer-of-the-watch. Without hesitation CDf dived in to rescue Oscar the man overboard dummy. A watchman armed with a rifle stood on the bridge, ready to deter any sharks, while another crew member raced around the boat with an arrow, keeping Oscar in his sights at all times.

CDf’s SAS training kicked in during this task. He said he enjoyed being swimmer-of the-watch and “was keen to swim further but the crew managed to keep the ship so close to the dummy that I didn’t get the chance to really test out the fins.” Luckily for CDf the waters were calm and according to him “quite warm”.

Being the hospitable crew that they are, WELLINGTON’s Ship’s Company decided to warm CDf up after his swim by starting a ‘fire’ he was tasked to put out as part of a Standing Sea emergency Party exercise. The crew quickly suited him up and taught him the correct technique for discharging the fire-extinguisher while the smell of training smoke, a perfect replica of the real thing, wafted out of a compartment on the Lower deck. CDf raced in and successfully extinguished the fire.

A merchant ship on the horizon must have wondered what was going on when CDf took the helm of WELLINGTON for some high speed manoeuvres. The difference between a ship and a boat became very clear as WELLINGTON pitched from side to side while executing 360-degree turns. CDf followed the instructing commands from navigators and crew on the bridge and was very impressed with how tightly the OPV could turn.

CDF mastered every task thrown at him by the crew during the day and looked relaxed as he stood in full anti-flash gear, a 15kg Kevlar vest and helmet firing 500 rounds at a muscle buoy with the .50-calibre Browning machine gun.

Unlike the huge swells faced by WELLINGTON in the Southern Ocean, the seas remained calm for CDf’s overnight trip.

“The real highlight for me has been seeing the crew in their daily roles and their professionalism and skill in what they do,” he said. “The woman who had served breakfast that morning snapped into action as a fiery during the fire drill, showing the adaptability of the crew on WELLINGTON.”

And in case you are still wondering what the difference between a boat and a ship is. A ship turns out on a corner and a boat turns in. Or more to the point, a ship carries a boat. Navy ships are not boats, but they carry boats.

Below: CDf rescues Oscar the man-overboard dummy

Three weeks. The mayor was interested in being swimmer-of-the-watch for a man overboard exercise, just as CDf had done. During the recovery of Oscar, the ship’s dummy used for such exercises, a 1.5m to 2m shark was spotted approximately 30m from the swimming mayor. After the gunner of the watch onboard fired several shots in the shark’s direction to scare it off, the mayor was expeditiously recovered to safety with a story to take with her once she disembarked.

HmNZS WELLINGTON is now berthed in Devonport, having completed her naval showcase around New Zealand. It was a very successful trip; positive feedback was received from all visits, with many local residents becoming more aware of the Navy’s activities, both within New Zealand waters as well as the Pacific and Southern Oceans. With maintenance now well underway, WGN is already preparing for her next trip to Antarctica scheduled for November of this year.
By WOMT S P Bradley, Command Warrant Officer, HMNZS ENDEAVOUR

Life is full of journeys – and this one was well worth taking! On 24 April, the crew of HMNZS ENDEAVOUR embarked on an odyssey which took them from reflective and sombre Anzac Day activities in New Plymouth and Whanganui to the edge of their collective comfort zone, canoeing down the rapid and unpredictable Whanganui River, through some of New Zealand’s richest history to the ‘middle of nowhere’.

As dawn rose in New Plymouth and Whanganui on Anzac Day, crew members fell in alongside local veterans to march to recently polished cenotaphs in the centre of both towns. Later at mid-morning civic parades, the, CO CDR Sandra Walker and LMT (P) John Helluer addressed the crowds. Later in the day, a small contingent left New Plymouth and circumnavigated Mt Taranaki to attend a service at the Cape Egmont Boat Club and pay their respects at the gravesite of the late Mr Noel Yarrow (baker and philanthropist) by laying poppies. A generous supporter of ENDEAVOUR, Noel’s donations over the years provided the crew with many extras such as enhanced gym equipment, sports uniform replacement and two sea kayaks. His kindness and support is remembered and I am sure he would have appreciated the visit.

The uniforms were then packed away and the crew departed New Plymouth and Whanganui for Ohakune. Joined by ENDEAVOUR’s Lady Sponsor LT CDR Janet Wrightson-Lean, we re-grouped at the navy Ski lodge in Ohakune to prepare for a testing three day exped on the Whanganui River. The task was to paddle 90kms down the river between Whakahoro and Pipiriki, led by two guides from Canoe Safaris Ltd.

This part of the journey got dicey—really fast! Made especially challenging due to the heavy rain that had fallen over the previous few days, the river level had risen by a metre and was fast-flowing from when we started. It then proceeded to rain heavily causing the river to rise even further, another metre whilst we paddled!

The increased river level meant that the river moves faster and there are fewer stopping points as beaches are completely flooded. The increased water volume causes stronger eddy currents at the river edges which creates strange whirlpools that defy logic and cause the river to flow in the opposite direction in certain stretches. Unsuspecting canoeists can find themselves suddenly facing the opposite direction and spinning out of control. When this occurs, an error in judgement can easily see the canoe flip and both paddlers hanging on, re-contemplating why they thought this was a good idea! Four of our group of paddlers found themselves in the water, with the rest of us thanking our lucky stars it wasn’t us.

Paddling down the Whanganui River is a thought-provoking experience. The scenery is beautiful and stark, at the same time the strength and power of the place is tangible, just stunning. Along the river we enjoyed a break and a 20-minute walk up to the ‘Bridge to Nowhere’ an amazing feat of engineering in the middle of some very unforgiving countryside. The weather was generally good during the day but evenings brought consistent rain. We were so thankful that the Supply Officer had opted to pay for the shelter of Department of Conservation huts at John Coull and Tieke.

We were greeted at the Tieke hut by a warm fire and a large pot of bacon bone soup, made by the DoC warden Mrs Wai Southern. She made our stay something really special. Near the hut is Te Whanau O Tieke Marae and later she formally welcomed the group in a powhiri, ASA Liam McLean replied in perfect te Reo and me in my own broken English. Our group, the second to last to visit the river this season, listened long into the night as she shared with us her history of the area and river. The hospitality extended to us as a group of strangers was very humbling.

We left as firm friends and as LT CDR Wrightson-Lean bade our final farewell, she gifted her own END baseball cap.

Above: ENDEAVOUR’s Lady Sponsor LT CDR Janet Wrightson-Lean (centre front) and 17 members of ENDEAVOUR’s Ship’s Company raft-up canoes to take a break on the Whanganui River.
LT CDR Gerard McGrath RNZNVR has assumed command of HMNZS NGAPONA, the Naval Reserves establishment based at Devonport Naval Base. He replaced LT CDR Andrew Curlewis RNZNVR.

A Change of Command service for the busy NGAPONA was held in their establishment on 16 April. Deputy Chief of Navy CDRE Dean McDougall presided.

LT CDR McGrath joined the Royal New Zealand Navy Volunteer Reserve in 2006 after a career in the Royal Naval Reserve.

Below (from top): Deputy Chief of Navy CDRE Dean McDougall (right) reading the Command Directive to LT CDR McGrath
LT CDR Curlewis (right) presents the Symbol of Command to LT CDR McGrath.

By LT CDR Michael Stephens RNZNVR

LT CDR Chris Manning and SLT Annalisa Hoeksma from the Maritime Trade Operations (MTO) Branch of the Wellington Naval Reserve Division HMNZS OLPHERT recently took sea-rides aboard the passenger and vehicle ferries operated by Strait Shipping to undertake an assessment of commercial maritime operations in the Cook Strait.

They did so as part of Exercise Tuatara 14/01, designed to train and test the core competency of MTO personnel, including liaising with the local merchant shipping industry.

Strait Shipping operates two ships between Picton and Wellington: MV SANTA REGINA, a French built ex-Mediterranean ferry; and MV STRAITSMAN, built in the same shipyard as HMNZS CANTERBURY (and with very similar lines).

MTO personnel were welcomed aboard the ships as sea-riders for the voyage. They were given a full run down of the manning, operational procedures and a full tour of the bridge, passenger, cargo and machinery spaces, as well as meeting many members of the crew.

During the voyage the MTO personnel observed the handling, navigation and operation of the ships, noting with interest merchant shipping methods of operation of the vessel with a comparatively small crew. This interaction is a crucial part of the MTO Branch where good working relationships with the merchant service are important.

The Maritime Trade Operations Branch is a specialist area run for the Navy solely by the Naval Reserve within the Royal New Zealand Navy Operations Branch, in Auckland, Tauranga, Wellington, Christchurch and Dunedin. The MTO liaises between the Defence Force and the maritime industry, by completing such tasks as port-based liaison, briefing of merchant vessels’ masters, vessel-tracking and maritime operational analysis. Ensuring that the NZDF is well connected to our shipping and port industries is a vital area that impacts upon New Zealand’s trading ability and maritime security.

Below: LT CDR Chris Manning RNZNVR presents the Master of the MV STRAITSMAN, CAPT Steve Blom with a HMNZS OLPHERT Crest.
Poppy Day and Gate Pa

By Gaye Del la Varis, Chair, TS CHATHAM Unit Support Team

Cadets from TS CHATHAM, accompanied by their Unit Commander, were invited to attend the Tauranga Farmers Market in April to collect donations for the RSA’s Poppy Day appeal, perform a rigging display and to take advantage of a recruiting opportunity.

After several days of torrential rain there was doubt over the ability to carry out the crown rigging but an early morning break in the weather meant the cadets were able to proceed. With the Northern Area Regatta only a month away this was valuable training time put to good use for two of the newer cadets on the team.

It was a successful morning and the public generously supported both Poppy Day and the sea cadet unit. There were many interested passers-by who stopped to chat and view the photo board. With a new and exciting activity and training plan now in place the cadets were only too happy to share their knowledge and experiences. A public presence is vital for recruiting into the future and TS CHATHAM is always looking for ways to get out into the community and talk to people about the great benefits of being a sea cadet.

On 29 April 1864, one of New Zealand’s most significant land war battles took place—the Battle of Gate Pa in Tauranga. A full day of tributes marked this historical occasion. After a rain soaked dawn ceremony, a full military service was held at Otamataha/Mission Cemetery in honour of the British and Maori sailors and soldiers who died in the battle and are now buried there.

Four TS CHATHAM cadets—CPOCDT Jayden Wilson, LCDT Carlos Del la Varis, LCDT Brendon Reid and POCDT Jess Wingrove—took part as guards under the command of LT John Ahearn, RNZNVR from HMNZS NGAPONA who was in charge of the Cenotaph Guard for the morning.

The service featured the Last Post, the firing of volleys and laying of wreaths by people representing those who fought in this battle, including the memorial to Rawiri Puhirake, the Ngai Te Rangi chief who led the battle and defeated the English forces. The service was followed by morning tea at Trinity Wharf. Cadets were then invited to march with HMNZS Ngapona in the Commemoration Military March and following ceremony at Gate Pa later that day.

Top: At the Tauranga Farmers Market, from left OCDT Phoebe Watton, OCDT Jarrod Ashbury, NE Matthew Bielby, LCDT Brendon Reid, SUBLT Micah Crawshaw and LDCT Carlos Del la Varis.

Above: On Guard at the Mission Cemetery, CPOCT Jayden Wilson (left) and LDCT Carlos Del la Varis.
HMS ACHILLES—Battle of the River Plate
75th Memorial buffet luncheon, 13 December 2014
Commerce Club, Greenlane, Auckland. Limit 200 tickets, open to all. $30.00 per head. Contact Gerry Wright at gerrywright@xtra.co.nz or Box 9352 Newmarket 149.

New Zealand Defence Industry Association (NZDIA) Forum 2014
22-23 October 2014, Michael Fowler Centre, Wellington
Please set aside these dates in your diaries now! Email: contact@nzdia.co.nz Web: www.nzdia.co.nz

RNZN Engine Room Branch Reunion
6-8 November 2015, Napier
For details please contact:
Dennis Zachan, 12 Norrie Place, Tamatea, Napier
Phone (home): 06 8442201  (mobile): 021 673242

Royal New Zealand Naval Women’s Association Reunion
17-19 October 2014, James Cook Hotel, Wellington
Non-members are welcome; the only qualification is current or past service in the RNZN or Commonwealth navies. Registration $35.00. Friday 1800 to 2000 Meet and Greet. Saturday morning tours in the RnZn or Commonwealth navies. Registration $35.00. Non-members are welcome; the only qualification is current or past service.

WorldSkills National competition
Show off your skills at the WorldSkills National Competition in Hamilton 03-06 July 2014.
The NZDF are looking for Navy and Army personnel from the chef and steward maintenance trades to enter the competition.
Winners could be invited to the 2015 International WorldSkills Competition in Sao Paulo, Brazil. To enter the competition, you must still be under training or have recently graduated and been born in the 1990s.
If you’re interested in representing the NZDF at the 2014 National WorldSkills Competition, contact W/O Dave Dean at dave.dean@nzdf.mil.nz

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Reunion—Supplementary List officer cadets
It is proposed to hold a reunion of the first three classes of Officer Cadets entered into the Royal New Zealand Navy on the Supplementary List, in 1965, 1966 and 1967.
A tentative date of 28/29 March 2015 has been chosen. Year 2015 will mark the 50th anniversary of the commencement of Naval Officer training in New Zealand.
It is felt appropriate to invite the Officers who were entered into the RNZN on the Supplementary List via other gateways in the 1960’s, to attend if they so wish.
The venue will be in Devonport. Once the level of interest is established, date, format, venue and cost will be promulgated.
Please indicate your interest or otherwise by contacting John Greenwood at mg449@xtra.co.nz or phone 09 407 3357

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.
Roger Boyd, 44 Ina Ville Drive, Pukekohe, Auckland 2120
Phone: 09 239 2768 or 021 11 55 764
Email: bubblesboyd69@gmail.com

Parachute Training and Support Unit 50th Anniversary
March 2015, RNZAF Base Auckland
Expressions of interest are invited from personnel who have been posted to, worked with or have conducted training at PTSU.
The day’s events will include air and ground displays in addition to a social event.
Please email paul.lennox@nzdf.mil.nz to register your interest. Please include a brief description of your involvement / connection with PTSU.

Seek and Destroy
Aviation Historian Paul Harrison has been commissioned by John Douglas Publishing to write a book SEEK AND DESTROY the history of No.3 Squadron RNZAF, to be published mid-2015.
The book will concentrate on the past 50 years of the squadron’s fascinating history. The publication of the book will coincide with the celebration of a half-century of Iroquois operations by the RNZAF.
One of the essential components to the book will be the recollections from the many thousands of service personnel (both ex and current) and the wide variety of customers who have been associated with the squadron’s activities. Paul is now seeking more of those “yarns” with text and/or photographs to incorporate into what will be a well illustrated work.
He can be contacted at 04 902 3750, email pronto@paradise.net.nz or by writing to him at 12 Parakai St Paraparaumu 5072.

TRAINING SHIP ACHILLES
SEA CADET CORPS
Expression of Interest

1964 – 2014
A Celebration
Saturday 9th and Sunday 10th August 2014
Celebrating 50 Years at Okahu Bay, Tamaki Drive, Auckland and the 70 Year Anniversary of the formation of Sea Cadets in Auckland (formerly known as Auckland District Sea Cadets)

Interested Parties please reply by: 30 June 2014
To Email: schellesreunion@gmail.com
Limit: 80 people (your prompt response appreciated)

**PLEASE PASS THIS NOTICE TO ANY EX-7S ACHILLES CADETS YOU MAY KNOW**
A FORMAL INVITATION (with confirmed meal time) WILL BE EMailed UPON RECEIPT OF YOUR EXPRESSION OF INTEREST.
JOIN A WORK PLACE THAT’S REALLY OPEN-PLAN.

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