OUR BIGGEST SHIP
FOUR WOMEN CAPTAINS
POLICING THE SOUTH PACIFIC

CELEBRATING THE 75TH ANNIVERSARY OF THE ROYAL NEW ZEALAND NAVY
As this edition of the Navy Today goes on the bookshelves, HMNZS TE KAHA will be on her way home from having participated in the world’s largest naval exercise, Rim of the Pacific Exercise (RIMPAC) 2016.

Kia tu kaha We stand strong, Kia tu maia We stand staunch, Kia tu heremana e We stand together as sailors.

As the Command Warrant Officer of TE KAHA, I am privileged to stand among a team of well-led and professionally trained personnel. With TE KAHA having completed an arduous but satisfying work-up on the east coast of Australia with a Pt pass, it is now the time to put those skills, learnt on all aspects of ship-borne training and warfare components, together to ensure the reputation of the RNZN and NZDF is held high amongst other nations of the world.

Having conducted my first RIMPAC in 1986, with only five nations participating, it is so awe-inspiring to see an array of warships berthed alongside Pearl Harbour for RIMPAC 16. In my 40-year career to-date in the RNZN, I have never been amongst a flotilla such as this here for RIMPAC 16. Twenty-six nations, 25,000 sailors and 43 ships/submarines. An exercise of such scale, where navies from all parts of the world have come together, not only to show off their war-fighting abilities.

A first for RIMPAC was the inclusion of a two-day Senior Enlisted Leaders’ Programme where all of the Command Master Chiefs (CMC), Ship Warrant Officers (SWO) and Command Warrant Officers (CWO) met to discuss Deck Plate Leadership. The US Navy is very keen to look at the NZDF Leadership Development Framework and the Lead Self, Lead Leaders and Lead Teams education packages. This further enhances our Defence Force’s reputation, but in the area of leadership.

ADM COMPACFLT – Admiral Scott H. Swift, spoke to myself and the Warrant Officer of the Navy at the Senior Enlisted Leaders’ Programme. He said, “You may be a small country, you may be a small navy, but you pack a tremendous punch”. That comment epitomises how the RNZN works on the world stage, so we can be proud of the way we are viewed by others.

RIMPAC ’16 will not only enhance our reputation, but also give our personnel the valued training needed for when TE KAHA and HMNZS TE MANA conduct their further upgrades in Canada. As the RNZN starts to look at new acquisitions that will take us into the future, we can stand tall in the present moment amongst the larger navies of the world knowing that we can not only compete, but be an influence as well.

Additional News:
- Successful 5 inch Gunnery shoot for the RIMPAC Rodeo Trophy.
- Successful ship-borne Mk 46 torpedo firing and Thor (TE KAHA Seaspriete) conducted a successful helicopter-launched Mk 46 torpedo firing.
- Successful Sea Sparrow firings – four in total.

‘He Pononga Kaha’
‘Service With Strength’
He heremana ahau – I am a Sailor
Take the raw requirements of what the Navy needs for a fleet tanker with the ability to go down to the ice, you’re going to get a very large ship. Navy Today editor Andrew Bonallack talks to the project team for New Zealand’s biggest ever naval vessel.

By Andrew Bonallack

The Defence White Paper announced the Government’s intent, and the designers have answered.

The Maritime Sustainment Capability project team has prepared a design for a 24,000-tonne fleet tanker that, in size and displacement, eclipses anything New Zealand has operated in its naval history.

The project will replace tanker HMNZS ENDEAVOUR, which is more than 30 years old, with a ship that has a greater displacement than a Falklands-era Invincible-class aircraft carrier.

On Monday, July 18, the Defence Force announced to the nation the $493 million vessel’s design and capability, which includes ice-strengthening and “winterisation” features for operations in Antarctica.

South Korean firm Hyundai Heavy Industries, the world’s biggest shipbuilder, has the contract for the tanker, for delivery in January 2020.

The Defence White Paper 2016 has identified Antarctica as a “focus on increasing international interest” while noting New Zealand Defence Forces “critical role” in supporting personnel in the Ross Dependency and monitoring activity in the Southern Ocean.

The additional capital investment to give an enhanced naval tanker the Antarctic support capability will cost $64m, while adding 1600 tonnes to the basic design.

Polar class vessels have a higher grade of steel plating to withstand cold temperatures, plus an extra thickness calculated in to allow for corrosion/abrasion against ice.

The ship’s framework will have an increased number of hull scantlings, the “ribs” of a vessel, while items subject to ice impact loads, such as the propellers and rudders, will be strengthened.

It’s the “refreshed focus” on Antarctic operations that is one of the exciting parts of the project, according to project director Peter Sullivan and project manager CDR Des Tiller.

“This is not the first time [previous] ENDEAVOURs, once or twice, went to Antarctica,” says CDR Tiller.

“But ENDEAVOUR ‘3’ didn’t have that capability – it wasn’t ice strengthened.

“Now we have got that back with this refreshed focus.

“That’s got to be the most exciting thing, from a pure naval perspective – we are getting a purpose-built capable ship.”

ENDEAVOUR is a tanker that was bought as a civilian vessel, then made to fit, says CDR Tiller, but the MSC project takes the requirements of the Navy, and turns it into a ship.

It will be ice-strengthened to Polar Class 6, meaning it can operate in the Ross Sea to resupply Scott Base in the summer (December to March), stocked with low flash point fuel, once an ice breaker has cleared a channel.

Included in the approved Antarctic option are “winterisation” features to operate at the Lloyds winterisation level of -25 deg C. This includes heating of side ballast tanks, trace heating on the flight
Enhanced Naval Tanker with Antarctic-capable features

**DISPLACEMENT**: 24,000 tonnes
**BEAM**: 24.5 metres
**DESIGN DRAUGHT**: 8.5 metres

**DESIGN SPEED**: 16 knots

**Liquid Cargo Capacity**
- **DIESEL**: 8,000 tonnes
- **AVIATION FUEL**: 1,500 tonnes
- **FRESH WATER**: 250 tonnes

**Dry cargo container capacity**
- 8 standard containers
- + 4 for dangerous goods

**MAX. COMPLEMENT**
- **Crane lift capacity**: 25 tonnes
- **Accommodation**
  - CREW: 64
  - MISSION TEAM: 34

**LENGTH OVERALL**
- **MSC NEW TANKER**: 166M
- **HMS ACHILLES**: 169M
- **HMNZS TE KAHA**: 118M
- **HMNZS CANTERBURY**: 131M
deck, winterised main crane and mooring equipment, and enhanced propulsion systems and manoeuvring.

The ship’s ‘axe’ bow is a design feature that displaces water more efficiently, creating less drag.

“We’ve designed it to be more fuel-efficient,” says CDR Tiller.

“The bow reduces the amount of pressure waves coming off the hull, which is useful when ships come up alongside.”

As well as carrying more than 8,000 tonnes of diesel fuel, the new tanker stores 1,550 tonnes of aviation fuel.

“The aviation facilities are much greater here,” says Mr Sullivan.

“We are going to be the only ship in the fleet that can operate and maintain an RNZAF NH90 helicopter.”

Mr Sullivan says everything will be modern and up-to-date.

“This ship is going to be around for 25 years, and we don’t know what piece of equipment will turn up in 25 years.

“But anything we think is likely to happen, we have made provision for.”

The tanker will take a core crew of 64, plus 11 flight crew, and have accommodation for 98, says Mr Sullivan.

“That’s a bit more than ENDEAVOUR, but it’s about safety.

“We can do more with the equipment we have, and do it safely.”
CDR Tiller says the crew can expect some comforts.

“There will be smaller numbers in cabins, ensuites, wireless internet at sea – the things people have in their bedrooms.”

And while the excitement is around the Antarctic capability, the replacement tanker is intended for unrestricted global operations.

The design allows for future placement of two mini-Typhoon light weapon stations, port and starboard, and is designed to have a Phalanx weapon system on the bow.

“It’s not an all-out warship,” says Mr Sullivan.

“It’s still designed as a replenishment ship, but it will have a self-defence capability.”

The tanker will also have roles in humanitarian and disaster relief operations.

It has a 12-container capacity, at 25 tonnes each, including four with dangerous goods, but another eight containers could be added, says Mr Sullivan.

As well as carrying 250 tonnes of fresh water, the ship’s desalination unit can produce 100 tonnes of fresh water a day.

“That’s a lot of water for a Pacific Island,” says Mr Sullivan.
**LIFE BELOW 60 DEGREES SOUTH**

By Andrew Bonallack

The Navy's commitment to Antarctica started with Scott Base, but it had also agreed to support the Commonwealth Trans Antarctic Expedition, which completed the first overland crossing of Antarctica, via the South Pole, in 1958. The expedition is especially famous for Sir Edmund Hillary's "dash to the Pole" in converted Fergusson tractors, reaching it before British expedition leader Dr Vivian Fuchs.

Mr Ingram, who was on the last trip made by HMNZS ENDEAVOUR "2" to Antarctica in the summer of 1970, having joined the Navy in 1966. The first two vessels named HMNZS ENDEAVOUR were both ice-strengthened ships for their time, while today's HMNZS ENDEAVOUR is not.

Mr Ingram says ENDEAVOUR "2" did have deck warming, but the crew still had to sweep the ice off the deck. On the rails, equipment and superstructure, ice would simply build up, and the crew would have to deal to it with mallets. "The worst part is, below 60 degrees south, in rough weather the salt water hits the superstructure and just freezes."

Too much ice, and you end up with a "lolling" effect on the ship, he says.

"It slows down the rolling movement, and you have these moments when you think, is she going to come back up?"

"Too much ice, and you run the risk of capsizing." Crossing the ship in heavy seas was a matter of timing, he says.

**SUPPORTING OUR HEROES**

The Navy’s commitment to Antarctica started with Scott Base, but it had also agreed to support the Commonwealth Trans Antarctic Expedition, which completed the first overland crossing of Antarctica, via the South Pole, in 1958. The expedition is especially famous for Sir Edmund Hillary’s "dash to the Pole" in converted Fergusson tractors, reaching it before British expedition leader Dr Vivian Fuchs.

These commitments brought about the purchase of the first ENDEAVOUR in 1955, a WWII-era wooden-hulled ship built in the United States, refitted for polar conditions.

HMNZS ENDEAVOUR was commissioned August 15, 1956 and departed Wellington a week later with the prefabricated huts that would become Scott Base. On board were Sir Edmund Hillary and members of the Ross Sea Party of the expedition, who would set out on October 14, 1957 towards the South Pole, laying fuel and food depots for Fuchs’ party coming the other way.

Fuchs’ team, having met Hillary at the South Pole in January 1958, continued to Scott Base, arriving in March. ENDEAVOUR was used to load the equipment and tractors for transport back to Wellington.

The tractor shown in the picture is now in Canterbury Museum’s Antarctic Gallery.

*Source: New Zealand Antarctic Society, New Zealand History Online*

*Photo supplied by: KEITH INGRAM*
The year of our 75th has provided an opportunity to consider the rich legacy of those who have gone before us. In the past, ships like Achilles, Royalist, Tutira, Otago, and Waikato have provided us with a foundation of service in operations on which to base our developing Navy. We as the Navy of today are writing our future history through the deeds of our people and the ships in which we serve.

In the last ten years these have included: frigates on Operation Enduring Freedom and counter piracy operations; Endeavour in peace support tasks; Canterbury conducting humanitarian and disaster relief in the region and currently, our IPVs and OPVs conducting EEZ patrols – all these deeds and many others write the story of how we serve the country. More importantly it’s about being the naval piece of a larger Defence Force that provides Government the ability to solve problems and to contribute to a peaceful world through a defence lens.

This is, after all, our Navy’s mission, our reason for being. We are here to protect and advance New Zealand’s interests from the sea. This begs three questions: Firstly, what are our nation’s interests? Secondly, how can we protect and advance our interests? And thirdly, who decides what we do and when?

What are the nation’s interests?
Our interests as a nation are a function of many factors, some of which are fixed, such as our geographical position, and some of which change over time, such as our demography and the economic, foreign, and security policies of the government of the day. When mixed together, these factors determine our interests.

Let’s pick one example: Our geographical location and small population means that we have a comparatively small economy that is almost completely dependent on global trade, almost all of which is sea borne. We rely on an uninterrupted flow of imports and exports along the trade routes that extend the world over. As a result, we have a vested interest in the security of global trade routes, and our Government’s policies tend to focus on increasing trade so that the nation can become more prosperous.

How can we protect and advance our interests?
If we take the example of our interest in trade, we see that we as a Navy are capable of playing a significant role in both protecting trade and advancing the amount of trade that occurs. We can protect trade by keeping ships safe from pirate or terrorist attack anywhere in the world, and we can advance trade by deploying our ships far and wide as platforms for promoting New Zealand in support of the Government’s trade initiatives.

When such deployments are combined with exercising with the navies of our trading partners, we also demonstrate our commitment to the collective interest in global maritime security; this adds to the confidence of our trading partners, and contributes to further growth in trade.

Who decides what we do and when?
Our Government via the Minister of Defence annually provides funding to CDF to deliver against a list of agreed outputs; these outputs are contained in the NZDF’s Annual Plan. As the Chief of Navy I am then responsible to CDF for preparing our naval outputs so that we can be ready at prescribed notice to conduct operations and tasks, from sea control as part of a coalition force, through to sealift as part of amphibious operations, and a lot more in between.

We stand ready, having prepared ourselves, awaiting activation by our Government to conduct real world operations, such as protecting shipping from terrorist threats.

We also conduct operations in support of Other Government Agencies (OGAs). One example is the fishery patrols we conduct in partnership with the Ministry of Primary Industries, our fisheries being another important interest that we have as a country. We are required to be available at any time for these sorts of tasks, and have to meet performance targets that are specified in our Annual Plan. In this situation, we are tasked by the OGA’s via a central coordinating agency known as the National Maritime Co-ordination Centre (NMCC).

The work of our Navy as part of our Defence Force does not happen accidentally nor on a whim – it is the result of direction from Government, and careful planning and execution of the highest standard. We are proud to be given the opportunity to serve our country and we are held to account in the delivery of our mission whether it is fishery patrols, humanitarian and disaster relief, counter-piracy, counter-terrorism or combat.

Our work requires considerable courage, commitment and comradeship. Our mission is to protect and advance New Zealand’s interests from the sea; we do this, every day of every year, within the restrictions and guidance provided by Government, and we do it to the best of our ability.

Aye,

CHIEF OF NAVY
Rear Admiral John Martin
IN CHARGE AT RIMPAC – CDRE JAMES GILMOUR

What does your role entail?

In commanding CTF 176, the Amphibious Force for RIMPAC 2016, this consists of leading the command team on board the Flag Ship USS AMERICA LHA6, which coordinates and directs the Amphibious Readiness Group (USS AMERICA, USS SAN DIEGO and HMAS CANBERRA) with the landing forces embarked. These forces are predominately US marines but also incorporating troops from New Zealand, Australia, Tonga and Republic of Korea.

Within the Task Force is a Sea Combat Task Group to support and protect the Amphibious Readiness Group. The Sea Combat Group is led by Korea and has an array of combat ships providing protection to the main body, including New Zealand’s HMNZS TE KAHA. The Task Force has a large array of aircraft which enables the amphibious operation, including: MV22 OSPREY, CH53 Helicopters, H60 Helicopters, Cobra and UH1 helicopters, K130s for personnel and cargo transport and F18 fighter bombers for Combat Air Support.

What has it been like?

The experience has been entirely positive professionally and personally. I am supported by a fantastic team from New Zealand, Australia, Columbia, Korea and the United States. Captain Wayne Baze and the crew of USS AMERICA have made us all feel completely at home and it is a real privilege to work alongside such professional people.

What's coming up?

As we prepared for the combat phase of the Exercise RIMPAC 16 it was essential that I got a sense of the readiness state of the embarked Landing Force. Accompanied by my Commander Land Forces COL Ward Cooper USMC, I took the opportunity to observe an amphibious raid rehearsal using the USMC Amphibious Assault Vehicles at K-Bay HI. The raid rehearsal was very successful and set up the amphibious force for live firing Force Integration Training on the Big Island (Hawaii).

Above: CDRE James Gilmour during an amphibious training exercise.

TORPEDO FIRING

TE KAHA and her Seasprite helicopter joined forces with two No 5 Squadron P-3K2 Orions to hunt down an “enemy” submarine and attack it with torpedoes.

The live-firing test, off Hawaii, involved all attack elements firing a MK46 torpedo at a remote underwater vehicle playing the part of a submarine.

Anti-submarine warfare is a key part of the NZDF’s maritime combat capability and the exercise provided an intense test of the combined skills of the ship, helicopter and the two Orions. Each platform took turns to launch or drop their torpedos on the “submarine”.

The torpedo then acquires the target, with the success of this being tracked by sensors on the sea floor, determining if the torpedos are running on track and simulate a hit.

The torpedos do not carry any explosive charge and surface when they run out of fuel. They are then retrieved and used again.

Above: A MK46 torpedo is dropped from TE KAHA’s Seasprite SH-2G(I) helicopter.
A six-foot, broad-shouldered police officer stands in the path of HMNZS TE MANA’s XO, barring his way. To the side of LT CDR Jonathan Clarkson, the crew of TE MANA, armed with rifles and drawn swords, are formed up in neat ranks in Tauranga’s Herries Park. A sizeable public audience, many with miniature white ensigns, waits to see what happens.

“Halt! Who gave you permission to march through the streets of Tauranga?” says SGT Cam Anderson.

LT CDR Clarkson’s answer is firm and unflinching. “His Worship the Mayor and the people of the City of Tauranga have granted the Commanding Officer and Ship’s Company of HMNZS TE MANA the Freedom of the City.”

The police officer has to stand aside. The “confrontation” is part of a rehearsed script, a visible message that proves to the public the crew of TE MANA has special privileges.

Freedom of the City is a charter given to military units who have earned the trust of a city. On July 30, more than 100 TE MANA crew, combined with the Royal New Zealand Navy Band, exercised their right to march through the city’s streets “with drums beating, bands playing, colours flying, bayonets fixed and swords drawn”, according to the charter’s wording.

The charter was conferred on the crew of TE MANA this year, in honour of their special bond with their home port, and in homage to the Navy’s 75th anniversary celebrations.

In return TE MANA will formally offer two ship’s officers to accompany Tauranga’s Mayor on future important official occasions. Mayor Stuart Crosby, who inspected the crew, says the event “celebrated our city’s very important relationship with the navy. “It is an honour and a privilege to have a ship’s company march through our streets.”

CDR Simon Griffiths, CO of TE MANA, says the parade was aimed at reinforcing the bond between the ship’s company and the people of Tauranga.

Clockwise from top left: ACWS Trilises Iles with supporter Beau Black, 20 months. Outside the council offices, Tauranga’s man Mark Littleton, as Guard Commander, makes good use of his lungs. Tauranga City mayor Stuart Crosby (centre) inspects the crew, alongside TE MANA’s CO, CDR Simon Griffiths and Guard Commander SLT Mark Littleton, of Tauranga. POWTR Monique Jellick is the Colour PO.
Put Midshipman Matthew Barnett in front of a class at his old high school, and he’d tell the students that driving ships is a pretty good way to start a working career.

MID Barnett is one of two Tauranga crewmembers who caught up with friends and family when HMNZS TE MANA’s crew arrived in Tauranga.

MID Barnett, 20, and Able Seaman Michael Simpson-Woods, 23, both attended Tauranga Boys’ College and had similar reasons for joining the Navy. MID Barnett says his main reason for joining was to “travel the world”, while ACWS Simpson-Woods also thought travel was “enticing, and it sounded better than studying at university”.

MID Barnett is a Junior Bridge Officer. “My day-to-day job at sea includes watch keeping on the bridge, where I am training to be in charge of the ship’s safe navigation and running the ship’s routine.”

After completing his basic Officer of the Watch training, which includes basic navigation and ship handling, he joined TE MANA.

“Being a watchkeeper on TE MANA and being able to drive one of the flagships of our fleet is an awesome feeling. “The Navy is a great place to start your working life. What better way is there than travelling the world and being paid to do it. I’m doing things that not many people get to do and see in a lifetime, let alone two years out of school.”

ACWS Simpson-Woods says it is his job to “provide, operate and maintain various forms of communications equipment, such as radios, flag hoist and Morse code via flashing light”.

He has got to travel, taking in the Solomon Islands, Tonga, Tuvalu, Auckland Islands and Chatham Islands.

He says the highlight of his career so far was participating in the dawn service as part of the Catafalque Guard for the 100th anniversary of the Gallipoli landings in Turkey.
OTAGO clocked up 71 boarding operations during its CALYPSO deployment in the Pacific Islands during June and July.

Departing from Devonport Naval Base on June 5, OTAGO patrolled the Exclusive Economic Zones (EEZ) of Fiji, Niue, Tokelau and Tuvalu, conducting compliance checks on the fishing vessels within them.

OTAGO took on board local fisheries officers for each EEZ, providing them with a safe, efficient means of embarking on to these fishing vessels.

Once on board they were able to conduct their compliance checks to ensure they were operating in accordance their licences.

This meant the ship’s company was focused on boarding operations, starting just before sunrise with the action alarm and “Hands to Boarding Stations” piped, to get the first boarding completed before breakfast.

Depending on how many fishing vessels were around, this routine could continue until just before sunset. It made for some long, intense days, but it was worth it, knowing that the work we were doing was assisting in ensuring sustainable tuna fisheries in the south-west Pacific for the future.

The weather experienced highlighted the capability of the PROTECTOR class OPV to Pacific patrols.

With the prevailing easterly winds the sea state was almost always about 1–3m, which is outside the operating parameters of the host nations’ smaller patrol boats.

This sea state meant both the bridge team and boarding team were kept on their toes.

As a testament to adherence to safe practices, the significant “close call” we had was a fluke occurrence of a flying fish getting his trajectory a bit wrong and smacking into the visor of the boarding party IC, who was in the Rigid Hull Inflatable Boat transiting to a fishing vessel.
This was obviously quite amusing for the rest of the boarding team, but not so much for the fish, which unfortunately paid the ultimate price.

Luckily it was not all work for the ship’s company, and among normal training activities there were periods of downtime when crew were able to throw some lines over the stern and partake in some fishing. That, as well as the occasional sports and some R&R in the Pacific nations, kept morale high.

While the ship was berthed in Suva, Fiji, Prime Minister John Key was hosted on board to talk to the Commanding Officer about OTAGO’s activities in the South Pacific. Afterwards the ship hosted Mr Key and his guests in the hanger with beverages and snacks.

Fisheries patrols like these highlight the “excellent collaboration between the crew of OTAGO and representatives from Pacific Island countries and the Ministry for Primary Industries (MPI),” says LT CDR Andrew Sorensen, CO of the HMNZS OTAGO.

“This was vital, as we worked together in often challenging conditions.”

LT CDR Sorensen said the boarding teams detected 36 breaches during the inspections. These breaches included unmarked fishing gear, licensing issues and the discarding of rubbish, and will be investigated by each Pacific Islands country and supported by New Zealand if requested.

MPI Chief Operations Officer Andrew Coleman said the number of breaches was “disappointing” but showed the importance of these missions.

“The operation is significant in terms of raising compliance levels within the Pacific region and also for the direct support that the Pacific nations receive. Although the number of breaches detected was disappointingly high, it showed the importance of ‘at sea’ boarding and inspection as a tool for raising compliance levels and of implementing measures that ultimately support the effective management of Pacific tuna fisheries.”

Ministry of Foreign Affairs and Trade’s (MFAT) Pacific Security Fund supported the participation of compliance officers from MPI and Pacific Islands countries. The patrols were also supported by NZDF and MPI personnel in New Zealand who worked hard to ensure that the HMNZS OTAGO crew had all the information needed to plan and carry out the operation.

“For several years now, the NZDF has been deploying its ships and aircraft to conduct maritime patrols to assist south Pacific Islands countries in protecting their fishery resources,” says CAPT Dave McEwan, the Acting Maritime Component Commander.
CAPTAIN LISA HUNN

When it comes to recalling memorable moments in her naval career, Captain (Acting) Lisa Hunn doesn’t have to dig back far. “The most memorable moment right now is the current tasking I am undertaking – the amazing opportunity to serve as Chief of Staff to the Commander Amphibious Forces onboard a US warship in the largest maritime exercise, Exercise RIMPAC 16. I am relishing every moment of it,” she says.

When RIMPAC wraps up she will return to her current role as Director Naval Safety, based at Devonport Naval Base – her latest appointment in a career stretching 26 years.

Looking back, a memorable moment was backing HMNZS TAXAPU into the berth next to TARAPUNGA at the boat’s pontoon – for the last time before Christmas leave, in a 30-knot westerly. “After the first two tentative approaches, I used a more aggressive approach with more speed to counter the wind and I got the job done. It is memorable because it was my last alongside berthing and the team were relying on me to get the ship berthed to head off on Christmas leave.

“The lesson here is that when you are in command, your people rely on you to get them safely alongside but it is a team effort to achieve this – the OIC gives the orders, but it is a well-trained crew that responds that is also key to success.”

CAPT Hunn’s definition of success has shifted with the years. “Now I get a great sense of satisfaction out of the successes of the younger generation who I have led or served with. I am proud to see these officers achieve great things.”

To younger sailors, she offers this advice: “Work hard, be focused but keep your eyes open and make the most of all opportunities that come your way.

“Embrace challenge and don’t give up because it is hard – you will gain the greatest strength through challenging situations.”

She believes that her sheer determination to succeed and her desire to serve New Zealand has led to her success. “This mindset is important but, in hindsight, I have learned that this must also be paired with enough self-awareness later on in your career, when you are qualified, to ensure that you are balancing your work and home life.

“My hope is that we as a Navy are slowly becoming more open-minded about how we measure success and manage our talent for the future – a future for our Navy, which is very bright.

“If we truly want to progress into a modern and agile workforce we need to embrace new paradigms. The Modern Sailor conference was about challenging some of our paradigms and creating a space to design the future to ensure we continue to attract and retain the best talent New Zealand has to offer.”

CAPTAIN MAXINE LAWES

Captain Maxine Lawes’ career stretches back to the first time that women were allowed at sea in the Navy – to the Women at Sea pilot study, 30 years ago. It was the first of many highlights of her naval career.

As a young lieutenant, she was aide-de-camp to the then Governor-General of New Zealand, Dame Catherine Tizard. She really enjoyed meeting the people of New Zealand. “You met the local farmer, who was involved in charity work, right up to royalty, and everybody in between and what they were doing to contribute to New Zealand.”

Another highlight was studying at the US Staff College for six months in 1998. She was the first woman to go on the course. “Unbeknown to me, they all got together and decided the woman would be the class president. Which was interesting, because there were a number of Middle Eastern countries and a number of countries that didn’t have women in their militaries – and then for me to have to take a leading role in the class... I had to learn a lot of diplomacy skills, and it was really interesting dealing with the other nationalities – I loved it.

“In some ways I think I grew up then, because I was away from home, and I had to represent New Zealand.”

She’s gone on to have many other memorable postings: as the supply officer of HMNZS TE KAH (which was in Singapore on 9/11); three postings to Headquarters NZDF; a year peacekeeping in the Middle East (Lebanon and Israel); and one as directing staff officer at the Australian Command and Staff College.

“I’ve had a blast – I have been fortunate to have some great postings. I would like to think I haven’t stayed because I didn’t have anything better to do, I have stayed because I have learned a lot, I am still learning a lot.”

As she speaks of these postings, what comes through is her passion for people, and the relationships she’s fostered. It drives her, she says. “For me that’s what’s important, people and relationships. I look at everything through a ‘people lens’. That is very much why I like being in the Navy, because you are surrounded by people, as a family.”

If she had any advice for her younger self, it would be to relax a little and not take everything through a ‘people lens’. But, in hindsight, she feels that she did carry too much with her at times. “In the early days, in particular, I was very competitive, and very conscious of being one of the few women. Had I relaxed a bit more, I would have put less pressure on myself and had more fun along the way. I think that I put too-high expectations on myself, and felt I didn’t live up to my own expectations. At the end of the day, if you are not doing well, someone will tell you.”
Captain Melissa Ross is the newest captain in the Royal New Zealand Navy, and is the new Chief Support Officer, J4. J4 Branch provides operational-level logistics support to HQ Joint Forces and deployed forces, and advises the Commander Joint Forces and the component commanders on logistics planning and management.

“This is the first time I’ve been posted to HQ Joint Forces. I’m excited about my role because it connects the things I’ve done previously in the strategic and tactical levels of the organisation with the operational level,” she says.

Her operational-level experience includes deployments to Israel, Lebanon and Timor-Leste. Her first operational deployment was to the Arabian Gulf, as an engineering officer under training on the frigate HMNZS WELLINGTON.

“We were part of a multi-national interception force (MIF) enforcing the UN sanctions imposed on Iraqi trade through the Gulf. It was the first time the New Zealand Navy had contributed to the Multi-National Interception Force and it had been a long time since we had operated with the US Navy. It was also the first time women had deployed on an operational mission.

“Although the Navy learned a lot about deploying women during and after that trip, I am glad we had leaders who took the risk and gave women the opportunity to have a career in the Defence Force.”

The commissioning of HMNZS CANTERBURY, in 2007, and the introduction into service of HMNZS TE KAHA are other career highlights. “Both programmes of work were challenging but extremely rewarding. We had some great people who really worked hard to introduce the capabilities that have done some fantastic things for New Zealand.”

Captain Ross completed her Masters in Strategic Studies in 2009 and also holds a conjoint Bachelor of Business/Arts degree majoring in International Business and Chinese. She has an interest in the development of women in the military and was co-chair of the NZDF Women’s Development Steering Group, which she helped create. She is of Nga Puhi descent but grew up under the maunga Putauaki, in Kawerau.

Her advice to other servicemen and women is to “have a go – and take on opportunities”.

“I am glad I had a go at things that I didn’t realise were opportunities at the time. For instance, interviewing for the position of the Private Secretary to the Minister of Defence. I had not completed Staff College when I interviewed for the role and therefore didn’t think I would be considered for the job. However, I got the role and learned a lot about Defence and the machinery of Government. It was a challenging job but a great experience that taught me a lot.”

Captain Corina Bruce has been spotted around the Devonport Naval Base during the past few months. She has been working with the Op Neptune team to run events celebrating 30 years of Women at Sea, with Westpac.

“It has been very exciting working with the team and the Women’s Steering Group to deliver this programme,” says CAPT Bruce. “I am motivated by the courage of the men and women who boldly began removing barriers for our women at sea, and by the ideas and enthusiasm of the participants at our Modern Sailor Conference. These initiatives will help take us past the pioneers and truly into integration. Most of the initiatives put forward will help all of our sailors, as well as our serving women and parents.”

CAPT Bruce is an example of career flexibility – she will be transferring back to the Regular Force soon to take on the role of Commander Joint Operational Health Group.

She joined the Navy in 1983. After her training, she posted to Naval
Some teenagers spend their school holidays horizontally on the couch.

But during the last holidays, some spent their free time horizontally in the dirt – or submerged – under the watch of Royal New Zealand Navy Physical Training instructors at Whangaparaoa.

About 270 air, sea and army cadets spent a week on a promotion course, with plenty of drill thrown in among the theory.

Each school holiday cadets from the Northern, Central and Southern Regional areas spend one of their two weeks on a junior or senior promotion course, in either Whangaparaoa, Ohakea or Burnham.

Participants on these courses are selected from the Sea Cadet Corps, New Zealand Cadet Corps and Air Training Corps.

The courses incorporate theory, practical lessons and assessments on leadership, presentation techniques – and plenty of drill.

Warrant Officer Steve Lock, Staff Officer Training and Development, New Zealand Cadet Forces, says last month they were fortunate to have the services of the Navy’s Physical Training instructors, who spent time with those doing the Northern Senior NCO course.

“This meant that the cadets were able to test themselves against the Naval Confidence Course,” he says.

“This gave the cadets the opportunity to work as part of a team and challenge themselves in a whole series of obstacles that previously they have only been able to dream of undertaking.”

Only the seniors got to do the confidence course, he says.

“These kids were around the 15-17 year age group and they were fantastic.”

The ethos of the NZ Cadet Forces is voluntary participation, so cadets did as much or as little as they were comfortable with, he says.

“Not everyone was able to do it. Some just couldn’t face it but that was okay.

“The ones that gave it a go really felt like they had achieved something and pushed their own boundaries of what they thought they were capable of.”

He says PTIs were in command of the situation at all times.

“It wasn’t us just making kids do stuff.

“There’s a lot of safety training they (the PTIs) do to qualify to be allowed to supervise the concourse, so not just anyone is allowed to take someone through it.”

He says the effort expended was matched by the width of the smiles on the faces at the finish line.

Support to the New Zealand Cadet Force is provided by the New Zealand Defence Force. “So if you are a Regular Force Senior NCO with a passion for youth development and are looking for a new challenge then we may have a position for you,” he says.

The New Zealand Cadet Force has almost 100 units spread across the country and is looking for cadets between the ages of 13 and 18. The organisation can’t operate without adult support, so if you are not a current serving member of the NZDF, are over the age of 21 and think you have something to add or would just like to get involved as an officer in the NZCF, then please check what units are operating in and around your location.
It's a long road to Vanuatu for a container of much-needed medical supplies, but it was a journey made easier through inter-service – and Interislander – cooperation.

Last month HMNZS WELLINGTON left Devonport to conduct fisheries patrols and port visits in the south-west Pacific, plus deliver a 12-metre container of hospital equipment to Port Vila. The container, holding 100 pairs of crutches, 20 hydraulic beds, 20 toilet and shower chairs, 15 bedside tables, 10 bags of bed linen, five wheelchairs, four stainless steel trolleys and two dental compressors, had been put together by the South Pacific Moana Hospital Trust in Richmond, near Nelson.

When the trust put out a plea for help to get the supplies to Vanuatu, the Ministry of Foreign Affairs and Trade, Navy, Army and the Interislander stepped up to help.

The New Zealand Army’s 3 Transport and 10 Transport Companies transported the container from Nelson to Devonport – with free passage provided by an Interislander – where it was loaded into HMNZS WELLINGTON.

It arrived in Port Vila on July 22 and was unloaded by Navy gunners for delivery to grateful recipients.

Some of the equipment is for the Vanuatu Amputee Association, but the majority went to the Vila Central Hospital and the Presbyterian Church Vanuatu Health Services team.

LT CDR Matthew Kaio, Commanding Officer of HMNZS WELLINGTON, said the NZDF became aware of the unused medical equipment stored in a warehouse in Nelson a few weeks ago.

“We got tasked to transport the equipment to Port Vila, as we were scheduled to carry out fisheries patrols in the region. We are pleased that we will be able to deliver the equipment where it is needed,” LT CDR Kaio says.

HMNZS WELLINGTON joined HMNZS OTAGO in carrying out fisheries patrols to help detect and deter illegal, unregulated and unreported fishing activity on behalf of several Pacific Islands countries.

“The fisheries patrols mark the second time that we have been deployed to the Pacific this year,” LT CDR Kaio says.

CAPT Dave McEwan, the Acting Maritime Component Commander, says the patrols conducted by OTAGO and WELLINGTON support effective and sustainable management of Pacific Island tuna stocks.

Belinda Roselli, a New Zealand-based importer of Vanuatu products, who put out the plea for help in getting the supplies to Vanuatu, says: “I was delighted to discover an Aladdin’s cave of decommissioned hospital equipment, in the guardianship of the South Pacific Moana Hospital Trust. I was certain that the items would benefit those in Vanuatu who had suffered a diabetes-related amputation.

“Having access to a mobility aid would make a measurable difference in their rehabilitation. With the Navy and Army and a number of small businesses across New Zealand, that’s exactly what’s happened. Thanks to all those involved.”
1. It’s award time for AEWS Braden Bagot (left), with congratulations from CDR Simon Griffiths, CO of HMNZS TE MANA. 2. WOSA Peter Johnson uncovers the Ceremonial White Ensign Navy flag prior to the Bastille Day parade in Paris. 3. LET James Dickson, AWT Jared Garvey, AET Nicholas White and LWT Shawn Brenchley load 25mm rounds into the Typhoon weapon system aboard HMNZS WELLINGTON. 4. CPOMAA Bradley Harris gets ready to greet guests coming aboard HMNZS TE KAHA at Pearl Harbor. 5. LT Evan Kaska bears the Ceremonial White Ensign Navy Ensign on the Avenue des Champs-Elysees, with the French Tricolor in the background. 6. LSCSS David Lepou takes his turn as a flag orderly for The Last Post service at Pukeahu War Memorial in Wellington. 7. HMNZS TE MANA crewmember ACSS Hayley May, after Tauranga’s Charter
Parade, with friends Tameara Hill (left), with baby Gracie Brook, and Temira Slatter. 8. VADM Nora Tyson visits the Littoral Warfare Unit at Camp Viking, Joint Base Pearl Harbor. 9. OCSS Dominic Aitken, during Open Ship Day for HMNZS TE KAHA during RIMPAC 2016. 10. Sharee Still, 6, tries out the helm officer’s chair on the bridge of TE MANA, under the instruction of Assistant Navigation Officer SLT Sophie Going. 11. SLT Guy Van Der Zeyden breaks out the guitar as HMNZS TE KAHA hosts a function during RIMPAC 2016 at Pearl Harbor. 12. DPA photographer CPO Chris Weissenborn (right) is on the other side of the lens during a RIMPAC exercise.
MEETING THE MARK ON MENTAL HEALTH

We're talking mental health issues, and they can range from depression and anxiety, right through the spectrum to losing the will to live.

“Mental health is important, for our wellbeing as individuals and how we perform as a team. We need the right tools and support to keep us healthy and able to do our job well, and also to contribute fully at home and at work,” says Defence's Chief Mental Health Officer, Lieutenant Colonel Clare Bennett. “Being mentally healthy is not necessarily about being free from problems. Everyone feels worried, anxious, sad or stressed at various times in their lives. This is perfectly normal. However, sometimes these thoughts and feelings do not go away, and are severe enough to interfere with daily life.”

How we are going at a point in time is influenced by life's circumstances and our resilience levels, she says. “While we are a predominantly healthy population, sometimes the nature of our role or what is going on in our broader life can place extra demands on us. And sometimes it is the cumulative impact of events (our relationships, personal experiences, finances, job demands and family wellbeing) rather than just one thing, even in circumstances where we have previously thrived. Over time, and left unchecked, this can start to affect our health, including the way we think, feel and act. Even positive events like a promotion can sometimes be stressful and impact on things like our mood, sleeping patterns, confidence and interactions.”

LTCOL Bennett says how people react depends on the range of things going on in their lives, their prior experiences, resilience and coping skills, and levels of support. “The NZDF Mental Health continuum shows how mental health can shift over time in response to life events and other factors, and that at any point in time everyone will sit somewhere along the continuum between peak performance and mental illness.

“None of us are immune to mental health issues; according to the Ministry of Health one in five New Zealanders will experience mental illness or addiction in any one year, and one in six will report a diagnosis of anxiety or depression in their lifetime. So that probably means that you or someone you know isn’t on the top of their game right now.”

So what can you do to keep on the top of our game, what should you do if you notice one of your mates is not tracking so well, and what kind of support is available if you need it?

Stigma and asking for help

Sometimes we don’t ask for help because we don’t recognise we have a problem or we don’t think it’s a biggie and we can sort it ourselves. Most of us don’t want to be a burden or the centre of attention, and chances are we’re also worried about what others might think and how it might affect our career. We forget that sometimes we can’t go it alone, and that seeking help early will help get us back on the top of our game more quickly. That’s a sign of strength to call for reinforcements and the right thing to do for ourselves, our team and our loved ones. We don’t treat mental health the same way as physical health but we need to. We’ll go to a doctor if we sprain an ankle but if we aren’t sleeping properly and flying off the handle at work and at home, things will usually need to hit some crisis before we ask for help.
The NZDF provides a wide range of information and support for mental health issues. These range from a focus on prevention through education and training to promote resilience, to early recognition and help seeking, as well as care. Health professionals, psychologists, chaplains, the Employee Assistance Programme and family and social service providers are located in camps and bases ready to provide support and assistance. The NZDF also has a confidential 24/7 help line staffed by trained health professionals for veterans, all members of the NZDF (including civilians) and their families.

**Mental Health Pocketbook** includes a list of signs to look out for that might indicate when we are not going ok (changes in behaviour, mood, thoughts etc), as well as tips and help resources. You can find a copy on the Mental Health website or at libraries and health treatment centres.

**Leaders' toolkit** – We don’t need to be in a formal leadership role to be a leader. This guide can be found on the Mental Health website and HR toolkit and provides tips for leaders about maintaining positive mental health in the workplace. Included in this guide is information about how to recognise the signs that people are not going ok and what you can do to support them.

**Resilience training and the Big 4** – Resilience training is now included in all recruit training and subsequent promotion courses. This covers off a range of information about staying resilient, signs to look for when we are not tracking ok, and what we can do to help ourselves and others. You can find more information about the Big 4 tools for staying resilient (tactical breathing, flexible thinking, optimism and healthy habits) in the Pocketbook or on the Mental Health website.

**Mental Health website** – [http://orgs/sites/nzdf-mh/default.aspx](http://orgs/sites/nzdf-mh/default.aspx) Here you can find a range of self-management resources and information about recognising the signs of mental health issues (what we are feeling, thinking and doing), how to take action, and where to go for help if we need it. There’s also information for families and a resource toolkit with a list of helplines, useful phone apps and websites, and a toolkit with information about your rights as an employee and your responsibilities as a manager. It is now accessible on the Intranet and will be available on our Health Portal accessible to veterans, Reservists and family members by the end of the year.

**What happens when we ask for help?**

You might initially approach your boss, PTI, padre, social worker, psych or someone else you know, but chances are if you are uniformed you’ll end up meeting one of our doctors and if you are a civilian you’ll be encouraged to go to EAP or your own doctor. They’ll ask you to describe what is going on for you in order to diagnose the issue/problem. Sometimes being able to talk about what is going on helps and a recovery plan is quite straightforward. Chances are there’s been a lot going on in life and it’s a matter of taking some time to reflect and work out a plan of action. Sometimes, just as with a physical illness, you might need some time off work, you may be prescribed some medication and/or you may be referred externally for additional assessment or support.

During your recovery period it may not be wise for you to deploy, or there may be some other employment limitation placed on you. This is sometimes hard for people to get their head around but when you think about it, just as it doesn’t make sense to be walking around carrying a Steyer or driving a vehicle with a broken arm, it doesn’t make sense to put you into a stressful environment if your resilience needs recharging. Your medical grading is sometimes adjusted to reflect this, but once you have recovered your medical grading will be reviewed and in most cases any restrictions will be lifted. Sometimes your command will need to be informed – eg, if you need time off work or your deployability has changed – and sometimes, with your consent it will be helpful for your command to be involved in more detailed discussions about how to support your recovery (eg, about work duties and hours of work).

**PHOTOS: SLT Maddy Win.**

**0800 NZDF4U** is a confidential helpline service (0800 693 348 or 0800 189 910) that offers telephone support for all members of the NZDF, veterans, and their families. It’s available 24/7 and is staffed by trained (external) health professionals. If the help you need can’t be provided over the phone, follow-up support is arranged using an external provider for up to three funded confidential sessions.
NAVY LEARNING FROM MERCHANT PROFESSIONALS

By WOSCS Reece Golding, MNZM

Early this year the China Navigation Company (CNCo) agreed to host the Royal New Zealand Navy (Reserve) in their merchant vessels, for coastal passage between New Zealand ports.

A series of three voyages were achieved. One in March (MV SOOCHOW – CAPT Dmytro Arkhipyov), one during May (MV SHAOSHING – Fleet CDRE Peter van Uden) and the most recent voyage in June (MV SHANTUNG – CAPT Jeff Liew). The result was a very successful maritime trade industry learning experience.

All Navy personnel were from HMNZN NGAPONA (Commanding Officer LT CDR Gerard McGrath, RNZNVR) and were made up of a section of the Navy Reserve that specialises in Maritime Trade Operations (MTO).

The purpose of the coastal attachments was to foster a better understanding of merchant shipping operations, including the demands on, and challenges faced by, merchant ship Masters and their crews. This will lead to an appreciation of how the Navy might better interact with, and assist, the merchant shipping world during times of conflict.

MTO is responsible for coordinating information for the guidance and protection of merchant shipping. This interface involves the provision of military cooperation, guidance, advice and assistance to merchant shipping.

New Zealand’s MTO capability is part of a global support network for merchant shipping. This network includes operations in the Arabian Gulf, Northern Europe, and the Pacific region, wherever New Zealand has seaborne trading links.

CDRE van Uden summarised the attachment. In his perspective, “this was a worthwhile exercise. Having been in the thick of the UN and Coalition sanctions’ interdictions in the Persian Gulf and Arabian Sea, with their resultant naval boardings, and remembering that ships had difficulties during the Falklands War with attendant RN/MN liaison problems, I can appreciate the benefits that can flow from this sort of exchange”.

The Navy Reservists reported how invaluable the sea riding was. Masters, officers and crew on the three “S” Class ships were extremely helpful towards ensuring the MTO personnel met their aims and objectives.

Comparing the three voyages, it was pleasing to observe the high standards of health and safety culture that CNCo has, as well as sound operational procedures that were in place. Accordingly, the willingness of the crew of the three vessels ensured that the Navy Reservists were treated well. They in turn enjoyed the hospitality and interaction of the crews and appreciated the assistance, which was exemplary. Personnel reported how the three different crews were welcoming and highly cooperative, which made for a smooth transition into the ships’ routines.

Instrumental towards the MTOs’ merchant vessel insight and familiarisation training was Evan Dines (Port Agent – Quadrant Pacific Limited), also fortuitously a Lieutenant Commander, RNZNVR. It was he who provided advice, gained approval from CNCo and Swire Shipping Group and assisted with planning. Evan’s links to the Navy paved the way for this highly successful programme. Special mention is also in order for The China Navigation Company Pte Ltd Fleet Manager (Chris Wilson) – without his approval, this valuable training opportunity may not have happened.

The Pacific Islands, New Zealand, and North Asia shipping schedule proved the best for selecting short coastal passages which enabled minimal intervention into the commercial operation of the ships. Quadrant Pacific Port Agents in Auckland, Tauranga and Timaru were extremely supportive, displaying high levels of professionalism. Passages chosen varied in length but provided an excellent interaction in order to build relationships, and learn from them.

In closing, this valuable MTO experience, made possible by key personnel within CNCo Singapore, Swire Shipping Group and Quadrant Pacific Ltd, cannot be understated. The generosity of management within both shipping companies is greatly appreciated. Allowing these attachments in the “S” Class ships has definitely brought the merchant service closer to the MTO branch of the Royal New Zealand Navy. In the world we face today, the practical element experienced is a positive move forward.
A half-century of naval helicopter operations in New Zealand will be recognised with an anniversary celebration next month.

It’s been 50 years since New Zealand took delivery of several Westland HAS Mk1 Wasp helicopters, which served on all the RNZN Leander Class frigates over the next 32 years.

Today the naval helicopter operations are supported by No. 6 Squadron’s base, operating the new Kaman SH-2G(I) Seasprite from our ships.

Planned events across September 9 and 10 include a parade at No. 6 Squadron, an informal gathering at Whenuapai and a formal function on Saturday at Devonport Naval Base.

The reunion and celebration is aimed at all past and present Service personnel who have had a connection with naval helicopter operations.

CO of 6 Squadron, CDR Owen Rodger, says the Wasp was great in its day, but the new SH-2G(I) Seasprite is a state-of-the-art modern helicopter.

“It’s a bigger, more capable helicopter, that can be operated off the OPVs, HMNZS CANTERBURY and the ANZAC frigates. With the range of sensors you have, we significantly increase the ship's awareness of what is around her, and this can be done without giving away the ship's position.”

He says the anniversary is a great opportunity to reconnect.

“We're all really busy, and I think we have lost some of that opportunity to get together with people who have gone before, to swap stories, reminisce and share.”

It is also a good opportunity to showcase the squadron today, he says.

“So it’s not just the opportunity to see the old pilots, but also to mix it up with some of those from the fleet today.”

To register your interest to attend the commemorative events email 50YrsNavalHelo@nzdf.mil.nz
“He aha te mea nui. He tangata; he tangata.”

“What is the most important thing? It is people; it is people.”

We joined the Navy in 1955, as writers. We were young Maori women, working in a people-oriented environment requiring discipline and commitment. Bella’s iwi is Muaupoko and Josie’s is Ngati Kahungunu/Tuhoe.

It is not until you are living away from home that family and culture values overcome your individual emotions. This article outlines some of the things we did to address those emotions, and to highlight our “whanaungatanga” as a group.

In 1955, Maori women were well represented across the Navy as cooks, stewards, writers, and signals, etc. They came from different parts of the country, each bringing with them their own strengths, when it came to all things Maori.

With time, these women became expected to perform an item at informal occasions. This article outlines some of the things we did to address those emotions, and to highlight our “whanaungatanga” as a group.

The group also fielded a Maori basketball team, demonstrating the Navy’s flexibility in those early years.

The group initially came together in response to requests at functions, and later at sporting events. When the Maori group was asked to be included in the welcome party for the First Sea Lord’s visit to PHILOMEL in March 1956, it was an honour to be considered. We were excited, but also aware it would be a challenge. We had about six weeks to complete our uniform and practise as a group.

Time frames and resources were limited. Personnel (male) and uniform were high on the list of needs. We mustered up male ratings from ships back in New Zealand and PHILOMEL. Once we had the numbers, we started to practise as a group.

It was from these small beginnings that the group of Maori WRNZNS ratings extended their uniqueness to involve sporting events, by starting with an action song before the game. This was acceptable and unique in its time. We were trying to encourage our “whanaungatanga”.

Below: Wrens perform a Maori action song at a WRNZNS Christmas function in 1955.
For our group item, we stuck to well-known songs, such as “Pokarekare Ana”, “Pa Mai”, as everyone knew the songs and words. Our sessions went well, as we practised together as a group, with our male ratings.

We got piupiu from our community but not enough for everyone. As a result, our male performers wore shorts. The group put in long hours to complete the bodices and head bands.

Once the group was formed and the costumes were under control, we were confident that the group would achieve its objective on the day. The following photos may not reflect the group’s hard work in preparing for the visit at short notice. To this day, the ratings who participated are so blessed to be part of history, and to be able to make a contribution to this magazine. The group did what they had to do, according to the protocol set for the day.

This was how we, as a group, were able to maintain our cultural values in the mid-1950s and, at the same time, grow into an organisation steeped in tradition.

We believe that a contributing factor was the group’s ability to function adequately, without any fuss or pressure, and to draw on one another’s strengths. The group’s motivation was its commitment to kaupapa Maori, and for individuals to sustain their mana, over time. As a result, it brought a lot of joy to those involved.

We wish to acknowledge those who have passed on, and were part of the group. To future ratings, kia kaha.
As far back as 1935, there was concern about the absence of naval radio facilities in Wellington. The RNZAF had already started development at Ohakea, and was looking for a low-cost site to establish its own high-frequency transmitting and receiving station. A decision was made to house both services on cheaper land well clear of built-up areas and away from any possibility of offshore bombardment.

Waiouru also had the advantage of its isolation. Research in the 1930s into radio transmission and reception found that there were two key factors required for establishing an effective radio station. Firstly, the site had to be clear of urban areas likely to cause interference with the signal, and, secondly, there needed to be sufficient flat areas to construct the large aerial system required. Waiouru met both these conditions, and still does. Only the electrification of the main trunk line created concern about interference.

The speed of the Japanese military expansion through the central Pacific led to approval for a joint Naval and Air Force wireless station at Waiouru, within six months of the attack on Pearl Harbor in December 1941. The station quickly became operational by 1942, and provided valuable support to ships at sea for the remainder of the war.

After the end of the war, the Air Force relocated to Ohakea but the RNZN became a permanent feature. On 30 October, 1951, the establishment was commissioned as HMNZS IRIRANGI. Irirangi means “Queen of Song” and was taken from the Maori princess who was noted for her haunting beauty and her voice of mellow sweetness.

In 1971, to distinguish between the establishment’s operational and administrative roles, the administrative side remained as HMNZS IRIRANGI and the Naval Communication Station, or NAVCOMSTA Waiouru, became the operational title.

I first went to Irirangi in ’65 as a Junior Radio Operator, after being posted from HMNZS ROTOITI. As usual, I was on the 4pm train to Wellington. I was dropped off in Waiouru on a very cool morning, with frost on the ground at the station. I waited for about 10 minutes, when a bus arrived and was told to “get in here”. Fifteen minutes later we arrived at the old irirangi and I was deposited in the “wrennery”. There were four bunks per room and the rooms were very cold, with heaps of blankets being the order of the day, plus a heater if you had one. (Brian Henman)

During the years, the establishment, which those with nostalgic memories would later refer to as the Old Camp, was developed, and it grew to accommodate a ship’s company of about 150. In the beginning, accommodation was pretty basic. The buildings lacked insulation, floorboards were bare, and heating was rudimentary. For those who enjoyed the outdoor life provided by the Central Plateau, a posting to IRIRANGI was a delight. For those who much preferred the comforts of civilisation, a posting to this isolated outpost was a sentence to be served until release came in the form of a posting back to Auckland, Wellington, or back to sea.

After a few years of operating as a self-contained RNZN establishment, it was decided that, for financial reasons, support for IRIRANGI would come from the Army. Plans were made to take up occupancy in the Treasury Barracks inside the Waiouru Military Camp. The relocation of all accommodation and support to the
Life was very simple – keep your nose clean and they left you alone. Cock up and the first rule was off to the wood pile to cut wood to keep all the messes warm. It didn’t seem to matter what the charge was, everyone ended up in the wood pile either swinging an axe or using the saw. (Brian Henman)

Waipoua Camp was completed by 1973 and, with the exception of the old cell block and QM’s lobby, which became the Sports and Social Club, the old camp was demolished.

During the 1970s and early 1980s, little had been done to upgrade the operational facilities at the receivers site or the transmitters site. The old wooden buildings showed their age, and much of the equipment had been well and truly overtaken by new technology. By 1980, it was increasingly evident that funding would need to be found. In the early 1980s, a major revamp of the aerial farms was undertaken, with the installation of a number of rotatable directional aerials.

The construction of a replacement for the old Transmitters building commenced in September 1986, with work completed in February 1987. The construction of the new receivers building began in January 1989 and it was commissioned in August 1990. The final phase of the upgrade project was to enable all the transmitters and receivers to be operated remotely from within the Devonport Naval Base. This was completed in 1992. In 1993, HMNZS IRIRANGI was decommissioned, and the ship’s company departed.

The story of IRIRANGI is not just one of operations and history. It is also about people. During the years, sailors were posted to a place about as far from the sea as it is possible to go in New Zealand. The land was inhospitable, and could be cold.

The nearest neighbours were sheep farmers. Life was not easy, being a small operational unit immediately next door to the Army’s primary training establishment. But it had its positive sides. For every member of the ship’s company who couldn’t wait to see the place in their rear-vision mirror, there was another who couldn’t wait to get back. There was a special camaraderie, born, perhaps, out of adversity.

During its life, IRIRANGI played a big role in the local community. Relationships with the locals were always good. While the local farmers enjoyed grazing rights on the aerial farms, members of the ship’s company made the most of opportunities to get out of barracks and enjoy farm life. IRIRANGI was awarded the Freedom of the Borough of Ohakune and every year, on Anzac Day, the ship’s company marched through the streets on display to the local population. IRIRANGI sports teams made themselves well known and they enjoyed considerable success.

At a dinner held to celebrate 50 years of naval wireless at Waiouru, a local farmer, the late Alan Cozens, was asked to speak on behalf of the community. His speech was a tribute to IRIRANGI and the people who had served there in war and peace during five decades. Alan’s words provide a fitting epilogue to this proud record.

The local inhabitants soon got used to seeing naval uniforms among the tussocks and learned quite quickly about naval customs. Taihape people weren’t too happy about the regularity with which bicycles disappeared from the town and were later found in the vicinity of the camp, but it was the easiest way home when the liberty bus had gone. The sailors learned a lot about the practical side of farming. They made hay, stooked oats and docked lambs. They baby-sat. They went rabbiting and deer stalking, they repaired farm machinery, and, in turn, they educated the locals, who quickly came to terms with matters like the QM’s lobby, the quarterdeck, tot time, going ashore, the mysteries of the ringing of the ship’s bell, the difference between the wardroom and the senior rates mess, and so on.

And now, after 50 years, the establishment bows to modern technology. The White Ensign will lower for the last time and Irirangi’s long commission will come to an end. I guess the ZLO callsign will still be heard around the world but those who have lived through it all will miss the companionship and friendship of the Navy and its contribution to life in the wider field beyond the ship’s gangway.

It will be the end of an era. But then, that’s what service life is all about. You arrive, you serve and you move on. (Alan Cozens, local farmer, 1993)

Off-duty hours would see you off to Taihape, Raetihi or Ohakune or you had to put up with the Oasis in Waiouru. If you stayed in the camp you had little to do apart from television and billiards. Mind you, we got up to the odd skylarking with the galleys trays and going down the snow-covered slopes behind the camp. I met my wife in the Gretna Hotel in Taihape and eventually proposed to her in the top after-hours bar. (Frank Lewis)

A particularly nosy petty officer radio supervisor developed a habit of leaning over the shoulder as the operator was taking a message. It happened to me twice, which resulted in me indicating in no uncertain terms that not only was it annoying but distracting as well. While endeavoring to receive a particularly difficult, weak signal, the dreaded “breathing down the neck” began, and in total frustration and a fit of temper, I threw off the headphones, tipped over the operators chair and stood ready to deliver a blast to the culprit, only to be faced with a two-year-old black Angus on a halter held between two comms operators. (Brian Henman)
A rousing Kamate haka kicks off as Captain Cook sets foot in New Zealand. That switches to a version of Greased Lightning as the virtues of New Zealand’s first warship, the weary HMNZS PHILOMEL, are extolled.

New Zealand entertainment icon Mark Hadlow and playwright Gregory Cooper are touring New Zealand with The Navy Players’ production of Siemens presents: The Complete History of The Royal New Zealand Navy (abridged), the creative showpiece of the Navy’s 75th anniversary project this year, Operation NEPTUNE.

Navy Today was invited to Auckland last month to capture a rehearsal of the play and the Players’ children’s pantomime, Commander Claire and the Pirates of Provence.

The Complete History runs from Captain Cook to the present day in about an hour and a quarter. On the way William Edward Sanders’ encounter with a German U-boat is delivered entirely in jackspeak. WWII features the Battle of the River Plate, with a hilarious comparison of gun sizes between the ADMIRAL GRAF SPEE and HMS EXETER, AJAX and ACHILLES, before the German raider is brought down to size.

The 1947 Devonport mutiny over pay comes next, then an episode of Navy: This is your Life with Sir Bob Parker (emphasis on “Sir”) covers the dramas and triumphs of the Navy to the present day.

In the pantomime, Mark Hadlow’s daughter Olivia enjoys her theatrical debut as Commander Claire, who prompts plenty of boos, cries of dismay and cheers as she prevails against French pirate Captain Langlois (Zak Enayat) and his insane rooster Napoleon – with the help of the audience, of course.
During the war, and immediately after, the known location of New Zealand prisoners of war was very uncertain. The Japanese had little interest in providing information about the POWs because they considered them as dishonoured soldiers. As a result the Japanese cared little about their living conditions, and until the prisoners were sequestered in formal POW camps in Japan proper, the Japanese rarely acknowledged their presence. Prisoners who were held in the Philippines, Malaya, Java, Borneo, and other islands in the South Pacific were considered as being held in temporary confinement until transferred to the POW camps in Japan, so accounting for prisoners’ details and whereabouts was not deemed necessary.

Also, because Japan considered these territories as liberated and not conquered, Red Cross officials were not allowed to go and visit these camps.

The Navy Museum has identified 26 officers and 38 ratings who were captured by the Japanese during the Second World War. The museum believes at least 31 were held in POW camps in the East Indies. Many came from the fall of Singapore or the sinking of HMS EXETER.

It is possible that the flag came from one of these returned prisoners. Given the privations of the Japanese POW camps and the way men were moved around it is a miracle such an object has survived.
USN Midshipmen Ben Lovejoy and Patrick Miller participated in this year’s Midshipman Exchange, and were lucky enough to deploy to the South-west Pacific, as part of the HMNZS Otago ship’s company. They spent time working with all the departments on board, and they share some of their highlights:

During our short stay aboard the HMNZS Otago, we have been immersed in the culture of Royal New Zealand Navy. The family-like atmosphere aboard the Otago took us by surprise, and our month aboard has been one of the most memorable experiences of our naval careers. The ports that we visited and the people we have met along the way have shown us the unique culture of the South-west Pacific.

During our time with the Otago, the Commanding Officer, LCDR Sorensen, and the rest of the crew have gone to great lengths to give us the full experience of the Royal New Zealand Navy. From late-night watches with ENS Peters and ENS Slierendrecht, to long days in the galley with Leading Chef Thomas and his crew, we have been shown the hardworking nature of the Kiwi Navy.

In addition, we have been shown how the RNZN likes to have a little fun every once in a while, through activities such as bucket ball on the flight deck or cheering on the All Blacks as they crush the Welsh. We have thoroughly enjoyed our time aboard the HMNZS Otago, and we look forward to future experiences with the Kiwi Navy during our naval careers.

“One of my best memories on board the HMNZS Otago was an RHIB (rigid hull inflatable boat) ride into the small country of Tuvalu. Being from a small town in Maine, I never thought I would ever go to a small atoll in the South Pacific, let alone get an RHIB ride into the city of Funafuti.” – MID Lovejoy

Above: MID Miller (left) and MID Lovejoy with Prime Minister John Key.

Making sure that support is available for all those affected by tragedy is a focus of New Zealand Defence Force Casualty Support Manager Yvonne Walden.

“There is a ripple effect of tragedy – not just those at the very centre, but also think about the impact on colleagues, bosses, friends, etc,” says Yvonne, who started the role in November 2015 and is based in the Wellbeing Directorate.

She has an extensive background in social work in one form or another, spanning almost 40 years. Most of that time was spent in Britain, where she worked as a Force Welfare Officer for the Greater Manchester Police, in casualty cell management for the Royal Navy, working with personnel deployed to Iraq and Afghanistan, and for the Royal Air Force, which included six months in an operational theatre in the Falkland Islands.

She works in the NZDF framework of KIWI (Killed, Injured, Wounded, Ill) but, sadly, the bulk of her work so far has been in the Killed area, because there have been 10 deaths since she started.

Yvonne, who has an extensive background in social work, is working on four handbooks, on: A Guide to Entitlements, Benefits and Services – how NZDF will support you and your family following an incident (available on the HR toolkit); Death of an NZDF member – a handbook available to all commanders and managers; A Family Bereavement guide; and an NZDF Casualty Liaison Officer guide (when a service member has died).

“Every role does is about keeping the person at the centre of everything and doing what needs to be done at their pace,” Yvonne says.

“It is important to get the services and support right for those at home so that operational effectiveness is maintained. “There has to be trust that, if the very worst happens, those delivering the support to those who need it have all the resources and advice they require.”

Training is being developed for Casualty Notification Officers (CNO), Casualty Liaison Officers (CLO) and Family Liaison Officers (FLO), based largely on Yvonne’s experience gained from her roles in the Royal Air Force and Royal Navy.

Should there be a death, Yvonne is also available for telephone consultation if the commander/manager, CNO, CLO or FLO need assistance.
Te Wiki o Te Reo Maori (Maori Language Week), was a successful campaign held at Te Taua Moana Marae (Navy Marae) from July 4 – 10.

This year’s theme was “Akina Te Reo”, which supports, inspires and encourages people to use Te Reo Maori. In 2016, Te Taura Whiri i Te Reo Maori (The Maori Language Commission) utilised 50 Maori phrases. In response, the Navy Marae staff promulgated RNZN announcements with daily kupu (words), rerenga korero (sentences) and whakatauki (proverbs). These were relatively simple to use, even for those with little or no grasp of Te Reo.

Although Maori Language Week is an annual event, the Navy Marae is a permanent capability, where RNZN personnel and manuhiri (visitors) can promote Te Reo Maori, raise language awareness and encourage the use of it every day, week and month of the year.

This year, the Navy Marae hosted a diverse range of kaupapa (events) that were widely advertised in HMNZS PHILOMEL Dits and posters around the naval establishment. Some of these kaupapa consisted of mahi raranga (flax weaving), taonga puoro (traditional Maori instruments), ta moko (traditional Maori ink) and kaikaranga (female calling) wananga (training courses).

These wananga were thoroughly enjoyed by all, and it enabled attendees to increase their basket of matauranga (knowledge) and pukenga (skills).

These wananga are open to all RNZN sailors and civilian counterparts and will continue to run in 2017 and beyond. Marae staff look forward to next year’s kaupapa and your attendance.

If you have any great ideas, please feel free to contact your friendly Marae staff.

He taonga te aroha ki te tangata, goodwill towards others is a precious treasure.
MA Max Neustroski says he would like to have a bit more Navy company when the Twin Peaks Battle TAB race comes around again.

AMA Neustroski placed second in the gruelling Dunedin-based 26km endurance event last month, pitting individuals and teams from the tri-services across some hefty climbs and drops.

The event, which took in 48 individual runners and 17 teams from all three services, winds its way up and down the hills behind Dunedin, with wind, rain and the occasional snow flurries adding to the slog.

AMA Neustroski says it was “testing, really testing, running through all the elements out on the track. It was good, but I would like to see a few more Navy personnel doing it next year, as we only had four out here this year. This was my second year. Last year I did it as a team, but this year I took up the challenge of running as an individual and I was pretty stoked with the result.”

It was that last climb up to Check Point 4, high on the Swampy Summit track above Dunedin, where the winner of the Individual Men category, MAJ Albie Rothman, OC Wellington Company, 5/7 RNZIR, powered ahead, putting nearly seven minutes on AMA Neustroski.

All three runners agreed that, although it was cold, it was actually great running weather. “It was a proper challenge, as it was pretty gruelling but the conditions were good and I love this course. It’s been really good to me,” says MAJ Rothman. This was the second time he has raced here, going one better than his second place on his first attempt in 2015.

LAC Nicholas Bunting, RNZAF, placed third.

“We had been running as a group of three for most of the race, feeding off each other and no one was keen to make a break until that last big climb at the bottom of the gravel road, and then they just took off on the long climb back up to the summit and left me. That’s when I knew I would be third again,” he says.

Most teams showed a brave face to the assembled group of support staff and VIPs at the finish line at the top of Booths Road, with some forming into two files to cross the line as a team, but the pain and exhaustion was evident on their faces after more than four, five or even six hours of hard effort.

Event lead planner SSGT Gareth Manson, Cadre NCO at Bravo Company 2/4 RNZIR, says momentum has been growing for this prestigious event since it started in 2002.

This year there were 250 people competing, up 50 from last year,” he says.

He added that this year’s event, though wet and cold with a strong southerly blowing over it, “was a lot better than last year’s snow”.

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Left: It was a tri-service trifecta at the finish line as the fastest three Individual Men runners met. Third-placed LAC Nicholas Bunting, RNZAF (left), is greeted by second-placed AMA Max Neustroski, RNZN, while winner MAJ Albie Rothman 5/7 RNZIR looks on.
A sailor has been praised for his courage in staying calm and raising the alarm after being confronted and abused by thieves who stole a handbag.

OET Joshua Boer, while on his way to the ferry terminal in Auckland, saw a woman snatch a handbag from another woman on Queen St.

He told the victim he would give chase, and pursued the thief down an alleyway, while calling the police on his phone.

However, the thief was joined by friends, including four men, who confronted OET Boer when they realised he was on his own, demanding to know who he was calling.

“My mum,” he replied. “What does it matter to you?”

He retreated when the group became abusive, but took up the chase again, relaying the information to the police operator as he spotted the group entering a mall.

The men rounded on him again, shouting obscenities.

“One of them approached me and pushed me, that way people push you to try to scare you.

“I thought to myself, ‘I’m in the Navy mate!’ And instinctively found myself pushing back, with what ended up being quite a bit more force than my attacker. He stumbled backwards and fell on to his back.”

The police arrived, and OET Boer identified himself as his attackers disappeared into the crowd.

They were rounded up moments later.

OET Boer assisted police in the identification of the thieves, who attempted to attack him while he was in the back of the patrol car.

HMNZS PHILOMEL’s XO, LT CDR Kerry Tutty, says OET Boer showed “incredible bravery” in a dangerous situation.

“This is very much aligned to our core value of courage.”

A VOICE TO MANY

Navy chaplain Michael Berry, 35, is hitting the senior ranks of the Auckland Anglican Diocese in becoming an Archdeacon.

Mr Berry, who was formally a vicar of St Heliers, will be commissioned at the Synod Eucharist on 1 September as the Archdeacon for the southern region of the diocese.

“Archdeacons are a part of the Episcopal team (Bishop’s team) and assist the bishops in providing oversight and leadership within a region of the diocese – in this case to the 35 Ministry Units (parishes) in the lower half of the diocese (from Central Auckland to Coromandel),” he says.

His relative youth for an Archdeacon has been remarked on, he says.

“I was ordained when I was 23 though, and was Vicar of a reasonably large parish at 25, so it’s been a bit of a theme.”

He told newsletter The Anglican that “along with the hopes and desires of the Episcopal team and the Bishop it will be important to get to know what parishes want from me”.

“We are all trying to do the same thing – being faithful to God and we all respect Scripture and a love of God but we all do it in different ways.”
By LT CDR Jennie Hoadley

Year 13 students from a Lower Hutt school were kept in the dark about what their leadership programme entailed – until dawn broke on a cold, wet and windy day at Trentham.

The Chilton St James School students were taking part in a leadership development day in June, run by members of the New Zealand Defence Force, as part of the Recruiting Ambassador Programme.

When they arrived at Davis Field, none of them knew what the day held in store for them, because the programme had been kept secret.

Ahead of them were a variety of physical and mental team challenges, all in unfamiliar settings, designed to encourage the girls to think about their own leadership styles and those around them, plus exploring how they interacted with each other.

They were formed into five groups and assigned their “mil pers” [military person] for the day.

After a short military–style briefing in the Davis Field clubrooms, the teams launched into action.

They undertook five tasks where their teamwork, group dynamics, reasoning skills and physical strength were soon put to the test.

Different tasks challenged different team members, and strengths and weaknesses of the group were tested by the time constraints, weather, heavy equipment, group decisions and tricky tasks.

Some tasks were achieved and some were not, and all offered valuable learning experiences. Facilitators kept to one side and stepped in only to answer questions or to check safety, but captured observations for the reflection sessions, where students were able to discuss their team’s and their own performance.

In between tasks, groups came together for team challenges. These included how many down-ups the group could achieve in three minutes, rolling a log across Davis Field in a prone position, spelling “New Zealand Defence Force” and “Chilton Saint James School” backwards, relays with tennis racquets and more log transporting up and down the field.

The placings in these challenges determined the amount of equipment (issued at the start) that teams could exchange, with the idea being to get rid of all of the equipment.

These challenges were a lot of fun and hotly contested, and one team managed to win several challenges and pass all their gear off to other groups.

The Tank Hill Challenge came after lunch. Teams had to carry a stretcher and two full jerry cans up Tank Hill and back, staying within three metres of the stretcher at all times.

This was a tough challenge that pushed the physical ability of some students, but everyone completed it successfully in a very respectable time.

The day concluded with individual feedback on what they did well and what they could improve on.

This was where the magic of the day was – the chance to have a really good conversation with team mates about themselves and how they are perceived, and what they could do “more” or “less” in order to be their best selves.

The day finished on a high with final observations from the staff, then the tired, muddy, smiling girls caught their bus back to Lower Hutt with a lot of new experiences and insights under their belts.

The girls gave their all to the day, with everyone working hard throughout, and making the most of this opportunity.

The facilitators were very impressed with the enthusiasm, perseverance, resilience and comradeship shown by the girls.
HONOURING 100 YEARS

Would you like to be part of The Last Post service at Pukeahu War Memorial in Wellington?

Last month nine-year-old William Dungan, 9, Eastbourne, put his name forward to read the Ode to the Fallen in front of the Tomb of the Unknown Warrior, accompanied by his father, Roger.

The Last Post ceremony has been conducted daily at 5pm since Anzac Day 2015, and will continue to Armistice Day, November 11, 2018.

The commemoration marks 100 years since WWI. Each month a different NZDF service takes charge of the ceremony, with August being the Navy’s turn.

Mr Dungan says the service was timely as they were about to head to Paris, where he will take up a role with the Ministry of Foreign Affairs and Trade at the New Zealand embassy.

“William’s great-great grandfather William Iredale fought at both Gallipoli and the Somme,” says Mr Dungan.

“We saw this as a nice way to mark the sacrifices he made and the strong links between New Zealand and France.”

He says he “sort of dared” William to read the English version of the ode if he did the Maori version.

William says he was “kind of nervous” because it was something new to him.

“I thought I did it well.”

Individuals and groups are encouraged to participate in these ceremonies, with the roles of the bugler and ode reciter open to any member of the public.

You can find out more at www.mch.govt.nz/last-post.

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New Zealand Defence Industry Association (Nzdia) Annual Forum

Where: Viaduct Events Centre, Auckland, New Zealand

Dates: 16-17 November 2016

Theme: Shaping the next 75 years – Investing in New Zealand’s Future Security

Attending will be senior members of the NZ Defence Force, Ministry of Defence, Industry, Government and International Delegations. This year’s forum is timed to coincide with the 75th Anniversary Celebrations of the Royal New Zealand Navy. Please plan early to attend and be part of this important event. Further details: www.nzdia.co.nz

Email: contact@nzdia.co.nz

Women’s International Shipping and Trading Association: invitation to RNZN military and civilian women

The New Zealand branch of the Women’s International Shipping and Trading Association (Wista) was formed in 2014 to provide networking and educational opportunities for the women in the shipping and trade sector. WISTA has branches in 36 countries around the world (see www.wista.net). Membership of Wista New Zealand is open to women in executive roles within shipping, logistics and trade, as well as those aspiring to management positions.

The next event will be held on 11 August 2016; the topic will be: “What skill sets and capabilities will people need to be successful?” Functions are typically free for members and $35.00 for non-members. For more information: contact Wista President, Barbara Versfelt, on: 021 783 788 or president.wista@lojo.co.nz

Long Time No Sea Reunion

Auckland May 26 to 28 2017, venue TBA

We invite all ex-Navy and serving members, including partners to attend and continue the traditions born in Alice Springs, 2005.

Further details: Ken Johnston, Secretary, ken.johnston77@bigpond.com and Kel Kershaw, Chairman, kelvin.kershaw@hotmail.com

RNZ Reunion of May 1967

Did you join the RNZ in 1967? A 50th reunion is being planned and we want to hear from you.

Further details: https://www.facebook.com/groups/1653471588198016/ or search for RNZ-May 1967 or telephone New Zealand 0272083661.

BCT Intake 1/1972

All BCT’s joining the RNZN in January 1972 are welcome to attend our 45th reunion celebration on Saturday 21st January 2017.

Venue to be confirmed but probably Mt Maunganui/Tauranga.

Please contact: Barry King bjking@xtra.co.nz for further details.

JACKSPEAK—NAVY SLANG

ANCHOR-FACED: Someone, usually an officer, who lives and breathes the Navy, even when retired.

DANDY FUNK: Obsolete name for a kind of pudding or cake made of crushed ship’s biscuits, mixed with molasses and water, and then baked.

DOOFER: A catch-all expression for anything that can’t be described instantly or accurately.

FREEDOM BIRD: Any plane taking you home from service.

HANKY PANKY: Old name for brandy and ginger wine.

LONG SHOT: A shell, fired at extreme range, with little chance of scoring a hit – but considered worth a go.

MIDDLE: The middle watch, the least favoured.

NUTS AND BOLTS: Lamb stew – with small bones still in the meat.

SCRAMBLED EGG: The gold wire braid on a senior officer’s cap.

TABLETS OF STONE: Something immovable in terms of policy, as if handed down like the Ten Commandments.

WELL DECK: Upper deck, midships.
Two theatrical shows written by Gregory Cooper, playwright for MAMIL, That Bloody Women, Streaker, and The Complete History of New Zealand (Abridged)

THE COMPLETE HISTORY OF THE

ROYAL NEW
ZEALAND NAVY

COMMANDER CLAIRE AND

THE PIRATES
OF PROVENCE


PLAYING ACROSS NEW ZEALAND FROM AUGUST TO NOVEMBER 16

See nznavy75.co.nz

We would like to thank our Operation NEPTUNE sponsors for their kindness and generosity, in particular, our Presenting Partner, Westpac