TE KAHA RETURNS HOME

EXERCISE TALISMAN SABER

SERVING THE GOVERNOR GENERAL

TE TAU A MOANA - WARRIORS OF THE SEA
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**DIRECTORY**

Published to inform, inspire and entertain serving and former members of the RNZN, their families and friends and the wider Navy community.

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**COVER IMAGE:**

Light armoured vehicles off loaded from HMNZS Canterbury onto the Townsville port in Australia, in preparation for Exercise Talisman Saber.

PHOTO: LAC DILLON ANDERSON
Valued for our work

July’s Navy Today heralded a series of articles on the RNZN’s successful naval combat ships of the Anzac Class. Last month, towards the end of its deployment, HMNZS TE KAHA celebrated the 20th Anniversary of her commissioning. At twenty years old our Anzac ships and Ship’s Companies have served the country from the Arabian Gulf, Asia to sub-Antarctic waters. This month’s article on the Anzac Class comes from the Commanding Officer of TE KAHA, Commander Steve Lenik, who has had first-hand experience with the ease of interoperability our frigates have with our partners. In September the next article on the Anzac Class comes from the Hon Max Bradford who was Minister of Defence when the ships were introduced into service. He was a keen proponent of getting a third frigate. His insights into the value that these ships bring, and the political dimension of warship acquisition, is illuminating.

As mature ships, their capabilities have provided good value over the past twenty years but are now in need of reinvestment. The Frigate Systems Upgrade will see the ships equipped to remain the credible force we need to provide the government with the mobile, maritime combat capacity it needs in the coming years. In an upcoming article, Captain Andrew Watts will discuss the Future Surface Combatant Replacement, and the opportunities and challenges that await us in the race to have new ships delivered as envisaged by the Defence White Paper.

Speaking of TE KAHA, last week the Minister of Defence, the Honourable Mark Mitchell, and I visited the ship on her last night at sea after being away for just under six months in south-east Asia. Her deployment proved our ability to raise, train, deploy and sustain a complex mission and achieve a wide range of objectives. Recent editions of Navy Today have catalogued the ship’s progress and the Ship’s Company’s adventures. What has not been recounted is the large amount of feedback we have had as a result of the deployment. The accolades have come in from embassies, other navies, ambassadors, admirals and politicians who have all valued our contribution to regional security, and demonstrate TE KAHA’s commitment to achieving a challenging military diplomatic and conflict prevention operation.

Similar tributes have also flowed in regarding HMNZS HAWEA’s work off Fiji. With over 250 boardings under her belt, many infringements detected and her reputation building, the IPv has been protecting New Zealand’s interests from the sea by protecting the maritime interests of our neighbor. There is no doubt HAWEA and the ship’s support team is building a new level of interoperability, trust and comradeship between the two defence forces. It will be a key enabler of future operations.

Recently we have celebrated the 20th Anniversary of the establishment of the role of the Warrant Officer of the Navy. Starting with WOCEA Colin White in 1997, a total of eight warrant officers have filled the role, strengthening the communication between all ranks, safeguarding our values and calling on us to stand up and be counted. Each of them has added value, improving our leadership teams and building on the credibility of those who have gone before. They have been particularly demanding of our adherence to our values. Now twenty years on, the value that the WON adds to the naval service only grows.

As a Navy, there are some exceptional examples of our core values in action every month. The comradeship and support shown after ASA Tua went missing in Samoa earlier this year, and then at his memorial was inspiring. When TE KAHA returned home from her deployment, the bond between service members, the commitment and support from and for the wider naval family, and the joy of homecoming was clear. Each week, the PHILOMEL Good Sorts recognises the actions of our people in the community. As you can see, there is a lot to be proud of and I for one am humbled to see and hear of the ability and professionalism demonstrated by our naval people on the world stage.

Yet for all these good examples of our people conducting themselves impeccably, there have been occasions where our people have acted in ways that undermine the naval service and are against the values that we hold dear. Our values and ethics define us as a Navy – its how we are judged by our shipmates, the Defence Force and all New Zealanders. Over the next few months, WON Wayne Dyke will visit our ships and discuss with the Ship’s Companies our values and the need to stand up and defend our Navy from those of us who seem determined to undermine it. Now is a good time to remind ourselves what we stand for.

Yours Aye,

Chief of Navy
Over 700 friends and family eagerly awaited the return of their loved ones as HMNZS TE KAHA returned home to Devonport Naval Base after 171 days at sea, having visited 10 countries and travelled 32,551 nautical miles.

By Andrew Bonallack

In the vicinity of Whangaparaoa Peninsula, HMNZS TE KAHA lingers as the ship is made ready for its welcome to New Zealand, back on 28 July after nearly six months on deployment.

In the junior rates mess, sailors visit in groups armed with their passports and completed arrival cards, like returning citizens at an airport. “Nothing to declare, no food in your bags?” ask the Ministry for Primary Industries officers, while Customs Officers stamp the passports. An MPI officer says souvenirs, particularly from Asian countries, can be problematic. “When you go to overseas ports, you look for souvenirs, something that says you’ve been there.”

Above: The crew of HMNZS TE KAHA cheer as their Seasprite helicopter says farewell.

Left: LSTD Ane Pahulu is reunited with her six-year-old daughter, Bessie.

Below: LTCDR Tuijo Thompson, TE KAHA’s executive officer (centre), is among the crew returning the haka.
PORTS VISITED:
1. Devonport  Feb 7
2. Melbourne  Feb 13
3. Exercise Ocean Explorer  Mar
4. Jakarta  Mar 27
5. Manila  Apr 5
6. Da Nang, Vietnam  Apr 13
7. Singapore Exercise Bersama Shield  Apr – May
8. Sabah, Malaysia  May 22
9. Qingdao, China  Jun 2
10. Busan, Korea  Jun 9
11. Exercise Pacific Guardian  Jun 15 – 18
12. Tokyo  Jun 19
13. Guam  Jun 27
14. Nimitz Carrier Group  Jun 30
15. Singapore  Jul 6
16. Cairns  Jul 16
17. Devonport  Jul 28
And they think it’s all right, but it might be elephant tusk, or wooden items. But these guys are okay. The POs and Chiefs tell them what they’re not allowed to have.”

On the flight deck, the Seasprite flight crew are getting ready to return their helicopter to 6 Squadron. Both flight commander Lieutenant Commander Christian Robertson and pilot Lieutenant Sam Williams describe working with a Carrier Strike Group, and carrier USS NIMITZ, as a career highlight. “It was a bit surreal, it’s like landing on a small airport, surrounded by 10’s and 10’s of jets and helicopters,” says LT Williams. LTCDR Robertson said it was an amazing opportunity. “We integrated into their force protection umbrella – when they had their helicopters up, we were also up. They asked for us and incorporated us into it. That’s historic.”

Below decks, Ordinary Chef Melissa Kurylo had been hoping to be home for her 20th birthday, and she’s just made it. Her birthday is today, and her mum, dad, sister and aunty will be waiting to greet her. “It’s been great seeing these different countries, but it’s been hard work. I managed to finish my task book.” It was her first deployment after completing her training last year, and she was flown to Singapore to join the ship. “This is definitely what I signed up for. But I really wanted to be home for my birthday, I missed everyone else’s.” She stayed in touch by buying a cheap SIM card at every port, and using her half-hour ration of ship’s wifi each day. Twin sisters and ship’s stewards Petty Officer Steward Junior Pahulu Junior and Leading Steward Ane Pahulu are expecting a big family turnout. LSTD Pahulu is a solo mother and her six-year-old daughter Bessie has stayed with the sisters’ parents. The pair joined the Navy 10 years ago and this was their first time on the same ship. LSTD Pahulu is the oldest by only 15 minutes but in her family, hierarchy is everything and minutes count – except at work, where POSTD Pahulu Junior outranks her. “I’m the boss at home,” says LSTD Pahulu. It was heart-breaking telling her daughter she would be
away for so long. “I told her, mummy is going to China. She had a moan, but then all the world’s toys are made in China.” During phone and FaceTime conversations, Bessie would fire questions at her. “What are you up to, when are you coming home, can you buy me this, are you in China yet?”

Lieutenant Commander Tuijo Thompson, the ship’s executive officer, says many of the Ship’s Company “will be looking forward to the ordinary” for their leave. “People don’t plan to do the exceptional. What is ordinary for families on shore is exceptional for us. We’re looking forward to personal space. Lie-ins. For many, it’s simply cooking for yourself – there’s a certain sense of freedom in cooking your own dinner.” He says the ship’s own official Facebook page, a first for the Royal New Zealand Navy, allowed a culture of inclusion and support for families in what TE KAHA did in that time.

Commander Steve Lenik, TE KAHA’s commanding officer, says he is very proud of the sailors. “Some of them weren’t even born when TE KAHA was commissioned, and to see them grown into professional sailors made me really proud. They understand what we do, in advancing New Zealand’s interests, and they do it with strength of character, resilience and passion.” It was also a proud moment to be involved with the Carrier Strike Group. “You hear so much about them, their capability, and to be up close and personal with that, it was just awe-inspiring. The Americans were absolutely amazed by our camaraderie aboard TE KAHA, and that opened them up to being friendly and trusting of us. They are very professional in their work, and their passion in what they do came across.”

As TE KAHA rounds North Head, it is easy to see the crowds at Devonport. 17 guns are fired from TE KAHA, to acknowledge the Chief of Navy, with Devonport firing seven guns in return. Around 700 relatives and friends move to the wharf to wait. Sailors on board, standing along the starboard rail, can’t resist a wave as faces start getting recognisable among the placards and signs. CDR Lenik and LTCDR Thompson join in the ship’s haka, returning the haka from shore. The CO is the first one ashore, and his embrace with his family starts the exodus, as sailors reunite with their loved ones.

Ange Dixon, mother of Leading Electronic Warfare Specialist Chelsea Dixon, had told her daughter to look out for a large Welcome Home placard. “It’s fantastic to see her,” she says. “We’ve missed her so much. We don’t really worry. She’s got a neat bunch of friends, and a good crew.”

Below: CPOMAA Clinton Hemopo embraces his two daughters, Hinerangia, 13 (left) and Maia, 12.

TWO CAKES – 20 YEARS APART

On 22 July this year HMNZS TE KAHA celebrated 20 years since her date of commissioning in Auckland, on 22 July 1997.

The birthday cake cutting, performed by TE KAHA’s commanding officer, Commander Steve Lenik and the youngest sailor on board, AEWS Bella Adamson, capped a day of celebrations aboard TE KAHA, with her Operation CRUCIBLE deployment nearly complete.

20 years earlier another cake was cut at Auckland waterfront, with the youngest crewmember at the time, Able Steward Hayden Fenemor, 18, sharing the sword.

“Wow, I looked young,” says Petty Officer Fenemor today, after Navy Today forwarded him the photo. Now a military policeman, POMP Fenemor says he had previously served on WAIKATO after joining the Navy aged 16 in 1995. He helped bring TE KAHA over to New Zealand from Melbourne. “It felt like it was a bit of a privilege, as a selected crew bringing a new ship to New Zealand. They wanted a good crew on her.”

A big difference between TE KAHA and a Leander-class frigate was the crew numbers, he says. Going from a crew of 250 to around 180 means more shared tasks. “On a Leander, the leading hands were supervisors, but on an Anzac, they were working supervisors, quite hands-on.” Crew had different “hats” to wear, he says. As a steward on a Leander, his only responsibility was the mess and wardroom. On an Anzac, he also did watchkeeping, and seamanship evolutions. “There was more variety in your work.” The Anzac ships were more compact, with smaller mess decks, but the accommodation was modern, unlike the fold-down bunks on a Leander. The showers had closed doors.

What especially stands out for POMP Fenemor was Anzac frigates did not do a “Flats Blitz”. A Leander frigate required four to five hours of waxing and buffing decks prior to a port entry – with a Leading Hand supervising, he says wryly. “On the night coming into port, you’d strip all the wax off, put new wax on, let it dry, and buff it. There would be cardboard sheets everywhere. You’d work through to one in the morning. It meant the ship looked clean.” The Anzac frigates made use of commercial cleaners, which ended the practice.

Top left: ASTD Hayden Fenemor cuts the commissioning cake with Lin Streeflkerk, the wife of TE KAHA’s commanding officer, CDR Steve Streeflkerk.
Top right: CDR Steve Lenik and AEWS Bella Adamson cut TE KAHA’s 20th birthday cake.
Our Chief of Navy has pointed out (Yours Aye, NT issue 211, June 2017) that New Zealand’s economy has never been more reliant on the sea than now and that the resources in our huge EEZ have never been more valuable.

“New Zealand may be situated ‘just north’ of Antarctica” he wrote, “but our trade and familial ties, economic relationships and security concerns mean we have national interests that transcend geography and need to be advanced and protected.”

And that is what our Navy does: our ships and aircraft demonstrate our commitment to protect the international framework of laws that allow New Zealand to enjoy economic prosperity through the free flow of trade and information that comes to us via that truly great global communications network – the sea.

But we have enjoyed the benefits of freely using the sea for so long that often people take it for granted. One of our responsibilities as kaitiaki of the sea is to explain our role, demonstrate our capabilities and apply our skills so that our nation as a whole understands and supports our existence.

Which leads us to maritime doctrine (a forbidding phrase, admittedly), which is the agreed expression of the whys and wherefores of our Navy – why it exists and why and how we use the many and various capabilities we have.

Our current maritime doctrine dates back to 1997 and some readers may have copies of the booklet our Navy published twenty years ago. If you do take a look at it, much of what was written then remains valid, but obviously two decades on, and with the rise of (among other things) international terror on land and at sea, there is much that needs updating.

So it is timely to review and refresh our Navy’s doctrine. A team under Captain Karl Woodhead and Commander Jon Beadsmoore has been working on the project and a contractor, Commander (rtd) Richard Jackson, has been engaged to edit the overall publication. We intend to have the doctrine in its final form by October, but before then there will be workshops and meetings to engage the wider Navy and other stakeholders with our doctrine development.

You are encouraged to think about how our doctrine impacts upon your area; you can also take a look at the Joint Doctrine website and you are welcome to get in touch with the:

Director Seapower and Warfare, CDR Beadsmoore
JONATHAN.BEADSMOORE@defence.govt.nz

“Why does New Zealand have a navy?”
It is beyond dispute nobody wants a vital component of a ship’s system to fail. At the absolute worst, it could entail injury or loss of life, damage to or loss of a ship, or significant damage to a marine environment. But how are these vital components identified? And is there a clear chain of evidence attached to these items, so we can be confident these components get the care, attention and maintenance they require? The Navy have contracted Beca Ltd to undertake and manage a Certified Items Management Project, after the Seaworthiness Board determined improvements were needed to the current policy and process for Certified Items (CI). The project started in October 2016.

Certified items are items that typically pose the greatest risk should they fail in operation; a few examples are lifesaving gear, lifting gear and fire suppression systems and hence require a level of robustness to their management matched to the consequence of failure. The project has introduced two new concepts – A Critical Safety Item (CSI) and a Continually Certified Item (CCI).

A CSI is any item taking the form of a ship part, assembly, or support equipment (including software or firmware) which contains a critical characteristic where the failure, malfunction, or absence of which could cause a catastrophic or critical failure resulting in loss of, or serious damage to, the ship, or loss of life or serious injury to personnel, or serious damage to the marine environment. CSIs are the items that RNZN and NZDF personnel should be aware of, expect them to be up-to-date and operationally safe as the consequences of their failure are unacceptable. Each CSI must be backed by Objective Quality Evidence (OQE), an unbroken chain of quality evidence that is accessible to anyone who manages, uses, operates or interacts with that CSI.

While CSIs are about safety, CCIs are about compliance. The policies were developed in parallel, but the intent of the CCI policy is to ensure compliance, where mandatory, with the Maritime Regulatory Baseline (MRB). The result is a taxonomy of equipment which has traceability to the MRB via a means of compliance that dictates through life inspection, testing and/or certification requirements. Safety is an outcome to the extent that the mandated requirements relate to safety. In order to achieve this purpose, some of the requirements for the management of CCIs are the same as those for the management of CSIs.

The introduction of CSI and CCI has been endorsed by Navy leadership into an NZBR 7 update, which has released the project team to develop the determination process for CSI being the Failure Mode Criticality and Effects Analysis (FMECA) and, for CCI, being analysis of the MRB to create a taxonomy of equipment. The project team then engaged with HMNZS TE MANA, MATATAUA and WELLINGTON to walk through the FMECA, breaking down ship and equipment to investigate how they can fail and what the results are. If the result meets the threshold, after mitigations are applied, then it becomes a CSI. Then a physical audit of all the determined CSIs and CCIs is undertaken, with each one being photographed, tagged and recorded. At time of writing, MATATAUA and TE MANA were complete. The next ships to be audited will be CANTERBURY, OTAGO and TE KAHA, in that order, with all physical audits completed by the first quarter of 2018. Process, policy and training updates are to set to be delivered in parallel with a similar delivery deadline.

Top left: A Beca employee undertaking an audit of Critical Safety Items. Top right: Examples of “CSI” tags placed on machinery during a Beca audit.
I joined CAN in June 2015, fresh on exchange having spent my previous three years on a Type 23 Frigate. I arrived just in time for TS15, where CAN was primarily employed in her sealift role. As I now approach the end of my time in NZ, departing shortly after TS17, I am reminded of the purpose of exchange programmes. Working with Kiwis, and more broadly the Five Eyes partners, has allowed me to absorb new ideas, new ways of thinking, and to build relationships for the future. The common values shared by the Five Eyes team allows for relatively seamless integration of forces, with open opportunity to share ideas and procedures. In my short time here I have seen CAN grow in strength and maturity; from primarily conducting sealift in TS15, to full task group integration in TS17; and from occasional embarked aviation and to routine daily flying.

Amphibious Operations, Sealift Capability, Tri-service Interoperability; it’s all HMNZS CANTERBURY’s bread and butter. But how about International Relations? We’ve got that too. Sub-Lieutenant Nicholas Francesco reports from Exercise TALISMAN SABER.

Gazing around at all the different uniforms in the Wardroom as CAN set sail for TALISMAN SABER 2017 (TS17), anyone could have easily mistaken the sight for some kind of international summit. With exchange officers from Australia, Canada, the United Kingdom and the United States, our Wardroom’s diversity has skyrocketed.

Not only has TS17 seen us take part in one of the largest bi-lateral exercises of the year; but we’ve been given the chance to gain an appreciation for some of the similarities between our siblings from allied nations and us. So, when the Deputy Supply Officer hunted me down to write this article, I thought what better way to share part of the TS17 experience and to introduce some of our Five Eyes friends.

Above: HMNZS CANTERBURY on exercise.
Photo: Royal Australian Navy

Exercise TALISMAN SABER is the Australia Defence Force's largest joint exercise, spanning all land, air and maritime warfare disciplines, held biennially between Australia and the United States. Held over 25 June to 28 July, the exercise brought together over 32,000 participants across some 20 different locations to improve combat readiness, exercise war-fighting skills and systems, and advance individual skills and force interoperability. HMNZS CANTERBURY transported much of the NZDF contingent, including two RNZAF NH90 helicopters, 24 Light Armoured Vehicles, 41 Medium Heavy Operational Vehicles and 28 Light Operational Vehicles to participate in the exercise on the land, in the air and in the maritime environment. NZDF committed 700 members of the Navy, Army and Air Force to TALISMAN SABER.

LT TURNER, RN:
I joined CAN in June 2015, fresh on exchange having spent my previous three years on a Type 23 Frigate. I arrived just in time for TS15, where CAN was primarily employed in her sealift role. As I now approach the end of my time in NZ, departing shortly after TS17, I am reminded of the purpose of exchange programmes. Working with Kiwis, and more broadly the Five Eyes partners, has allowed me to absorb new ideas, new ways of thinking, and to build relationships for the future. The common values shared by the Five Eyes team allows for relatively seamless integration of forces, with open opportunity to share ideas and procedures. In my short time here I have seen CAN grow in strength and maturity; from primarily conducting sealift in TS15, to full task group integration in TS17; and from occasional embarked aviation and to routine daily flying.

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Celebrating the Fourth of July and Canada Day with our American a mix of nationalities that reflects the international nature of TS17.

nations and an extensive array of marine life. CAN’s Wardroom is the privilege of spending my days sailing through the beautiful and to a large military exercise. As a bridge watch keeper, I have sailing for TS17 is my first exposure to an overseas deployment the Inshore Patrol Vessels, my posting to CAN and immediate exchange.

I look forward to continuing the learning throughout the rest of my exchange on the CAN to be an eye-opening experience.

I have experienced similarities and differences between the Royal Canadian Navy and the allied navies and found the start of my exchange on the CAN to be an eye-opening experience. I look forward to continuing the learning throughout the rest of my exchange.

Having spent my brief time in the RNZN exclusively aboard the Inshore Patrol Vessels, my posting to CAN and immediate sailing for TS17 is my first exposure to an overseas deployment and to a large military exercise. As a bridge watch keeper, I have the privilege of spending my days sailing through the beautiful waters of the Great Barrier Reef, accompanied by ships from other nations and an extensive array of marine life. CAN’s Wardroom is a mix of nationalities that reflects the international nature of TS17. Celebrating the Fourth of July and Canada Day with our American

Left: CANTERBURY's Seaspriate visits HMAS CANBERRA. A busy day for CANTERBURY as troops and vehicles embark.

and Canadian exchange officers, not to mention working alongside English and Australian officers, it has been a pleasure to meet, mix and develop friendships with our counterparts from around the world. It is to this end that TS17 serves a purpose greater than solely to develop the RNZN’s amphibious capability. Rather it signifies how far our Navy has come in cementing relationships and improving interoperability with our fellow services and other nations around the world.

MID YODER, USN:

As a Midshipman at Penn State University, I’ve been lucky to receive some great opportunities to interact with personnel from navies outside the US. Last summer, my training brought me to Bahrain aboard the USS SQUALL. Sailing around the Persian Gulf, I was able to train with a diverse crowd in a fast-paced setting, as well as conduct passenger exchanges with Saudi Arabian and Pakistani sailors. However, never in my short time in the navy have I trained with as diverse and accepting of a group as the sailors of HMNZS CANTERBURY. Being able to interact with ship's company across every department, plus the multitude of embarked forces on board, has broadened my perspective on how the world's military can operate together. Participating in a joint exercise from an ally's perspective is an experience I wish every naval officer could gain. There's no doubt in my mind that my time with CAN during TS17 will be a cherished moment in my naval career.

MID POLIDORO, USN:

US Navy Midshipmen receive their naval education through courses taken at university once a semester. In order to give them a taste of life at sea and to provide an opportunity to apply what they've learned in the classroom, the US Navy sends their Midshipmen on “summer cruises” during university summer break. Typically, Midshipmen use these cruises to determine what career path they will pursue, be it Surface Warfare, Submarine Warfare, or Aviation. However, a few fortunate Midshipmen are selected for a foreign exchange cruise with an ally navy.

In my particular case, I requested a foreign exchange cruise to experience how other navies operate and was extremely fortunate to receive one with the Royal New Zealand Navy during the joint exercise TALISMAN SABER 2017. The day-to-day joint operations allowed me to gain first-hand exposure to joint warfare with several countries. Additionally, I was able to exchange ideas and philosophies with officers from other navies, including the UK, Canada, Australia, and New Zealand. This kind of high level exposure is not normally something experienced by a Midshipman, and highlights the benefits of such an exchange cruise. I plan to use these experiences as a stepping stone for my naval career, and hope to work with all of the Five Eyes Navies in the future.

As CAN winds up TS17, the Wardroom bids farewell to some of our exchange officers and we remember them for their ideas, hard work and banter that has made our lives less ordinary. To them we say thank you, fair winds and following seas as they depart to go home to their homeland.
The Australian Navy has officially commended an HMNZS CANTERBURY RHIB crew after they recovered two Australian sailors who had been thrown from their own RHIB during a launch failure.

On the morning on 10 July, Leading Seaman Combat Specialist Jermaine Martinovich said it “felt like seconds” for the SCS branch to muster for action when “Man Overboard” was piped in HMNZS CANTERBURY.

“We were advised HMAS CANBERRA’s starboard RHIB davit had failed, which had caused their boat and two members of the boat’s crew to have been ditched into the tide.”

LSCS Martinovich, with Able Seaman Combat Specialist Esi Pailate and Able Medic Rory McChesney, quickly recovered the two Australian sailors into their RHIB. “McChesney reassured me there were no injuries, and this was promptly reported back to Command.”

The team secured the Australian’s boat but it was nearly full of water and unable to start. They slowly towed it back to HMAS CANBERRA, with ASCS Pailate bailing hard. It was up to LSCS Martinovich, as coxswain, to constantly assess the sea state and wind conditions as they completed the tricky tow.

As CANBERRA’s fo’c’sle crane reached down for their RHIB, also lowered were some refreshments. “This was greatly appreciated – we had been on standby for some time. We felt it also reinforced the camaraderie between the NZDF and Australian Defence Force.”

Their commendation hails their professionalism and dedication, in the “finest traditions of the Royal New Zealand Navy and the Anzac Spirit”.

LSCS Martinovich says a highlight of this deployment for him is building close working relationships with the countries involved in Exercise TALISMAN SABER. He likes being on CANTERBURY because of the ship’s involvement in disaster relief. “It’s provided me with a sense of purpose as a serviceman in the RNZN. Having a large operational team that can work together effectively to utilise the various experiences, strengths and weaknesses has enabled me to have a greater appreciation as a Leading Seaman Combat Specialist.”

Above: From Left: ASCS Esi Pailate, AMED Rory McChesney and LSCS Jermaine Martinovich, commended by CAPT Ashley Papp, the Commanding Officer of HMAS CANBERRA.
Commanding Officer Lieutenant Dave Luhrs said HAWEA was undertaking seven-day patrols, anchoring most evenings. He said the infringements included vessels fishing without licences, illegal use of underwater breathing apparatus for fishing and dumping of rubbish at sea.

But he is also concerned at the number of safety infringements they come across. “Safety compliance is a significant concern, with many occurrences of overloaded vessels and vessels without safety equipment such as lifejackets.” He has encountered dinghies overloaded with people, with no safety gear. The worst he had come across is overloaded vessels working at night in main shipping routes, without navigation lights or torches.

He was also concerned about the number of small commercial fishermen without a boat masters’ qualification, and the number of people found fishing illegally. “Given the small cost and effort of obtaining a licence and inshore permit, illegal fishing should be far less common. I understand that inshore commercial licencing is relatively recent for Fiji so some may believe they are permitted to fish without it or alternatively think it’s not a big deal.”

The experience of expanding the operating context of an Inshore Patrol Vessel, for the first time in the South Pacific, has been “challenging and very rewarding. We are hoping to pave the way for future deployments of this nature. It has been fantastic seeing the various islands and areas around Fiji, meeting the people and experiencing the culture.” He says a great memory he will take with him was the welcome they received when they arrived at the Republic of Fiji Navy Base. “The reception was amazing, making us feel warmly welcomed.”

Working with the Fijian Navy has been excellent, he says.

“The Fijian Navy are a small, dedicated and capable force. The Republic of Fiji Navy personnel settle in quickly on board and integrate very well. Towards the end of each patrol they are fully engaged, undertaking seamanship activities, assisting with boarding and undertaking trade related work. They have proven themselves as capable as us.”

Downtime for the crew involves exploring Suva and the wider island of Viti Levu. “There is heaps to experience within a short walk or drive. Coco-I-Suva Forest and waterfall was a highlight. The team have enjoyed the local and tourist aspects with everything from visiting markets, meals ashore, stays at various resorts and experiencing the local night life.”

Clockwise: Customs and Fisheries Officers depart a fishing vessel and head back to HMNZS HAWEA.

Not a lifejacket in sight as Fijian Fisheries Officer Waisea Aka speaks to a local fisherman.

Fisheries Officer Shay Lalich and Fijian Customs Officer Josateki Guivalu about to perform a routine inspection on a yacht.

HAWEA prepares to lower a RHIB, ready for another boarding.
This slight alteration to the well-known saying was the goal of HMNZS OTAGO as they commenced the first inspections of Operation CALYPSO 2017, aiming to board a number of fishing vessels around the South Pacific to provide assistance to island nations against the growing threat of over-fishing in some of the most diverse ecosystems the world has to offer. OTAGO hit the ground running in late June, departing Devonport Naval Base on the 26th, and heading north towards the Pacific Islands. To provide support to the Operation, four Ministry for Primary Industries (MPI) Officers were embarked and it wasn’t long before OTAGO hunted down her first target, working like a well-oiled machine to intercept and board her with the MPI officers. Before commencing the deployment’s first port visit in New Caledonia, OTAGO worked tirelessly to track down and board a further 11 vessels, battling through rough seas to ensure the mission was executed to the highest standard.

Staying true to the Anzac spirit, OTAGO met up with the Royal Australian Navy Vessel CAPE FOURCROY before coming alongside in Noumea. Five lucky members of the Ship’s Company had the opportunity to switch places with their Aussie counterparts for the
day, and give the RAN a few tips on how the RNZN lives up to its name "Warriors of the Sea". The friendly rivalry didn’t stop when the OTAGO’s crew returned, though. Screenplay throughout the night gave the Officers of the Watch on board a chance to show how deadly accurate they could be with a range finder and Pelorus. As the saying goes on the bridge of OTAGO, “In God we trust, all others we track”.

Even though boarding operations are the focus of Operation CALYPSO, OTAGO maintained the momentum in quiet moments to make the most of the tropical weather and calm seas, training the Ship’s Company in damage control, seamanship, and fitness. The MPI officers and New Zealand Army personnel on board soon found out that life is never boring on board an RNZN vessel. The moment you think it’s going to be a quiet day, suddenly there’s an exercise to train for main machinery space fires, or toxic gas incidents. The exercises didn’t just include damage control though. The inaugural seamanship challenge was held on board to test the Seaman Combat Specialist Junior Rates to the limit in ceremonial drill, rope-work and line handling, teamwork, and leadership. When a quiet moment was found in the programme, OTAGO Ship’s Company mustered to award LMT(P) Rhys Sanft with both his Control Room Watchkeeping Certificate and the Sailor of the Quarter commendation. If this wasn’t enough to tire out even the most enthusiastic Midshipman, the Honorary Physical Training Instructors (PTI) on board, POSCS Jack Walters and LMP Carla Marsh held PT sessions at the end of each day to make sure the crew of OTAGO were the fittest and hardiest in the fleet (and didn’t feel bad when the chefs made duff irresistible). For some of the more self-disciplined on board, the PT sessions combined with a strict diet to create some fierce competition towards becoming HMNZS OTAGO’s “Biggest Loser”, the ship’s weight loss challenge over the course of the deployment.

During the port visit to Noumea 15 of OTAGO’s finest had the opportunity to represent the RNZN and New Zealand in the Bastille Day Celebrations. The skies were clear and the heat was blistering, but even dressed fully in white, the New Zealand platoon showed no sign of surrender under the Pacific sun. A local newspaper, Les Nouvelles Calédoniennes, praised the fact we only had one rehearsal to learn how to march to French military music. As the first stage of Operation CALYPSO came to an end, OTAGO headed back out to sea towards Port Vila and the next exciting stage. When asked about the success of the initial deployment, the Commanding Officer of HMNZS OTAGO, Lieutenant Commander Lorna Gray, said the last two weeks have been challenging “but ultimately successful in our mission to enhance New Zealand’s reputation as a valued international partner. OTAGO Ship’s Company and other attached personnel worked efficiently as a team, and the remainder of Operation CALYPSO looks very promising”.

Over 18 days of patrol HMNZS OTAGO inspected 12 vessels, including a transhipment vessel for the first time.

Lieutenant Commander Lorna Gray, the Commanding Officer of OTAGO, said some of the vessels inspected were caught either misreporting or not reporting their catch. “The transhipment vessel we boarded allows the fishing vessels to offload their catch so that they can continue fishing and remain in the area. This is the first time a transhipment vessel has been boarded, providing an opportunity to monitor the process and ensure compliance,” she said.

“The importance of high seas patrols cannot be overemphasised, because they enable confidence in the accuracy of catch reporting, which is essential to ensuring the sustainability of fishery resources, while also deterring those who may be considering not complying with the rules.”
MARIA JOSEPH joined the Navy to see the world. Today, her latest overseas adventure is at the largest shipyard in the world, birthplace for the Royal New Zealand Navy’s largest vessel.

Leading Writer Joseph was posted to Ulsan, Korea, in response to a call for help from the Maritime Sustainment Capability team at the Hyundai Heavy Industries shipbuilding yards. The New Zealand team were project-managing the design of the Navy’s replenishment tanker, HMNZS AOTEAROA, due for delivery to New Zealand in 2020. Nothing physical has been started, but, like any major construction project, there are plans. Lots, and lots of plans. And revisions upon revisions of the plans.

The plans come to the New Zealand design team on a different computer system, and need to be catalogued and transferred onto the NZDF system. The call went out for a Leading Operational Administrator (Writer) to help the team in Korea. “When they got started, they were getting bogged down with the drawings and paperwork, and not able to do their actual jobs,” she says. “They needed someone to come and handle it.”

She says she got an email on a Thursday, saying there was a position in Korea. Could she travel on short notice? Absolutely, she said. Happy to help. On Friday it was confirmed, be in Korea in a week. She arrived in the middle of May, and will stay until February.

The unusual job sums up the best thing about being a Writer in the Navy, says LWTR Joseph. Originally from Dunedin, she moved to Auckland and did Basic Common Training in 2009, straight out of school and wanting to see the world. The writer trade was the only option at the time, and she says she loves it. “The best part about being a writer is you do almost every single thing on a ship. The other trades, they just do their jobs. But I get involved in firefighting, medical teams, line handling.” She has been to Samoa on...
Humanitarian and Disaster Relief, and down to the Antarctic ice shelf with HMNZS OTAGO.

The Ulsan shipyards are an eye-opener. They are four kilometres wide, 720 hectares with 10 drydocks and nine “Goliath” cranes, each capable of lifting 450 tonnes. Around 25,000 employees work at the shipyards, which have built nearly 3000 ships since 1972.

It is not like being in a portacabin on a muddy building site. The team is in an office block on the shipyard, in the Special and Naval Shipbuilding Division (SNSD), where the military ships get built. “I help out with the project management side of things, and help review drawings. A lot of my time is taken up managing drawings.”

She works to 6pm, but the design team often stay later. “We’ve got 5000 drawings, and that’s just drawings for the ship, with some up to revision G. And they provide the drawings in hard copy. It’s a lot of paperwork.”

Like any ship at the yards, AOTEAROA will be built in chunks, or blocks, says LWTR Joseph. The blocks are moved, using the Goliath cranes, to the drydock to be assembled.

In the meantime, virtual reality plays a part in the design. “You put on these goggles, and you’re standing on the bridge.” Hand-held sensors allow the users to “reach” for buttons and check their accessibility. People can even sit down at a “console” provided someone swings in a real chair behind them. “Is there enough space? Can you reach things? You can see all this on paper, but having the ability to see it in virtual reality is an important step in the design process.”

From her point of view, the accommodation in AOTEAROA looks spacious. “The largest cabin is four berths, which is great. Junior sailors will have a bit of room. And there’s going to be a proper gym.” And with a small crew size, the Leading Writer aboard will probably be highly involved in whole ship’s activities. “I would love to serve in AOTEAROA one day. But it arrives in 2020, quite a few years away. I’m hoping to be promoted by then.”

Downtime means meals back at a one-bedroom apartment, shopping at the shipyard’s supermarket and department stores, or getting out and exploring Ulsan’s parks and outdoor fitness areas. Public transport is easy, she says, but the language barrier is substantial in terms of product labels and signage. Unless you read Korean, you would be hard-pushed to recognise shops or figure out what food you were buying. “Eating is different in Korea, it’s more communal. There’s a very big culture of going out and eating as a family.” The food itself is interesting, she says. “I had live octopus the other day. The suckers still suck, so you need to chew it really well, otherwise it will get stuck inside your throat, and you will choke.” She says she has yet to work up to fried crickets.
1. The crew of HMNZS HAWEA pose on the forecastle during their fisheries operations in Fiji.  
2. HMNZS TE KAHA’s Petty Officers’ mess pose on the flight deck on 22 July 2017 as part of TE KAHA’s 20th birthday celebrations.  
3. LTCDR Matt Kaio, commanding officer of HMNZS WELLINGTON during the Kaikoura earthquake evacuations, with WOMT(P) Ken Bancroft, talks with Jack Cotter and Abba Kahu from Kaikoura High School while at the Uplifted photo exhibition at the Navy Museum.  
4. A fun warm-up prior to a full-on physical training session on board HMNZS OTAGO.  
5. AEWS Caleb Kutia performs during a Powhiri at Te Taua Moana Marae for Japanese State Minister of Defense Mr Kenji Wakamiya.  
6. CPOSCS Peter Gillgren (centre) is among CANTERBURY crew trying out the new MARS-L rifle during Exercise TALISMAN SABER.  
7. ASCS Fineongo Leameivaka is among a variety of ratings and officers...
commended for their work during Operation NEPTUNE, as he receives a coin from CFOR CAPT Dave McEwan. 8. ENS Alana Wills with Fijian Navy Ensign Rajale on board HMNZS HAWEA during their sixth patrol in Fiji's Exclusive Economic Zone. 9. At the Invictus Games 2017 June–July training camp with ACWS Paulette Doctor, who is competing in discus and shotput. 10. Ship's Company from HMNZS WELLINGTON conduct a four-day expedition in the central North Island, including a six-hour Tongariro Crossing 11. On board HMNZS TE KAHA, Sub-Lieutenant Francis Borok is promoted to Lieutenant by WEO LTCDR Warren McLuckie, and CDR Steve Lenik, commanding officer of TE KAHA.
There’s a considerable dollar value on training sailors at sea. There’s wages, fuel costs, and time spent trying to get your junior ratings’ tasks books signed off, with some tasks only popping up every so often on operations. In the meantime, the Commanding Officer is on a timetable to carry out a mission, on behalf of the Royal New Zealand Navy and the New Zealand government.

That queue for vital task book signatures was because those ratings used to be trained using towers, ropes and a lot of vivid imagination on the North Parade Ground at Devonport. They needed a rare window of ship time to sign off the real training.

Today, over two years after the Bill Morley Seamanship Training Aids Facility opened, the gain in confidence in young sailors’ safety, plus the saving in time and money, has meant an easy step to the next phase in the Reclaiming Seaman Excellence (RSE) Programme, the waterside pontoon (Navy Today March 2017).

It’s easy to see the staff’s pride for the growing evolution of “platform endorsement”. The STA facility’s main feature is a full-size...
Inshore Patrol Vessel forecastle. An anchor chain can even “fall” at the right speed, mimicking gravity, and even makes the right sound as the deck vibrates. There’s an Offshore Patrol Vessel midships, an OPV quarterdeck, sized down, and a Replenishment At Sea tower. There’s also a wharf. A new addition to the facility is a Rigid-Hulled-Inflatable-Boat (RHIB) simulator, with hydraulic seating to mimic the bounce of the boat across a rough sea. Phase 2, the waterside pontoon, will actually be on the water near the facility, providing a realistic, weather-exposed environment for swimmer of the watch training, use of accommodation ladders, and use of a crane to raise and lower RHIBs. It will also be utilised for trade courses for Seaman Combat Specialists.

Henare Cameron, Naval Training Systems Manager, and Lieutenant Commander Ange Barker, RSE Programme Manager, are proud of what they can offer young sailors today. “We’re in the business of training, and that’s why LTCDR Barker built this place,” says Mr Cameron. “It’s hard to qualify people, it’s an expensive business, and there are bottlenecks in our training. So it was about looking at ways to qualify people faster.” He reckons the STA facility reduces the time to competence by up to two years.

That time saving made the construction cost - $4.5 million – an easy sell, says LTCDR Barker. “We could work out how much the same amount of training at sea would cost. Consider the training, holding a ship up, thousands of dollars worth of fuel. Put that across a fleet, and it’s a pretty good business case.” The success over two years meant the waterside stage was a good case as well. “That’s the final piece. We used the money to do the dry side. If we did this, and did it well, people would see the value, and invest a bit more.”

The facility’s platforms mean trainees keep practising a task until they get it right. “When you are at sea, they might have one hit to do it, and three or four people trying to get the task signed off. And only one would get a go at it. We were accepting that. But here, we can do it multiple times. We can stop what you are doing. Talk you through it. Go again, again, again.”

It’s important the environment is realistic, as well as safe. “You can’t beat hands-on. There’s only so much you can tell a tired 18-19 year old, who has been running around all day. When that anchor chain moves out, it makes the right noise. A sailor knows what will happen if he or she gets a finger caught. You’re never going to get that frame of mind on the side of the parade ground. They’ll do the training, but can’t put it in their heads.”

She says the feedback from the ships, two years after the facility ran its first course, is people feel safer. “Before, they would shadow every new person. Now, they know they have used the actual piece of kit.”

Mr Cameron, who has had 36 years of involvement with the Navy, says his enthusiasm for training is a state of mind for him. “I feel excited about getting up and coming to work because I believe in what I do. What I do makes a difference to the Navy of today and tomorrow. I believe that our Navy is the best Navy in the world at what we do and that our people largely strive to be the best they can be. We have a responsibility to provide them every opportunity to do so, and so are constantly looking at new and innovative ways of training, partnering with other organisations where appropriate and introducing training aids that complement our staff’s passion, knowledge and expertise to achieve effective and realistic time to competence. After all, ‘if you keep doing what you’ve always done, you’re always going to get what you always got’.”

From top: The waterside training facility pontoon eases out of the workshop. The RHIB simulator awaits the next trainee.
Using her hands and her brain is what appeals to Petty Officer Bryony Henricksen about her Electronics Technician trade.

POET Henricksen, from Otakiri in the Bay of Plenty, had contemplated both avionics with the Air Force or Electronics Technician in the Navy. On reflection, she thinks the Navy qualification is better, and her father was an influence. “Honestly, he loves the Navy. My sister joined as well, and I think he’s ‘recruited’ heaps of friends’ kids.”

It was an easy sell. POET Henricksen had enjoyed electronics at school. “I definitely wanted travel opportunities – and I definitely got them.”

Electronics Technician is a sought-after trade in the Navy at the moment, with recruitment keen to get numbers up. POET Henricksen joined the Navy in 2001, had a three-year break from 2012 when she had her daughter, and rejoined last year. She is an instructor at the Weapons Engineering School.

“I just missed it,” she says. “It’s a good place to work.” Asked what it is about the scarcity of ETs, she says it seems to be hard to find people interested in electronics, but also interested in the Navy and all the other duties and pressures expected of crew. “Usually they aren’t such practical people.” But the core duty remains: you have to be someone interested in electronics, she says.

“At school, you don’t need to have done electronics. A focus on maths is needed.”

The rewards are getting to work on interesting and exciting equipment, she says. “You get really good training in the practical skills, right from the basics.” She says the team dynamic among ETs is good. “It’s quite a professional group, and we work together really well. You get a few people who want to change to Marine Technician, and we tell them to spend some time on a ship first.”

POET Henricksen says she loved working on the Anzac frigates. “They are my favourites.” A typical day on a frigate, after physical training and breakfast, would be getting together with the ET team and looking at maintenance and testing. “What needs to be done that day, next week, monthly. I like the range of electronics on a frigate. On a Protector-class vessel you work on the weapon systems, but I prefer the big radars, and I like being with a larger group of people, and a wider range of work.” And if something needs repairing, they get stuck in. “We’re lucky in the New Zealand Navy. We go a lot more in depth, we go down to the smallest component.” Other navies, she says, might simply buy and replace. “If we have to call someone in, they know we’ve already tried everything.”

Electronic Technicians are part of a crew, and take part in seamanship, emergency teams, damage control and firefighting. “There’s lots of overlap that we play a part in. I’ve worked with the Department of Conservation, and helped deliver a big green turtle to Raoul Island. You’ve always got something different to do.”

The other frigate appeal is the deployments. “Frigates travel a bit further. I’ve been lucky enough to do some really good trips. I’ve been to Russia and Hawaii.”

It’s a good time to be an ET, with upgrades coming to the frigates. “That’s exciting. We’re getting systems that countries all over the world want.”
Diving is not only a job in the Navy. It’s your mode of transportation to get to your job.

Chief Petty Officer Diver Bevan Wilson, the Whole Ships Coordinator (WSC) for HMNZS MATATAUA, grew up in Gisborne and loved getting out on the water. He trained initially in the Army as a diver, but heard about the duties and challenges that Navy divers handled. “I decided to commit myself to doing the Navy course, and stayed on.” What the Navy offered was exactly what he was looking for.

CPODR Wilson has been a Petty Officer Diver on HMNZS CANTERBURY, but apart from stints with diving tender HMNZS MANAWANUI, he has been based at the Littoral Warfare Unit, now HMNZS MATATAUA.

“Diving in the Navy is a passion, and it’s more than a passion. It is fun, it is a job – and it’s more than a job. It’s your mode of transport to get to your job. That job could be disposing underwater mines, and diving is a means to get to that job.” He says a lot of the work is physically and mentally testing, and it takes a certain type of person. “This is not a job where someone might say, I’ll give it a go. You’ve got to want to do this, want to commit yourself to this. And it’s not like being a cook, when if you burn a pot, you start again. If you make an error in diving, it could be dangerous.” The work goes beyond simply enjoying diving. “It’s a life-changing career.”

CPODR Wilson says he has been all over the world in this trade, and there are too many high points to list. “I’ve never had a ‘bad’ dive, because I love diving so much. It’s getting in the water, a whole different environment under the waves. You have a lot of memorable moments, travelling abroad. I’ve been to Singapore, United States, Canada, Gulf of Oman, the Pacific Islands, and that’s just off the top of my head.”

He says it is a hard trade to fill at the moment. “Not only is it demanding on the body, I think it’s not for everybody. It’s not an easy course.” HMNZS MATATAUA has no female divers yet, although there are female divers on some of the ships. “Hopefully in the future,” he says.

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PASSING THE MESSAGE ON

How do you communicate across the border to North Korea?

Although the world may now be digitally interconnected, a Royal New Zealand Navy officer serving as one of the armistice monitors with United Nations Command on the Korean Peninsula has no choice but to deliver the message in person.

Every time he has an official message to pass on to North Korea, Lieutenant Payton Kaiwai walks to within a metre of the demarcation line that splits South and North Korea, reads out the message in English and lets a translator read it in Korean.

“The North Korean soldiers stationed in the demilitarised zone stopped answering their landline four years ago,” said LT Kaiwai, who is the Assistant Joint Duty Officer in the United Nations Command Military Armistice Commission Secretariat (UNCMAC-S).

“So I have to read out the messages, surrounded by armed South Korean guards, while being filmed by armed North Korean soldiers.”

The US-led UNCMAC Secretariat monitors and supervises the 1953 Armistice Agreement that suspended hostilities between North Korea and United Nations forces defending South Korea. New Zealand and a number of countries support the Armistice Agreement through the deployment of personnel.

The New Zealand has a long history of involvement in South Korea since the outbreak of war in 1950 and has contributed to the UNCMAC-S since 2003. It currently has five members monitoring the armistice and performing operational, education, liaison and corridor control functions for the UNCMAC-S.

Stationed at Camp Bonifas, which is about 400 metres south of the demilitarised zone (DMZ), Lieutenant Kaiwai works with six military personnel from the United States to help monitor part of the 250 kilometre-long DMZ separating North and South Korea.

As part of his role, Lieutenant Kaiwai helps run the education and orientation programme at Panmunjom, the truce village inside the DMZ, and helps host visiting foreign dignitaries, including military personnel, diplomats and lawmakers.

He also serves as one of the official communications conduits, passing on messages to North Korea such as those relating to the routine maintenance at Panmunjom, the use of helicopters in fighting bushfires in the DMZ and the repatriation of North Korean fishermen who were rescued recently by South Korea’s Coast Guard.

“The encounters are very formal and follow set procedures. We try to maintain a sense of regularity to avoid any issues,” he said.

Hearing competing loudspeaker broadcasts by South and North Korea along the DMZ has become part of everyday life since he started his six-month posting to the UNCMAC-S in May.

“This is my first operational deployment and it has been quite interesting,” he said.

“One of the major rewards has been the chance to work as part of a US-led multinational team and to interact and learn from people from different countries and with diverse backgrounds.”

Born and raised in Wellington, Lieutenant Kaiwai joined the Royal New Zealand Navy after finishing a law degree at Victoria University of Wellington in 2011. He is currently pursuing a master’s degree in international security at Massey University.

“Through my role, I’ve been able to see the world while contributing to promoting New Zealand’s interests and developing personally and professionally.”

Above: LT Payton Kaiwai near the demarcation line separating South and North Korea.
Above: LT Payton Kaiwai delivers an official message to North Korea through the Korean People’s Army soldiers stationed in the demilitarised zone.
You’ve got 12 months to make the most of a once-in-a-lifetime opportunity. That’s how Lieutenant Holly Swallow describes her role beside the Governor-General of New Zealand.

By Andrew Bonallack

LT Swallow, alongside Lieutenant Keri Hayden, has worked for both Lieutenant General Sir Jerry Mateparae and Dame Patsy Reddy as one of two live-in aides-de-camp at Government House in Wellington. LT Swallow is coming to the end of her year, with avionics engineer Flight Lieutenant Nash Alur arriving as the new ADC, but she wants to impress on others how amazing it is to work for New Zealand’s head of state.

The Masterton-born supply officer did not know much about the role at first. She graduated from the 2014 Navy intake and was posted to HMNZS CANTERBURY that year. Near the end of that posting her careers manager pitched the idea of becoming an aide-de-camp to her. “I was only 23, I didn’t know much about it. But the more I read, the more interesting it sounded.”

There are always two aides-de-camp to the Governor-General, one “in waiting”, primarily on duty, and one “out of waiting”, who can defer to the primary aide-de-camp while catching up on other duties and planning longer-term events. The pair swap these roles each week. Aides-de-camp meet Dame Patsy daily to discuss her programme and attend events at Government House or elsewhere. They have to liaise with event managers, organise gifts for events, and arrange travel. They organise Dame Patsy’s appointments and schedule, keep up with correspondence, and ensure speeches are written.

“I started in June 2016 with Sir Jerry,” LT Swallow says. “That was pretty cool, to serve someone with a military background, and someone with no connection to the military. They both had that same kind of mana – you have that automatic respect and awe.”

International travel is a definite highlight, she says. “It’s VIP treatment, which is always fun.” Another highlight has been working closely with “such a lovely person” and meeting amazing people in the community. “It’s simple things – someone getting invested for service to their community, and with each person she remembers who they are. It’s really cool meeting people who put their heart and soul into a community.”

> SERVING THE COMMANDER-IN-CHIEF

Top of page: Aides-de-camp LT Holly Swallow (left) and LT Keri Hayden with Dame Patsy Reddy, the Governor-General.

Above: Dame Patsy Reddy during an Anzac Day service in Wellington.
The job comes first, she says. The Governor-General is the most important person in New Zealand. “At the end of the day you are in the military, you are serving the Commander-in-Chief, and she comes first. But it helps that there’s two aides-de-camp so you can share the load.”

The other ADC, LT Hayden, of Feilding, joined the Navy in 2008 as a warfare officer, but left to become a property valuer – and Navy reservist – after piloting ships for five years. The aide-de-camp job came up and she applied.

“I always had it in the back of my mind,” she says. “It looked amazing, getting to travel the world, meet impressive people. Last year was the perfect opportunity.” She says living at Government House is like living in a modern Downton Abbey setting, and the travel has, indeed, been amazing. “Last week I was in Vancouver. Two weeks before I was in Belgium and England for the Messines commemoration. At the start of the year I went to Niue for Dame Patsy’s first international travel. In just five short months, I’ve got to see a lot and experience a lot.”

She says you have to be in the right frame of mind to tackle the job, particularly because Government House is also your home life. “This job, and Dame Patsy, that’s your number one priority – they made that clear from the first moment. So if that’s not the case for you, just wait until it can be.” She recommends a person being reasonably mature and having seen some of the world. “You talk to all sorts of different people, so you need a mature approach. You need to represent the Governor-General and Government House and New Zealand to its high standards.” The demands on an ADC’s time are high, with not a lot of time off. “But it’s only a year. You commit fully to it.”

LT Swallow agrees. “It’s not a scary job, and it’s not a bag-carrying job. People will look at you because you’re in uniform and they will look to you for guidance, leadership and example. You gain an insight into how the Government works, how other Government agencies work. You will work with these agencies on international trips, meeting heads of state, and new and departing heads of missions. You will help plan and co-ordinate the engagement the Governor-General has with New Zealanders and lay the foundation for generations of aides-de-camp and Governor-Generals to come. It’s the opportunity of a lifetime and you’ll never get it again. So why not give it a go?”
H MNZS WELLINGTON has emerged from the Devonport drydock with a busy calendar ahead for the second half of 2017.

The Offshore Patrol Vessel underwent an extensive engineering service and maintenance, as well as a reapplication of paint, in preparation for South Pacific conservation work and military exercises in the South Island.

After leaving the drydock last month, the hard work continued with harbour acceptance trials, which paused for a day to allow Lieutenant Command Damian Gibbs to take command from Lieutenant Commander Matt Kaio (Navy Today July 2017).

The crew of WELLINGTON spent considerable time preparing for Harbour Acceptance Trials (HATS), Flying Operations, and Sea Acceptance Readiness Checks (SARC), culminating in a week of Maritime Operations Evaluation Team (MOET) assessments. The MOET assessments put the ship and crew through their paces for the full range of tasks they can expect at sea. It starts with a day of routine administration checks and interrogating the state of the ship's cleanliness and equipment defects. On day two, MOET focus on damage control equipment and the crew's readiness for an emergency response.

Day three splits the ship into their respective departments for assessments into engineering responses to emergencies and defects, ship's navigation and coordination among the command team and the bridge watchkeepers, slipping and weighing anchor, and launching and retrieving sea boats.

Day four is a virtual sea day, with the entire crew involved. All departments were kept on their toes with simulated engineering defects, damage control incidents, navigational challenges to transport a casualty at short notice, man overboard exercises and a large engine fire that required most of the crew to put out. WELLINGTON performed to the standard required by MOET, receiving the tick of approval, which allows her to advance to Sea Acceptance Trials (SATS). In doing so WELLINGTON becomes the duty Search and Rescue ship for the New Zealand region. The New Zealand Defence Force is required to have resources available on notice for Search and Rescue exercises, including an oceanic-capable Navy ship at eight hours' notice.

The pace continued to ramp up for the crew with an Aviation Training Week to embark the helicopter, Sea Acceptance Readiness Trials at Sea [SARC(S)], Air/ Maritime Operations Evaluation Team Covered Shakedown (A/MCSD), and First Of Class Flying Trials (FOCFT) this month and next.

Last year HMNZS OTAGO was passed to embark and operate 6 Squadron's Seasprite SH-2G(I) helicopters and this year it is WELLINGTON's turn. Flying operations increase the range and capability of an OPV for deployments as well as Search and Rescue. The qualification will be important for WELLINGTON this year, with an upcoming Kermadec Island conservation and science mission, plus partnering with HMNZS CANTERBURY in New Zealand's largest military exercise, SOUTHERN KATIPO.

Top of page: The crane view of HMNZS WELLINGTON in drydock.
Above: An unusual view of the hull of WELLINGTON as seen from the base of the drydock.
ON 22 JULY THIS YEAR HMNZS TE KAHA CELEBRATED HER 20TH ANNIVERSARY SINCE SHE COMMISSIONED ON 22 JUL 1997. I IMAGINE MOST OF YOU WOULD NOT HAVE BAULKED AT MY USE OF THE WORD ‘SHE’ WHEN I REFERRED TO OUR SHIP TE KAHA. AFTER ALL SHE HAS BEEN A HOME FOR MANY CURRENT AND EX-SERVING WARRIORS OF THE SEA AND HER MAURI (LIFE FORCE), I’M SURE, HAS BEEN FELT BY ALL WHO HAVE SERVED ON BOARD AT ONE TIME OR ANOTHER. A LESS POETIC WAY OF DESCRIBING THE FIRST RNZN ANZAC FRIGATE IS TO USE WORDS LIKE VERSATILE, RESILIENT, MOBILE, PERSISTENT AS THESE ADJECTIVES READILY COME TO MIND. THESE ARE WORDS SYNONYMOUS WITH THE DOCTRINAL ATTRIBUTES OF SEA POWER AND OVER THE LAST 20 YEARS TE KAHA AND TE MANA HAVE LIVED UP TO THESE DESCRIPTIONS TIME AND AGAIN IN OPERATIONS ACROSS THE MAJORITY OF THE GLOBE.

If you consider the raison d’etre of our Navy: Sea Control, Maritime Security Operations (MSO), and Defence Diplomacy, these three spheres of operations encapsulate the maritime military environment, which is one defined by factors such as the physical environment of the sea, intertwined with political, economic and legal dimensions. It is a unique “battlespace” and one that requires special equipment to operate within. At this 20th anniversary of the Anzac frigate it begs the question: have our Anzac ships delivered on these naval functions?

The author Ken Booth described in the 1970s “that most states are interested in the use of the sea for three reasons: first, for the passage of goods and people; second, for the passage of military forces for diplomacy or against targets on land or at sea; and third, for the exploitation of resources on or under the sea”. Unquestionably, the Anzac FFH has travelled vast distances and spent thousands of hours at sea. At the time of writing TE KAHA and TE MANA combined have steamed 1,174,018 miles and spent 89,248 hours underway doing so. Has this time at sea contributed to the national interests, Ken Booth espouses? Some examples follow.

In one memorable 18-month period during 1999-2000, TE KAHA had conducted boarding operations in the Southern Ocean, First of Class flight trials for the Seasprite helicopter, conducted two major multi-lateral exercises in Australia and the South China Sea; was first warship on the scene during the East Timor conflict, followed immediately thereafter by a period conducting Maritime Interdiction Operations in the Northern Arabian Gulf. The Ship was briefly back in NZ prior to being despatched for operations during the civil conflict in the Solomon Islands. In another memorable period TE KAHA revisited south-east and north-east Asia prior to being deployed at short notice over Christmas and New Year back to the Persian Gulf, then to Gulf of Oman conducting further patrols, amounting to an eight-month deployment. TE MANA’s narrative reads much the same. The tempo and type of operations says much for these Ships but of course also to the professionalism of the sailors operating the Ships.

Considering again the characteristics of Sea Power, both TE KAHA and TE MANA have covered off on the majority, demonstrating resilience, permanence, flexibility, mobility and in doing so has, for a small force, contributed much in securing the notional sea lines of communication that Ken Booth alluded to in the 1970s. It is fair to say the RNZN is well known for “punching above its weight” and the Anzac FFH has enabled that. Our sailors have many times in the past 20 years, as with our forebears in other platforms, achieved superiority in localised areas by smart manoeuvring, using the characteristics of the maritime environment to our advantage, whether that be during MSO, regular high-end warfighting exercises or constabulary-type operations. Should it be any different? We are, after all, a maritime nation, discovered by mariners from far-flung islands. The sea is our source of recreation, our source of revenue, and for many our passion. Of course we haven’t done this alone. We have integrated magnificently with multi-national Task Groups (TG) which is as
THE ANZAC CLASS

much, if not more, testament to the capability of our people rather than the technical capability of the ships themselves. Some examples include the integration with Coalition Task Forces 150 and 151 conducting Counter-Piracy and Counter-Narcotics patrols, and finding hundreds of millions of dollars worth of drugs that would have been used to fund extremist organisations whose insidious and vile reach would have been felt closer to home without these Anzac successes.

If this last year is anything to go by, it is the frigate that provides the greatest flexibility when operating with allied navies. Not to take anything away from the other classes of Ships within the RNZN but in terms of flexibility and a range of options for contributing to a multi-national Task Group or, as in the most recent example, integrating with the USS NIMITZ Carrier Strike Group, it is the frigate within our order of battle that can most easily slot into a TG and offers the force commander the greatest capability. A great example of this flexibility was during the recent Op AWHINA, the Kaikoura earthquake response operation. TE KAHA took on the role of Commander Task Group (CTG) for a seven-ship multi-national Task Group comprising HMCS VANCOUVER, USS SAMPSON and HMAS DARWIN as well as HMNZ Ships ENDEAVOUR, WELLINGTON and of course CANTERBURY. The ship conducted this role with only her organic staff communicating effectively with the various platforms in the TG and equally as important, with the Deployable Joint Inter-Agency Task Force (DJIATF) based ashore. The ship’s communications fit-out, Command and Control System and organic capabilities facilitated this. In terms of Sea Control capability, TE KAHA has recently conducted the CTG role during the FPDA exercise BERSAMA SHIELD, controlling numerous multi-national ships in complicated warfighting scenarios.

The Anzac FFH was brought into Service at a time when navies across the world were shifting focus from the Cold War precepts of Sea Control operations into developing procedures and capabilities for Maritime Security Operations (MSO); the activities which are largely constabulary in nature, or at least, operations that fall short of all-out war! Exercises aside, the above activities are predominantly examples of MSO. Many of these operations require our Anzac frigates to operate in confined and congested waterspaces close to natural hazards. Historically this has been, and continues to be, a strength that allies recognise and it is routine for RNZN frigates to be employed within these congested areas, often close to navigational dangers. Our Anzac frigates exemplify that strength. As a corollary to operating within the inshore area we have become proficient at conducting underway Force Protection (FP) measures. With the introduction into service of the CIWS Block 1B, the Anzac FFH has a credible underway FP capability when all crew-served weapons are used to complement the CIWS and main gun armament. Coupled with a propulsion system that provides a great range of speeds, this layered defence allows excellent flexibility so that levels of force can be escalated as the situation dictates. This capability is an excellent asset to a Joint Task Force where the FFH might be used for protection of Mission Essential Unit (MEU) close to the shore supporting wider strategic goals.

TE KAHA and TE MANA are fine examples of ships fit for purpose and have acquitted these MSO roles superbly. Equally the ships have been prepared for Sea Control operations at the more military end of the spectrum and through the commitment to Service by those that go down to sea in them, the Anzac has and will be a platform for Defence Diplomacy objectives wherever they visit. The forthcoming introduction of increased capabilities in the Information Warfare domain of warfare and upgrades to the self defence capabilities will make them more credible in the current age where some regional capabilities threaten our Navy’s access to areas of interest to us.

There’s no denying that TE KAHA and TE MANA have and will continue to Advance New Zealand’s Interests from the Sea.
“The people of Kaikoura had tremendous support from the Navy and want to thank them as a whole for helping us.”

By Suzi Phillips

Kaikoura High School’s head girl, Abba Kahu was speaking at the opening of the “Uplifted” photographic exhibition at the NZ Naval Museum in Devonport last month. “Thank you for your courage, because those were still shaky times and we were blessed with your presence.”

She was followed by Kaikoura High School’s head boy, Jack Cotter, who added, “The earthquake was a very scary and surreal experience for us – we were shell-shocked for days and the isolation was sometimes overwhelming.

“On November 16th, two ships appeared on the horizon and were then sitting in the bay – the WELLINGTON and the CANTERBURY. It was a fantastic sight. They brought humanity and peace to our people in the town and during the aftershocks we felt protected by having the ships there. I also felt relief and pride – humbled by this response.”

Abba and Jack were part of a small group from Kaikoura visiting Devonport to attend the opening of the Uplifted exhibition and thank the Navy for their help and support during the November earthquakes.

They were accompanied by Kaikoura Museum manager, Stephanie Lange; Kaikoura Earthquake Recovery Manager, Danny Smith; and Uplifted exhibition photographer, Dan Kerins.

During a flying visit, the group were delighted to explore HMNZS WELLINGTON, meeting the Commanding Officer, Lieutenant Commander Damian Gibbs, on the ship’s bridge and having a tour with several of the ship’s company.

Later in the evening, they were VIP guests at the exhibition opening where the Chief of Navy, Rear Admiral John Martin, addressed the gathering.

“IT’s great to witness this link between Kaikoura and our Navy,” he said. “On the night, my first thought was for the fleet and what might have happened to them – it’s a big responsibility keeping $2.5 billion ships and crews safe.”

“The next day we had briefings about all aspects of the earthquake and the impact on the area, the isolation and the state of the roads,” he said. “The Chief of the Defence Force was talking to the Minister and others, trying to figure out how to get vehicles and people out of Kaikoura and how to get supplies in, starting with the local helicopters available.

“It was then that the sea was identified as the best opportunity for access to the community. Many were surprised that this support came from the sea, from our Navy and those of our friends, Canada and the US,” he said. “Many others offered help, but we chose those Navy’s ships that had helicopter capability.

“These offers of help reflected our strong relationships with our neighbours – including offers from Australia, Singapore and China – that resulted from our activities over many years working together.

“Our ships were able to offer support and comfort that was so valued by the people in Kaikoura and this kind of help for the people of New Zealand, is the very real reason that we serve.”

“This exhibition is about the power of nature and the sometimes violent force of nature, that is so different to the forces that we normally deal with,” he said.

“This is a marvellous exhibition that came about from the links between Kaikoura and the Navy Museum, and I want to thank them for coming to work with us.”

Above: Kaikoura High School’s head boy and head girl, Jack Cotter and Abba Kahu, on the bridge of HMNZS WELLINGTON with LTCDR Damian Gibbs.
COURAGE AND COMMITMENT HONOURED BY FRANCE

By Suzi Phillips

During World War Two, British Royal Navy sailor Harold Bevan helped with the liberation of France, crossing the English Channel 13 times on Landing Ship Tank 199.

Last month, he was one of three New Zealand servicemen honoured by France for their outstanding courage and commitment during WW2.

Mr Bevan, 97, along with John MacVicar and Frank Sanft, received the Legion of Honour – France’s highest order of merit – as recognition for their service in WW2.

The honours – the French Legion D’Honneur – were presented by the French Ambassador, Florence Jeanblanc-Risler, at a special ceremony held at the Auckland Art Gallery.

“This medal recognises your courage and unflinching commitment at a time of great peril,” the Ambassador told the veterans.

“I am absolutely overcome by this honour; it is wonderful. I’m on top of the world,” said Mr Bevan at the ceremony. “There are many stories I could tell you about those days.”

Mr Bevan, who later served in New Zealand’s Navy from 1952 to 1958, was also awarded two medals that he had not yet claimed for his service.

These were the NZ Operational Service Medal for his operational service in Southeast Asia during the Malayan Emergency on board the HMNZS BLACKPOOL in 1955; and the NZ Defence Service Medal that recognises three years in New Zealand’s armed forces.

These two medals were presented to him by Captain Andrew Watts on behalf of the Chief of Navy.

Mr Bevan was born in Norfolk in the UK and has lived in New Zealand since the 1950s. He served as an Ordinance Artificer in both the Royal Navy and the Royal NZ Navy.

He enlisted in the Royal Navy in 1939 and trained in HMS VICTORY and HMS EXCELLENT before being posted for service on HMS COVENTRY from August 1940 to November 1941.

In 1943, he served in HM Landing Ship Tank 199, which in early September was involved with transporting some of the US 45 Division during the Allied landings on Salerno in Italy.

During D-Day 1944 he was involved in the landings, unloading trucks onto Normandy beaches.

Mr Bevan remained in the Royal Navy until 1952 and then served in the RNZN from 1952 to 1958, including on HMNZS BELLONA and BLACK PRINCE.
The Joint Support Command (JSC) was established a year ago to provide command and control for a number of joint support enabling units within the NZDF.

JSC is made up of Joint Operational Health Group, Defence Munitions Management Group, and Common Systems (Operational support contracts for Fuel, Food and Freight). It also includes the Joint Fuels and Joint Movements projects.

The JSC aims to “Enable the Joint Effect” and “Enhance Combat Capability” with three primary objectives:

1. Supporting other force elements in their preparation for operations;
2. Supporting other force elements in the conduct of operations; and
3. Generating joint support enablers to meet JSC output requirements.

The Joint Support Component Commander (JSCC), Colonel Ruth Putze, says bringing together functions from across the three Services is a significant change, both for those who provide the support and for those receiving it.

“To embed such significant changes takes time. The JSC and the units within it are still very much a work in progress, which requires a lot of engagement and communication across the three Services. The development of joint units within the NZDF is a big cultural change for many of us, which will take time to embed.”

However, COL Putze says in the last 12 months she has seen a number of instances where JSC personnel have helped other Services meet their outputs, such as Air Force medics on land operations and Army medical officers on maritime operations.

“Domestically we often have personnel supporting other Service activities, such as PTIs in support of Op NEPTUNE, and this improves our deployed interoperability and maximises the opportunity for our professional soldiers, sailors and airmen to use their skills. During the Kaikoura earthquake in November 2016, the JSC was a single point of co-ordination for health, logistics advice to MCDEM and we facilitated the provision of all forms of fuel, by engaging closely with BP, HQ JFNZ and our users on the ground.”

COL Putze says the JSC plays a critical role in providing support to the Joint Task Force through either a Joint National Support Element, Joint Support Task Group or specific task elements. This role will grow with the development of Joint Fuel and Joint Movements and will continue to grow as each of these enablers is embedded.

Warrant Officer Medic Andy Findlay-Clarke has been a sailor for 21 years. He has been the Principal Medic for the Health Technical Advisory Team since the inception of the Joint Operational Health Group.
The concept of “jointery” is not new to him, having undergone his medic training within the tri-Service health school in 1996 and deploying on a number of United Nations, land and maritime operations and exercises.

“I did feel quietly optimistic at the potential benefits that JOHG could have in providing ‘better support’ and allowing our NZDF health workforce to work better together. For instance, the attrition rates with RNZN medics has been high for a number of years and has impacted the ability to sustain maritime deployed and operational health support on our ships. I believe that leveraging a joint effect will allow the health workforce to be more adaptable, resilient and have a better shared awareness across the organisation as the NZDF moves closer to 2025.

“I am just as cautious with organisational change as anyone else. I believe that to be 2020 Ready – to enhance combat capability – we need to be forward-looking and have a clear vision of how the JOHG will contribute towards CDF’s strategic goals. Will there be barriers to working in a multidisciplinary and multicultural environment? Definitely, there already have been! I don’t know a new organisation that doesn’t have challenges as it moves through the embedding phase. After all, we have taken three services with unique and longstanding cultures into one organisation with a single integrated command. Yet, there are substantially more benefits for the health workforce to being more ‘joined up’ than to continue to operate in our single service silos. Our health outputs and focus is common across the NZDF. Being joint in nature opens up opportunities for all our people, through the ability to have more diverse career pathways and posting locations.”

WOMED Findlay-Clarke acknowledges there are definite differences in the way individual services do things. “And that’s for good reason. Whilst there is significant commonality in how medics train and operate within the three Services, the unique environmental context in which they are expected to work will require them to adapt and/or acquire new skills and knowledge. For example an RNZAF corporal recently posted to the HMNZS Otago Leading Medic position. In preparation for the sole charge posting, the RNZAF medic has undergone the required RNZN damage control and seamanship courses as well as the opportunity to receive on-the-job experience under a maritime medic on HMNZS Endeavour. To me, this epitomises one of the benefits of the JOHG — the ability to apply ‘out of the box’ thinking to ensure sustainability for our current and future tasks.”

He feels it is important to increase stakeholder engagement to ensure the benefits are understood about how the JOHG can enhance combat capability by promoting, preserving and enhancing the health and wellness of the NZDF. “We also need to understand ourselves better to be able to deliver to the needs of the servicemen and women who rely on us.”

Left: Medics working together on HMNZS Canterbury during Exercise JOINT WAKA.

Our Newest Captain

Biting his tongue in concentration, 12-year-old Austin Stewart fixes a captain’s rank slide to his father’s shoulder, finishing it off with a proud pat. Both Austin and his mother Cathy had the privilege of handling the slides during the promotion of CDR Sean Stewart at a ceremony in Wellington on 19 July.

Captain Stewart, who joined the Navy in 1988, has recently returned from a three-year stint in Rhode Island, United States, completing a Masters in Science and Innovation and Strategic Management. His new role is Director Capital Portfolio Planning in the Capability Branch, based in Wellington.

Promotions to Captain are rare; there are less than 30 Captains in the Royal New Zealand Navy.

Chief of Navy Rear Admiral John Martin commented on the list of ships featured in CAPT Stewart’s background – TUI, Monowai, Endeavour, Southland, Waihato, Wellington, Manawatu, Te Kaha and the Commanding Officer’s role on Canterbury in 2011.

“That’s a significant commitment, in terms of a naval service to the country, to the Defence Force. But that also represents significant support from Cathy and Austin, and it’s marvellous to have watched that level of support grow and blossom.” The support of families is a strength of the New Zealand Defence Force, he said. “You’ve supported Sean while he has been doing these jobs, while he’s been at War College; I take my hat off to you. It makes me proud to be part of the same Defence Force as you.”

CAPT Stewart said his new role was a big role and he had been looking forward to it. “I’ve had three fantastic years in the States, and I’m now looking forward to connecting with Wellington and all my Defence colleagues and friends.” That would probably include three former classmates of the class of 1988, Commander Phil McBride, Captain Richard Walker, and Captain Blair Gerritsen, who were there to pat him on the back.

Above: Austin Stewart and mother Cathy Stewart place the Captain’s rank slides on Commander Sean Stewart, during his promotion ceremony.
A Joint Forces working bee has made it possible for a mobility-restricted woman to enjoy the outdoors of her lifestyle block all year round.

When Allyson and Warrant Officer Combat System Specialist Steve Lock moved from Auckland to a 4-acre property north of Masterton 10 years ago, they embraced all that a rural Wairarapa lifestyle had to offer. Chickens, horses, cows, sheep, plus snow on the Tararua ranges in the morning—a big contrast from the city.

But in winter time Allyson was basically housebound. She has Pompe, a rare disease that makes walking difficult. She found she was unable to use her mobility scooter outside in winter, as she would get bogged down, or even tip over.

In February Trentham community coordinator Ruth Murray and Family and Community Services Officer Marie Lotz visited Allyson and WOCSS Lock to see what could be done to help. The Locks and the community personnel came up with the idea of creating a pathway, around 80 metres long, making the outdoors accessible to Allyson again.

Funds were raised with a raffle of a signed Hurricanes Lions Tour jersey, which covered the cost of materials. Then a contingent of Navy, Army and Air Force volunteers from the Wellington Regional Support Centre and Joint Forces Headquarters joined in with WOCSS Lock to do the work on 15 June. The metre-wide path was marked out, dug out, compacted, refilled with screened limestone and compacted again, all in one day.

WOCSS Lock says the team “just slaved away” at the task. “The guys told me, it would have been soul-destroying to have done it alone.” He says the new path has given Allyson a lot more confidence. “For the first time in over five years she had been able to walk around the house, and to do it in winter is amazing. She thinks it’s fantastic. I’m so rapt with the work we did.”

The path was important because the couple had moved to Wairarapa to have that open and outdoor contrast to Auckland. “Not being able to do that [be outside] was very frustrating for her.” Now, as she does the loop walk, their chickens follow behind, hoping for food.

It is an hour and a quarter commute for WOCSS Lock to his work as a training and education officer for New Zealand Cadet Forces at Trentham, but he points out he could easily be doing that sort of time for a commute in Auckland.
HMMNZS OLPHERT 90TH ANNIVERSARY 9 – 11 MARCH

HMMNZS OLPHERT welcomes all former RNZN, RNZNVR and Civilian Staff of HMMNZS OLPHERT to join us. We are looking for expressions of interest to attend this event. A draft program has been prepared and consists of a Meet and Greet on the Friday evening at HMMNZS OLPHERT, a Dinner on the Saturday evening in Lower Hutt, and Church Service, BBQ and informal farewell on the Sunday at HMMNZS OLPHERT. If you are interested in attending please email your contact details to: OLPHERT.REUNION@NZDF.MIL.NZ

BLACK TIE GALA

The Royal New Zealand Navy Association Manakau Branch is holding a Black Tie Gala even on 9 September at the Manurewa RSA to raise funds for a Pearl Harbour reunion in 2019. Tickets are on sale for $45 (non-member RSA) and $40 for members. Contact M'Shell Law on 021404401 for tickets and details.

CAMBODIA REUNION

There is to be a reunion for all Navy personnel who deployed to Cambodia 1992 and 1993 as part of the NZ Navy Detachments (NZNAVDET) in support of the United Nations Transitional Authority Cambodia (UNTAC). The reunion is to be held in Taupo 23-26 April 2018 and is to include a Platoon march at the Dawn Service on 25 April 2018. All Navy personnel who were members of the two UNTAC detachments are encouraged to attend and to contact Wayne Duley (duleys@xtra.co.nz) to advise of attendance or go to the “RNZN UNTAC Reunion” Facebook page.

COOKS AND STEWARDS’ REUNION

A reunion for all ex RNZN Cooks and Stewards and serving RNZN Chefs and Stewards will be held on the weekend of 05 – 07 October 2018. Celebrations will be immense. Partners, wives and husbands are more than welcome to join us for the weekend – the more the merrier! The Reunion will be held in Auckland at Ngataringa. An in-depth programme will be published in due course. For any further information please contact Jon Walker on 021 103 5856, George Coffin on 021 081 26783 or Margret Mitchell on 027 6044 571 or join us in the Cooks and Stewards Reunion Group on Facebook.

ROYAL NEW ZEALAND NAVAL WOMEN’S ASSOCIATION NATIONAL REUNION 2017

To celebrate 75 years of women in the Navy, a National Reunion will be held in Auckland over the weekend 13th – 15th October 2017. It is open to women who have served in the Women’s Royal New Zealand Naval Service, Royal New Zealand Navy, the Royal New Zealand Navy Volunteer Reserve and Commonwealth Naval Forces. For further information on events happening over the weekend and a registration form, please contact either: Carrie Hodson: Carant@paradise.net.nz or Donna Russell: Donnadz3680@gmail.com

MEMORIAL SERVICE ON LAND AND SEA

A service for lost sailor Able Stores Accountant Joseph Tua in Takapuna on 29 July concluded with a moving tribute at Devonport Naval Base.

ASA Tua, from Mangere in Auckland, is believed to have been swept away on 29 April while on holiday in Samoa. Around 500 friends and family came to Devonport after a Takapuna service for a flower offering ceremony. A wreath was laid by ASA Tua’s family at the memorial wall at the base, which bears the names of other sailors who have no known grave.

Chief of Navy Rear Admiral John Martin said it was a “sad and yet uplifting event”, highlighting the comradeship and community spirit of the Navy. “I was proud to see so many Navy personnel there, across a range of ranks, supporting their friends and the Tua family, including the wider Naval Pacific Island Community, Support Branch and ASA Tua’s former shipmates. This reflects the strength of the support that has been provided from the time that Joe first went missing in Samoa, through to today and into the future as Joe’s family and friends adapt to their loss.”

Meanwhile, on HMMNZS OTAGO in the Western Pacific, the Ship’s Company gathered in prayer and shared stories among those who had known ASA Tua. The crew conducted a haka and placed a remembrance box over the side, in memory of ASA Tua, with the Ship’s Company facing to port and saluting.
INTRODUCING HMSN AOTEAROA
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