ORNANCE INNOVATION!

RESOLUTION IN THE ISLANDS

THE KIWI TYPE 12s
Published to entertain, inform and inspire serving members of the RNZN.

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Views expressed in Navy Today are not necessarily those of the RNZN or the NZDF.

Contributions are welcomed. Submit copy of letters for publication in Microsoft Word, on diskette or emailed with a hard copy signed with the writer's name, rank and address, even if these are not intended for publication. Articles about 300 words, digital photos at least 200dpi.

Reprinting of items is encouraged if Navy Today is acknowledged.

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have recently returned from a two-week visit to Singapore and Malaysia.

I was in Singapore to participate in a range of activities – and in Malaysia for an official visit to the Chief of Navy. In both countries I was treated extremely well – with warmth, courtesy and a genuine interest in what we are doing.

And I was treated in this way, not so much because of anything I have done, but because of what our Navy has done. In other words, there is a direct correlation between whom I get to see – and who wants to see me – and the reputation of the Navy in an international context.

The two visits highlighted for me one of the great challenges that we face as a relatively small Navy with our home located in relative isolation – certainly in terms of the sea miles that separate us from our neighbours and friends. That challenge is to continue to be relevant and of interest to other Navies around the world.

Imagine the situation if we were to be rendered irrelevant and perceived as lacking credibility as a professional Navy.

Other Navies would place us in the margins of operations and exercises – if they even considered our participation worthwhile. Consider the implications if the Royal Australian Navy no longer wished to participate in TASMANEX or if we provided only a token presence in Five Power Defence Arrangements (FPDA) exercises. They would have limited interest in working to ensure we could operate together. So that could compromise our place on Australian courses and our participation in AUSCANNZUKUS and CWID activities. We would find it difficult to carry on with the personnel exchange programmes we currently have with Canada, the United Kingdom and Australia.

The invitations we receive to conferences and seminars around the world – for example, through the Western Pacific Naval Symposium (WPNS) from Australia, Canada, Japan and the United Kingdom - would wither away. Those Navies with whom we exchange ideas about best operational and business practices – such as Singapore, the US Coast Guard and Australia - would be less likely to have any interest in what we do.

It is unlikely that other Chiefs of Navy, from Singapore, Malaysia, the United Kingdom, India and Australia, for example, would have any particular interest in inviting me to visit their countries – or, as the Chiefs of the Singapore, Royal and Australian Navies have recently done, in coming here to see what we do.

We would not see the Warrant Officer of the Navy (WON) going to a Warrant Officers’ seminar in England where he will have an opportunity to talk about how our Warrant Officers and other senior ratings are making a significant contribution to the Navy. He would not be able to go to Singapore and exchange ideas as he has recently – or as he has done in Papua New Guinea, Australia, Malaysia and Canada.

Imagine a world where no one particularly cared what we do, or how we do it.

The sum result of this would be that our aspiration to be the best small-nation Navy in the world would be a pipe dream. There is no way that you can hope to be the best if you are not out there competing with the best – and having them notice you.

This is why one thing that we need to focus on as an indication of how close we are to our Vision, is the extent to which other Navies are knocking on our door saying ‘we hear that you do this thing really well - would you share your knowledge with us?’

So what are the things that will ensure we stay relevant to all those other Navies that, for a variety of reasons, are important to us? There are probably three things of most importance.

The first thing is our force structure, and the military capability it gives us. A Navy of two ANZACs, a tanker, a Multi-Role-Vessel with sealift capabilities, two 80 metre patrol vessels that are helicopter capable, the inshore patrol vessels, and hydrographic and mine countermeasure capabilities, is a relevant and credible Navy.

The second thing is our processes – and here I mean the processes throughout and across the Navy. We need to make sure that our operational processes, our support and training processes – and our business processes – are ‘best practice’. We are making progress in this area and the Baldrige Criteria are a key tool to ensure that we can sustain the momentum we are now generating.

The third, and most important, thing is the quality and character of our people – in particular our Sailors at sea in our ships. Ultimately, our people are our brand. The standards of performance and behaviour they display are the principal end result of everything that we do. They are also important measures used by other Navies to make their judgement about whether they regard us as irrelevant – or whether they look at us with interest and respect.

The end result of being ignored is to wither and die. On the other hand, the end result of being noticed is to flourish and thrive.

There is no way that you can hope to be the best if you are not out there competing with the best.

YOURS AYE

DAVID LEDSON
REAR ADMIRAL, CHIEF OF NAVY
It gives me great satisfaction to contribute to Navy Today, having been the Chief of Naval Staff when the first edition appeared in June 1996 and now seeing the one hundredth edition some nine years later.

To start at the beginning... the whole of the Navy’s public relations strategy was under review in early 1996. We were essentially reactive in our work and took very few initiatives to tell the people of New Zealand what their Navy was up to. Similarly, we were not very
good at informing our own people of what was going on within the Navy overall, our plans and developments etc. A part of our new strategy was introduction of a modern periodical that would go some way to fill both the external and internal PR void.

Prior to Navy Today was the venerable Navy News that for many years done a worthy job in informing us about our ship’s movements and events, together with some excellent articles on moments in the history of the RNZN. But in my view it wasn’t sufficiently informing on wider issues of interest to a broader reader-ship. And so, not without muttering from a few loyal staff, Navy Today was launched (with some trepidation) – inevitably, Navy News had to be shut down. With colour photos adorning its cover, Edition 1 of Navy Today was on the streets in June 1996. Not a very fat issue and showing signs of its newness in the market, it nevertheless made a considerable, encouraging impact.

It had been decided that Navy Today would go further than simply an “in-house” magazine, through distribution to ex-Navy personnel, libraries, schools and members of Parliament, amongst others. To my personal pleasure, I have since seen copies in dentists’ and doctors’ waiting rooms and in the homes of some who have never had a relationship with the Navy, but who have an interest in naval affairs. In a magazine there is, and always will be, a risk of being adversely critical of events and policies with which those who serve do not agree. With one or two notable exceptions, Navy Today has successfully managed the tricky line between criticism and informing.

Perhaps this is a shame in some respects, but it is not the place of serving personnel to offer their views in public, especially in a public document. Indeed, that is the privilege of those outside the system. Over the past nine years, the magazine has matured to the extent that it provides an excellent resume of current affairs that in time will be a first class source of the history of our Navy.

My recent review of my library of Navy News and subsequently Navy Today (of which I have every copy) is for me a trip down memory lane, reminding me of the good and not so good times of my service. Faces, mostly youthful, loom out of the past recalling incidents, all in time context. I treasure these publications.

My congratulations to those who have contributed to make Navy Today such an attractive and informative magazine that has certainly achieved my original aims.

My wish to congratulate all those who contribute to Navy Today with your news, stories and pictures. Richard and Sarah are doing a grand job putting all jigsaw pieces together to create a really smart publication. Bravo and well done!

Liz Bridgeman
Words Worth Ltd
May 2005
The Philippine Coast Guard (PCG) is now at a pivotal stage of its 103-year history. With the agency’s recent acquisition of four 56-metre and four 35-metre Search and Rescue Vessels made by Tenix Defence Systems of Australia, the PCG now plays a major role to bring safety and security to the country’s 16,417 kilometre coastline and 2,795,962 km$^2$ of sea in its maritime area of responsibility.

THE PHILIPPINE COAST GUARD

The PCG is mandated within the maritime jurisdiction of the country, for:
- the protection of life and property at sea,
- safeguarding marine resources and environments, and
- the enforcement of applicable maritime laws.

The PCG was originally known as the Bureau of Coast Guard and Transportation, then it was transferred to the Department of Commerce in 1905 and was renamed the Bureau of Navigation. The Bureau was abolished in 1945 and its functions were divided between the Bureau of Public Works and Bureau of Customs. Finally in 1967, the Congress created the Philippine Coast Guard and it was placed under the direct supervision of the Philippine Navy.

In recognition of its important role and vital contribution to the development of maritime industry in the Philippines, then President Fidel V Ramos issued Executive Orders 475 and 477 transferring the PCG from the Department of Defence to its rightful home, the Department of Transportation and Communication as a distinct and separate uniformed armed service. The development of the PCG to beef up its capabilities came through the PCG 15 Year Modernization Program to acquire new ships, aircraft and equipment and the enlistment of additional officers and personnel to man the growing service.

In December 10, 1997 the PCG took its first step towards building a capable fleet by signing a contract for the acquisition of two 56-metre SAR vessels with Tenix Defence System. These are now known as the SAN JUAN class. The acquisition was funded by a combination of soft loans and grants from Australian Government.

The first of these ships, SAN JUAN, was delivered and was commissioned into the Coast Guard by the former President Joseph Estrada on 18 July 2000. The second vessel, EDSA II, arrived on January 2001. Nevertheless, the arrival of these two SAR vessels would still be inadequate to respond to all maritime incidents and emergencies considering the vast maritime jurisdiction of the archipelago.

The follow-on order of two more 56-metre and fourteen 35-metre Multi-Role Response Vessels (ILOCOS NORTYE-
class) seeks to address the PCG’s Fleet inadequacy. The vessels of the follow-on order will comprise the PCG’s Multi-Role Response Force and aid the agency in the performance of its mandated mission and functions. These vessels are projected to be deployed in the ten Coast Guard Districts nationwide to ensure the PCG’s timely responsiveness in every region.

At present, four 56-metre and four 35-metre vessels have been delivered and are integrated to the PCG’s Fleet, which also includes:

- Buoy Tenders,
- Patrol Gun Boats, and
- Search and Rescue Aircraft and Helicopters.

**SAR OPERATIONS**

The new SAR vessels were put into action almost immediately.

The first was the rescue operations of the ill-fated Laoag Air Flight 585 that crash landed one kilometre off Manila Bay on 12 November 2002. The expeditious response by EDSA II (SAR 002) resulted in the rescue of 15 survivors, two of whom were Australians. The impact of the crash landing caused the fuselage of the plane to break into two thereby trapping the passengers inside. The timely arrival of SAR 002 allowed the immediate deployment of Coast Guard divers who rescued the survivors who were trapped inside the plane. Sadly, 19 passengers and crew perished in the accident.

Last year, on the morning of 27 February 2004, Super Ferry 14, a cargo-passenger inter-island vessel with 717 passengers on board, was on its way to the southern island of Negros when it caught fire at vicinity El Fraile Island at the mouth of Manila Bay. The ship’s captain informed the PCG of the emergency, which immediately dispatched EDSA II (SAR 002). In view of the urgency of the situation, the 35m DAVAO DEL NORTE (SAR 3504) was also directed to proceed to the area of incident. While SAR 002 was combating the fire, SAR 3504 was shuttling the passengers from the ill-fated Super Ferry 14. The timely response of these two SAR vessels resulted in the immediate evacuation of passengers to a nearby cargo ship, thus keeping the number of fatalities to a minimum. The fire was eventually put out and Super Ferry 14 was towed on a nearby coastal town to avoid further damage. The PCG had done a very commendable accomplishment in saving life and property at sea. The PCG, as mandated by law, then conducted an extensive marine casualty investigation to determine the real cause of the incident.

**CONCLUSION:**

The Philippines had long suffered from maritime incidents that otherwise may
have been addressed by a capably-equipped Coast Guard. In 1999 alone, there were 212 maritime incidents involving grounding, sinking, collision, fire or capsise of sea-going vessels. Thousands of lives had, moreover, been lost in the major maritime disasters in the past. Marine pollution remains a grave threat to the fragile marine ecology and environment. The un-policed forms of illegal fishing have caused significant damage to the Philippines’ marine resources. Various maritime law infringements such as smuggling, piracy, armed robbery at sea, drug trafficking and other serious international crimes often go unpunished.

The new SAR vessels have been involved into numerous search and rescue operations, relief and rehabilitation missions around the country. It is indeed noteworthy that these new vessels are the backbone of the PCG in all SAR operations around the country. The acquisition of these Multi-role Response vessels by the PCG enables agency to be more effective and pro-active in performing its duties. The deployment of these vessels across the archipelago aids the PCG in promoting safety of life and property at sea, safeguarding the marine environment and its resources, enforcing all applicable laws and undertaking other activities in the best interest of the nation.

For descriptions of the other ships that form the basis of the Project Protector fleet, see: NT 98 – the MRV, NT 94 – the OPVs.

ADI Limited (Australia) has been awarded the contract to supply the main gun systems for Project Protector - to be installed on the MRV and the two Offshore Patrol Vessels.

The systems are the MSI DS25M designed by MSI-Defence Systems, UK. The systems for the Protector ships will incorporate the ATK 25mm M242 Bushmaster cannon, common to the NZ Army’s light armoured vehicles, giving the RNZN commonality of ammunition and cannon training and support. MSI gun systems are in service with a range of navies.

“ADI is collaborating with MSI to offer through-life support for the MSI modular gun systems. Previously we produced six 30mm MSI gun systems for the Royal Australian Navy’s Huon-class minehunters,” said Mr Lucio Di Bartolomeo, ADI’s managing director. “ADI considers the MSI modular gun system as the best in the market. It is extremely well designed, very robust, while maintaining a lightweight footprint. Its marinisation is excellent - critical for reliability and low through-life costs. The system is capable of withstanding the pounding from heavy seas while remaining reliable.”

ADI Limited is a major supplier of small arms and medium and large calibre gun systems. www.adi-limited.com

MSI-Defence Systems with its head office and manufacturing facility in Norwich, UK, plays a leading role in the design, development and supply of naval systems, with 80 years of experience in naval markets. www.msi-dsl.com
“Parlez-vous Anglais?”*

This famous phrase was to become a favourite during my month-long visit to the French Navy’s ship VENDEMIAIRE. While in VENDEMIAIRE, I was able to investigate the difference between our two navies, and in particular how the French operate in the remoteness of the South Pacific.

VENDEMIAIRE is a surveillance frigate and was halfway through a fisheries and diplomatic patrol when I joined in Tahiti. The ship is a FLOREAL-class frigate and it is built to an essentially civilian design. For example watertight compartments throughout the hull have been limited in these frigates. This allows a significantly cheaper design, which is comfortable and capable of fulfilling the roles required of it. The ship is not operated at the same intense tempo as an operational frigate; this class is used for intermediate tasks, somewhere between patrol craft and fully operational frigates. The ship incorporates a hangar and flight deck for an Allouette helicopter. In fact VENDEMIAIRE is not dissimilar to our proposed OPV’s – just a bit larger inside. It was great to gain experience on such a vessel prior to the commissioning of our future ships.

VENDEMIAIRE’s very simple design and uncomplicated engineering plant made life easy indeed for the maintainers and operators. The four Pielstick diesel engines provided excellent reliability and availability, and no OPDEFs were experienced during my visit. Operating far from home in the Pacific, supportability provided challenges; the French solution was to delegate much of the responsibility to the MEO and supply staff.

Due to the level of autonomy they had, I noticed some remarkable similarities to the way our small-nation Navy works. In general the exchange was very applicable to my role in RNZN. It was also interesting to see the French armed forces grappling with some of the problems the NZDF has dealt with - one is their aim to become more joint-focused.

Probably of more interest to Navy Today readers were my detailed investigations into French wine, food and culture!

One of the first things I was able to do onboard was investigate the French paradox – the phenomena where its claimed French people live a lot longer than other Europeans, despite their diets. It has been suggested that one of the reasons for this is the Frenchman’s love for red wine. Wine was consumed at lunch and dinner, regardless of being at sea or not. Being on duty was no barrier to a glass or two either.

Their meals are an important and large part of their lives and the routine onboard. The lunch and dinner typically lasted an hour at least and consisted of a restaurant-style three courses. The local cuisine consisted of everything not to eat for those trying to fit back into their mess rig!

Every meal was accompanied by fresh bread, and preceded by espresso-style black coffee. I was also pleased to see the clichés fulfilled, when snails and frogs were served for some of the meals. The cooking staff onboard included a chef who specialised in Japanese food, a baker and a patisserie chef. In every respect food was something that VENDEMIAIRE truly excelled at.

The working hours onboard were also very agreeable. Work started at 0830 (after a 0745 wakey wakey), and ended at 1700. There was a lunch break/siesta time from 1100 until 1445. This made watch keeping a cinch, in fact it made life onboard comparatively very easy. In general it made me feel very

* “Do you speak English”
secure about the relative dedication and hard-working attitude of the personnel in the RNZN, albeit a little envious.

Fortunately for me most of the crew spoke some semblance of English, certainly all of them spoke English better than I did French! To complicate linguistic matters I found out that they had an outrageous sense of humour and a huge variety of colloquial words. During my time onboard I was introduced to French practical jokes, and a number of words and phrases that cannot be found in the average Lonely Planet dictionary. They were very passionate about sport, rugby, and even the All Blacks, especially when we were playing England. (The French have an intense level of rivalry with the English, much more so than we do with our Australian cousins!) They are all fervent patriots; they loved shaking hands (every morning and every watch change); and they are very passionate, especially on all matters regarding food and sport.

All rugby and sport was closely and religiously followed on the ship’s satellite TV system. The 1999 World Cup semi-final was also a favourite topic, but this was made a lot more bearable by the fact that the AB’s knocked the stuffing out of the French team during their end of year tour match last year.

While I was in VENDEMIAIRE we sailed into Wellington, my home port. It was unusual entering Wellington for the first time in a French ship... We got into Wellington for ANZAC Day, which they participated with enthusiasm. They were slightly surprised when I explained that ANZAC Day remembered a defeat in Gallipoli rather than a victory, and I guess that was another cultural difference. While in New Zealand the French crew also got to indulge their passion for sport and the outdoors. All were impressed with the outdoor adventurous activities and opportunities that NZ had to offer. There were at least two crewmembers who talked about emigrating following their Wellington visit!

My visit to VENDEMIAIRE ended any misconceptions I had had about French ‘inhospitality’. The time I spent onboard allowed me to experience the warmth, friendliness and wonderful culture of the French people. ‘Bon voyage’ VENDEMIAIRE.
IN MEMORIUM

Robert ‘Bob’ Worsfold
1946-2005

By CDR Mark Worsfold RNZN

There were so many people who turned out for Dad’s funeral last month, that on behalf of my Mum, Yvonne, my sister Jacque and the rest of our family I would like to pass on my thanks for all the support and kindnesses extended to us since the sudden passing of my father Bob. The sight of everyone at his service on 24 May showed how much of an impact he had on so many people. Bob joined the RN at age 15 and left to join the RNZN in 1978. He continued naval service as a civilian from 1993 until his death; his commitment to the two navies spanned 44 years. He is missed by us all; thank you everyone. Rest in Peace Dad.

ABOVE: The ships’ soccer teams from JDS SHIRAYUKI and HMNZ Ships ENDEAVOUR and TE MANA join together for an international friendship photo after their match in Nagoya, Japan. See page 41 for a sports report from the deployed ships.

ABOVE: The NZDF Civilian HR Team at the end of their team building event at RNZAF Base Woodbourne. Photo NZDF

CONGRATULATIONS: For your Queen’s Birthday Honours

To be an additional Member of the NZ Order of Merit:

CDR D J Toms, RNZN and LMT(L) Matthew Overton
HMNZS RESOLUTION of the Hydrographic Force has just returned from a South Pacific deployment, which showed her versatility in a range of tasks. LT Ralph Groube of RESOLUTION describes their recent operations.

On 11 April we sailed from DNB bound for Nuku’alofa in Tonga and the first South Pacific deployment undertaken by the ship for some years. Unfortunately, a defect in one of the Ship’s Service Generators forced our return, but after hard work and assistance from ashore the errant generator was repaired and 12 hours late, we were back on passage to Tonga.

The constant southeast swell, created by the SE Tradewinds had RESOLUTION rolling all the way to Tonga, and it was with some relief that we anchored in Maria Bay off Tongatapu on Sunday 17 April. The ship weighed anchor the following morning and proceeded into Nuku’alofa, berthing at 0800. Unfortunately, the Tongan Defence Minister had
passed away shortly before our arrival, and the mood in the Island Kingdom was therefore somewhat sombre. However, the ship’s company made the most of our brief visit to get ashore and experience Tongan culture before sailing the following day for Apia in Samoa.

Once again we found ourselves subjected to the same uncomfortable rolling; after an uneventful passage and a date change backwards as we crossed the International Date Line, we arrived in Apia at 1300 on 20 April.

Once alongside, the ship’s company set about disembarking the SMB ADVENTURE, the Defence Technology Agency container containing all the survey processing equipment, and a detachment of Hydrographic Surveyors and technicians, all to conduct a survey of Apia harbour. The detachment spent three weeks conducting a detailed survey of the harbour and approaches while RESOLUTION continued on, visiting a number of the other islands in the South Pacific. During our time in Apia the ship’s company took the opportunity for R & R and to have some fun exploring Samoa. RESOLUTION made her way out of Apia harbour on 22 April and commenced a transit to Suva, Fiji.

The passage to Suva was considerably calmer, which made a welcome change. A wet and somewhat surreal dawn on 25 April was witnessed by the entire ship’s company during our ANZAC Day service; the following morning we went alongside in Suva at 1030, having cleared Fiji Immigration and Quarantine during the transit through the reef and into the harbour.

RESOLUTION was the first RNZN vessel to visit Fiji since the last military coup in 2000, which demonstrated the re-engagement between the two countries’ defence forces. The CO’s official calls included the Commander of the Republic of Fiji Military Forces and the Commander of the Fijian Navy.

After the days in Suva, much enjoyed by everyone onboard, we made passage for Rarotonga - Fiji to Rarotonga was the longest haul of the deployment. Once again we encountered the southeasterly swell, but this time we were heading straight into it, creating a very different motion for the duration of the passage.
By LTCDR Andrew Lincoln, RNZN, HQJFNZ

On 11 May, RESOLUTION visited the Northern Cook Island of Pukapuka to deliver humanitarian aid and to provide technical and manpower assistance. Pukapuka was devastated by a number of cyclones earlier this year, the worst of which was Cyclone Percy, two months before. Waves up to 4m high came over the protective reef, smashing into houses. Families whose homes were damaged are still being billeted in other homes and some occupy a school building. Coconut trees were broken in half and all of the island’s coconuts were stripped from the trees by the force of the wind.

Mrs Denise Temu, head of the Island Council, said that during the cyclone they took shelter in houses, and as the roof was blown away they moved to the next house and then the next moving further inland as each roof was blown off in succession. Seawater washed deep onto the island and the taro crop, vital food for the island, was destroyed.

RESOLUTION was on a 6 week deployment to the South Pacific and loaded Red Cross humanitarian aid at Rarotonga before arriving at Pukapuka Island. On arrival at the island a small team of planning staff and engineers from the ship went ashore to coordinate the transfer of aid and to establish how the ship could best assist the Islanders during their one-day visit.

LTCDR Andrew McMillan led the planning team and said “our initial impressions of the island were of a Pacific paradise in real need of assistance. The island came close to running out of drinking water two days prior to our arrival and it was only through the first rain in close to a month falling yesterday that they had any water at all.

Despite the hardships that these people have faced they remain amazingly positive and we were very warmly welcomed”. The team was welcomed with a short cultural ceremony, which included some of the wonderful Cook Islands singing. The team was welcomed with a short cultural ceremony, which included some of the wonderful Cook Islands singing. CPO Barry Waerea said “I found the singing fantastic and quite emotional”.

CDR Dave Mundy, CO of RESOLUTION, said “It was quite humbling to see just what the local people have had to endure since the cyclone - a feeling shared by all of the ship’s company who worked hard throughout the day to render whatever assistance they could. It was extremely satisfying to see how the supplies and technical assistance provided during our visit will help those on the island rebuild their lives”.

RESOLUTION achieved the following:

- Transferred some 3 tonnes of Red Cross food, 4500 litres of drinking water, and 3500 litres of diesel fuel for the school.
- The ship’s engineers repaired a front-end loader vital for cyclone damage repair and for transporting building materials around the Island.
- They also repaired the engine on one of the Island’s cargo lighters, which are used to transfer cargo ashore through the tight reef passage from visiting cargo ships.
- The ship’s electronics technicians were able to provide assistance in repairing and identifying problems to the telecommunications system.

Head of the Island Council, Mrs Denise Temu, said “I am extremely grateful to the Royal New Zealand Navy and especially the crew from the RESOLUTION for their support. The aid comes at a time when we most urgently needed it and will provide us with a degree of comfort for the near future. We are in a great need of assistance here - the crew has worked very hard for us and we can only give our heartfelt thanks”.

Some of RESOLUTION’s company joined in an island soccer tournament in the afternoon. The team was beaten soundly, firstly by the opposition, but most definitely by the 36-degree heat and tropical sunshine!
JOINT FORCES IN NUIE: EXERCISE TROPIC TWILIGHT

By LTCDR Andrew Lincoln, RNZN

Tropic Twilight was a dual-sponsored activity supported by both the Ministry of Foreign Affairs and Trade, and the New Zealand Agency of International Development (NZAID). The exercise assisted with the rebuilding and development of the civil infrastructure, using NZAID funding, after many buildings suffered extensive damage during Cyclone Heta. Cyclone Heta struck Niue on 5 January 2004 with winds gusting 300km/h and enormous waves. The main village, Alofi, was destroyed and the rest of the island devastated, along with much of the Niue’s infrastructure, including roads, the hospital and the main wharf.

Naval staff from HMNZS RESOLUTION undertook a variety of civic tasks, followed by Army Engineers from 2 Engineer Regiment and medical personnel from 2 Health Services Battalion based at Linton Military Camp.

There is a special relationship between Niue and New Zealand. Between 1901 and 1974 Niue was a dependent territory of NZ. Since 1974 Niue has been self-governing in free association with NZ, a status distinct from full independence. NZ has a statutory obligation under the Niue Constitution Act 1974 “to provide necessary economic and administrative assistance to Niue.” Niue manages its own affairs in all respects except foreign affairs and defence. All Niueans are New Zealand citizens.

NZAID, the Government’s international aid and development agency, provides assistance for Niue of approximately $8.25 million per year. Most of this ($5.75 million) is in the form of budget support and enables Niue to provide essential services to the population.

In November 2004, the NZ Prime Minister and Niue’s Premier signed the ‘Halavaka Ke He Monuina’ Agreement – outlining a $20 million strengthened programme of cooperation over the next 5 years.

RESOLUTION’s contribution during the ship’s visit 19-21 May included:

• A 10 person working party cleared approx 300m of undergrowth in preparation for the Airport perimeter security fence
• Marine engineering technicians inspected and identified faults with port lighter tender (essential to offloading supply vessels at anchor)
• Electrical technicians repaired the domestic fresh water supply pump at the NZ High Commissioner’s Residence
• Three Marine technicians worked alongside the Australian (AUSAID) engineering supervisor for general workshop duties during visit
• Radio technicians supported the Police by:
  • restoring the previously inoperative mobile VHF radios,
  • installing a marine radio set in the police station,
  • giving advice on operation/further work required to rectify minor faults with comms.
• And re-configuring the internet PC at station which is now operational.
• Large Scale Hydrographic Survey of Alofi port and approaches:
  • Using survey boat DIRK, RESOLUTION’s hydrographers collected enough data for a new edition of the nautical chart of the area
• This will be rendered through the NZ Hydrographic Authority – LINZ, and will facilitate safer navigation for vessels using the port.

In addition to these TROPIC TWILIGHT tasks, the CO hosted Niue’s Acting Premier and the NZ High Commissioner to an official luncheon onboard. Members of the ship’s company gave presentations at the local High School, followed by a ship’s tour for 40 students. The CO and ship’s personnel also attended the opening of a local playground donated by NZ in remembrance of a Niuean mother and her son who were killed during Cyclone Heta.

Phase Two
Two RNZAF aircraft, a C-130 Hercules and a Boeing 757, lifted a 122-strong Army team to Niue, along with stores, equipment and building materials, as part of Exercise Tropic Twilight, 24 May – 17 June.

The exercise allowed NZDF personnel the opportunity to employ their specialist skills, conduct training, and practise low-level operations in a tropical environment, as well as promoting closer relations with Niue.

The small population is finding that rebuilding is an enormous task. Since Cyclone Heta, NZAID funds have gone towards:

• heavy equipment (diggers etc) to clear debris,
• building houses to replace damaged ‘government tenant’ houses,
• asbestos clearing from old roofs,
• repairs and re-roofing of damaged houses,
• providing the recovery project manager, and
• assistance for the private sector, to meet needs identified by the Niue Private Sector Taskforce.

Niue is an attractive visitor destination and particularly tourism development, has significant potential. Private sector investment is taking place in industries including fishing, tourism and crops such as vanilla and noni, a fruit.
NAPIER ART DECO WEEKEND 17-21 FEB

By LT Ralph Groube RNZN

MNZS MANAWANUI steamed over the horizon and joined the Advance Force for a formation entry into Napier on 17 February. RESOLUTION, MANAWANUI and MELVILLE, formed a column and proceeded into harbour; locals told us that it was an impressive sight. RESOLUTION berthed and began preparations for the Official Reception onboard, which was one of the opening functions of the Art Deco Weekend. As the marquees were erected on deck, two cranes arrived to disembark SMB ADVENTURE, for her survey tasking with the Detachable Geospatial Support Unit (DGSU) the following week (See NT 98 April).

The Art Deco Weekend celebrates Napier’s rebuilding after the 1931 Hawke’s Bay Earthquake and fire, which devastated the city. The events included:
• The COs attended a Luncheon hosted by the Mayor, Barbara Arnott. They were picked up in 1930’s era vintage cars.
• The Friday evening Reception on board for 120 guests, co-hosted by RESOLUTION and Brebner Print (the major sponsor of Art Deco Festival). The reception was held under two marquees, on two decks.

• A morning tea for the Vintage Car Club; an impressive array of vintage cars of many makes lined up on the wharf.
• The Mayor of Napier officially opened the Art Deco Festival at a function held on the Marine Parade in a carnival atmosphere, which was followed by a spectacular display by the RNZAF Red Checkers Aerobatics team.
• The street parade on Saturday afternoon. The ships’ companies of RESOLUTION & MANAWANUI, and HMAS MELVILLE, accompanied by the Navy Band, led the parade of 178 vintage cars through the city centre. The COs joined CN on a Vintage Train Journey, the NZR Pea, Pie & Pud Run, from Napier to Ormondville. A Ja class steam locomotive drew the train.
• On Sunday morning the City of Napier and the RNZN remembered, and celebrated the links forged by the tragedy of the 1931 Hawke’s Bay Earthquake. A troop of Sea Scouts, led by the RNZN Band and a platoon from RESOLUTION & MANAWANUI, carried the HMS VERONICA Bell, to the Veronica Sun Bay on Marine Parade where a moving ceremony was conducted to mount and rededicate the Bell.

Both the Mayor of Napier and CN made moving speeches with respect to the close relationship between the people of Napier, HMS VERONICA, and the sailors of the NZ Division in 1931, and the continuation of that connection today. The VERONICA Bell ceremony marked the last of the official events for us, however our sailors provided a very visible presence in the City for the entire weekend. The Task Group sailed from Napier at 1100 on Monday morning, keen and ready to get their teeth back into the remainder of TASMANEX 05 (see NT 98).
After TASMANEX 05, RESOLUTION proceeded south to the Wairarapa coast. We were making good progress until a southerly whipped up, making survey operations untenable. We sheltered in the Marlborough Sounds - an area becoming quite familiar to us. The detour presented an excellent training opportunity for a number of Junior Seaman Officers so the time was spent conducting pilotage runs. We anchored in Ship Cove overnight, overlooking the Captain Cook monument, and incidentally just around the corner from Resolution Bay.

Following a typical passage across Cook Strait, we spent a weekend along-side in Wellington, sailing on Monday once more bound for the Wairarapa Coast for another ten-day survey pe- riod. The weather co-operated and we made excellent progress towards the completion of the survey; we left the Wairarapa with a few fill-ins and seabed samples left to do and headed back to Wellington.

Alongside in Wellington a marquee was erected, and preparations made for an official reception; RESOLUTION was the official venue for the launch of the Government’s Oceans 2020 project.

We sailed on 21 March; our aim was to complete the Wairarapa Survey area, which we duly managed - we then commenced surveying the area just to the east of Cape Campbell off the top of the South Island, doing the few fill-ins in the northern part of the Wairarapa area during our passage to Auckland.

We sighted CANTERBURY proceeding back to Auckland for her decommissioning ceremony; identities were exchanged, conversations held on VHF, and the ships closed each other to allow RESOLUTION to farewell the frigate. CANTERBURY came close alongside RESOLUTION, marks of respect were paid, and a Haka was performed by RESOLUTION and replied to by CANTERBURY. The frigate then broke away, conducted an impressive a 360 degree turn at speed, then steamed past us at 18 knots, sounding her siren. For those who had served in CANTERBURY it was an emotional time watching her steam away for the last time. RESOLUTION claims the honour of being the last naval vessel to see CANTERBURY at sea.

Easter weekend was on task at sea, with a welcome visit from the Easter Bunny (aka CPOMT(P) Zinsli) to deliver Easter Eggs to the ship’s company. We completed the Wairarapa block and proceeded back to Auckland, arriving on 30 March for a welcome 10-day period alongside.

FINISHING THE WAIRARAPA SURVEY

This project will be run in partnership by Land Information New Zealand (LINZ) and a number of government organisations including the National Institute of Water and Atmospheric Research (NIWA) and the RNZN. It involves a survey of the ocean floor around NZ with an anticipated completion in the year 2020. In the short term however, due to RESOLUTION’s commercial work for LINZ and increasing focus on military hydrography, it is likely the NIWA vessel TANGAROA will do the majority of the early work.
When we arrived in Afghanistan, we flew in ‘tactical’ in a Hercules - not good for someone who gets motion sickness. Anyway the scene through the little round window was amazing, especially when you are flying through snow-covered mountains.

I spent the first week learning about my job, there was a lot to learn in those first few days, as well as adjusting to the climate, food, and learning where I slept - all the huts looked the same.

My job is providing humanitarian assistance to the Afghanistan population. We buy items like beans, rice, oil, blankets, clothes, tents, small stoves, tool kits, school kits, medical items and anything else we can get my hands on to pass to the local people. We provide these items to all of the population in the Afghanistan region.

My first experience was during the winter, people were dying because of the cold, both children and adults - we worked our butts off to get as much humanitarian aid out as we could. The trouble was we couldn’t get the trucks through to certain areas (the snow was about 2m thick, covering the roads) hence people froze, or died of hunger.

Working with the local contractors to get items I need is an experience in itself! Some of them speak minimal English, so I have to use an Interpreter. I often have to go outside the military camp to get to my contractors. Outside the ‘wire’ (camp), there are hundreds of kids who come running up, begging for clothes, shoes and money.

The other day there was a local bus accident, it went down a bank feet into a river; several people died and many were injured. There was quite a bit of blood - not for the faint-hearted. My truck driver that day had a smashed windscreen, when I asked him what had happened he said he has been shot at.

I share a cabin with another female, however we each have our own space which is partitioned off. It has heating and air-conditioning for the summer. So it’s not too bad. The bad thing is the toilets - they stink!! They are porta-loos and they are situated all around the camp; the ones next to my hut are about 30m away, however that is a long 30m in a freezing cold night!

Each day varies - let’s take one Saturday. I was at work at 0650, picked up a team of 8 soldiers, loaded up a truck full of blankets, beans, rice, cooking oil and then drove to the flight line to load a helicopter, to be distributed to one of the Afghan provinces. This took about two hours, then I had to pick up my contractor outside the camp. Then I brought my contractor back to my office to discuss getting more blankets, sandbags, tarpaulins for the upcoming flood season. Trying to explain to someone that has little knowledge of the English language can be frustrating - two hours later I finished and was back in the office. The phone went, it was an American female soldier asking whether I will give a presentation at the Afghanistan National Womens’ Day. Silly me said yes.

That afternoon loaded up another truck with more supplies, this time it is going into my containers for the next emergency. I helped lift 1200 bags of rice and beans - 3 hours and very sweaty. At 1700 I caught up on some paperwork so we can get funding for more supplies to be loaded next week. I finished about
1900 and went to the gym.

The gym is only about 400m away. It is a huge dome tent that has a concrete floor. There are bikes, steppers, treadmills, cross-trainers and several weight machines. I sign-in, grab a towel and a bottle of water (water is free here) and work out for about an hour. There are several ‘show ponies’ in this joint – typical; they yell and scream when they are pumping weights; however they soon shut-up when I pick up the same weight as some of the guys…hah!

I flew in an American helicopter to a working conference; the flight down was pretty cool, they have the back of the helicopter open, so you can see everything. I slept in a tent for 3 days while at the conference and had to walk about 800m to go have a shower, not a good look when you have just woken up - especially the way my hair sticks up in the morning! The fun thing was no hot water, so it was cold showers. Anyway, I had a speaking part on the last day of the conference, which I was a little bit nervous about - 50 people in the conference higher ranked than me. The flight back to my base took about 4 ½ hours, and my bum fell to sleep half way through because it was so cold and cramped.

On 6 April an American Chinook helicopter crashed just outside Ghazni province. There were 18 people onboard – no survivors. The sad thing was, onboard that aircraft were two of my American work mates. They had gone to Ghazni to check on the dining facility and vehicle engines - it was a routine trip until they hit a sandstorm. What really hit home for me was that I had planned to go on that flight, as I needed to assess the Humanitarian Aid in the Ghazni Province. However, I had had a fairly busy week that week and decided I would leave it for another time. I guess you could call it fate that I wasn’t on that aircraft that day. I had the job of packing up the personal belongings for my two work mates... not a nice job and I was glad when it was over. We had two memorial ceremonies for all 18 personnel, of whom 3 were civilians. The sound of silence amongst thousands of people as 18 Army trucks carrying 18 caskets drove down the main street of Bagram Air Field was one I will never forget.

I think I will come back a vegetarian; the highlight over the last 2-3 weeks was when I flew up to the NZ Camp in Bamyan and got to eat a real chicken burger, it even had beetroot and camembert cheese on it! I ate so much! Although I shouldn’t moan, I have made friends with 3 Korean Nursing Officers and they invite me to eat at their Korean dining facility a couple of times a week. The food is very healthy, no wonder they are all about a size 2! I feel huge standing next to them, they are unbelievably tiny.

Easter. Well it came and it went, without a day off, however I managed to scoff a couple of Easter Eggs, thanks to parcels that had been sent to me. (I want to thank all of you who have sent parcels to me. They have been wonderful, and it truly makes time go faster when you know there is a parcel on the way.) Anzac Day was the most memorable I have attended since joining the Navy. We started with a Dawn Service with the Australians – so early rise at 0400. The Dawn Service was attended by several coalition partners: the US, Korea, UK, Slovakia, France, and Germany. We had a very civilized Anzac Day, however I had three meetings in the afternoon. I went on a vehicle patrol to Kabul. The drive in was exhilarating, better than any roller-coaster ride - my adrenalin was pumping the whole time! The weather is heating up over here, now. I melt when I have to wear body armour around. A good weight-loss programme I say!
On 3 March, the NZPRT was given control of approximately 6,000kg of weapons and ammunition that had been handed over by members of the local community to the Bamyan Province National Directorate of Security (NDS) Headquarters. The weapons and ammunition had been collected from a number of houses in the Darrahe Jalmes Valley approximately 30 km to the northeast of the Kiwi Base.

During the handover to the NZPRT the Director of the NDS, Gulum Paikar, said it was the result of the combined efforts of the NDS, the local Police and the NZ PRT. This was further reinforced by General Wahadat who said he had seen a lot of positive work being achieved between the NDS, the Police and the PRT.

Above: The weapons and ammunition taken into possession of the NDS.

Provincial Governor Meets Commander NZPRT

During March it was announced that Bamyan province would have Afghanistan’s first female Governor, Habiba Sarabi. The appointment of the new Governor was taken as an indication of the confidence the Central Government had in the local security situation in Bamyan. GPCAPT Duxfield met with the newly-appointed Governor, who commented ‘the biggest problem facing this province is poverty, and the desire of the people for change is very high. The NZPRT plays a crucial role in helping to achieve those desires’.

GPCAPT Duxfield replied that ‘the aim of the PRT is to support the practices of good governance’. This is achieved through assisting with providing security and stability throughout the province; and through involvement in facilitating various engineering projects, and health and educational programmes.
In April, the NZ Minister of Defence arrived at the NZ PRT Base in Bamyan, to a traditional Kiwi welcome. Mr Burton attended a number of activities including a ‘Traditional Afghan Night’ hosted by the PRT, which saw members wearing traditional Afghan dress and eating local food with cushion seating. ABMED Lara Sharp said "It was great to see the Minister involved in the evenings activities, particularly his impromptu performance with the guitar!"

Mr Burton visited key organizations, such as the Bamyan University, to which NZ has provided support; saw a demonstration of the capabilities of the patrol teams; and had a brief tour of local historical attractions.

Spring has suddenly appeared with white snow fields quickly turning to brown dry wasteland which in turn has miraculously turned green in the valleys with wheat crops (and hopefully no poppies) coming through. My last patrol was a lengthy and tiring one - at least it is no longer -20°C!

We visited one remote village that had never been visited by coalition forces. They were excited and exuberant to see us. They told a sorry story of the Taliban arriving only 5 years ago, killing 40 citizens, burning houses, crops and stealing all their livestock. Large numbers of refugees left but are now returning. We will deliver more school kits to them and secure a weapons/ammunition store that was in a house destroyed by the Taliban. At least the farmer will be able to restart his livelihood and rebuild his house. All in all you can see the progress here in Afghanistan: bridges and schools being built, wells dug, security lasting, businesses growing, more people each week in the bazaars, crops being planted, fields ploughed and government administration functioning (albeit spluttering at times). Most pleasing is that most places we go now, there is a transformation.

The children no longer call out ‘throw something’ (lollies, food etc) or call out ‘pen, pen pen’, or ‘baksheesh’ (money), but now wave, laugh and call out the names of our NZ soldiers. When I go to meetings with village elders to talk security, what we are here to do, election processes and village needs, our soldiers are outside playing frisbee, volley ball or soccer with the kids. This is where the hearts and minds approach really works. It is very reassuring while I am at meetings to hear peals of laughter from the kids outside as the soldiers do something to amuse them. This is the real success of this mission.

It is a true privilege to command such ‘citizen friendly’, but at the same time thoroughly professional, NZ troops.
RIGHT: WO BLUE ALLEN WITH HIS FAMILY AFTER THE PRESENTATION OF THE NZMSM WHILE IN CANTERBURY DURING THE SHIP’S FINAL VISIT TO AKAROA, HIS HOME TOWN.

SLT KELLY BEGG, NOW SERVING IN HMQS ENDEAVOUR, WITH HER PARENTS MEGAN AND GRAEME BEGG, ON GRADUATION DAY. KELLY GRADUATED AS BACHELOR OF COMMERCE WITH A DOUBLE MAJOR IN MANAGEMENT AND INTERNATIONAL BUSINESS.

LT CAMERON MCGREGOR TOOK THE OPPORTUNITY TO BE FORMALY PRESENTED WITH HIS BE DEGREE THIS YEAR. HE COMPLETED HIS DEGREE IN 1999, BUT WAS POSTED TO SEMC COURSES IN THE UK THEN TO SEA IN TE MANA. HE IS NOW A PROJECT MANAGER IN NAVAL STAFF, WELLINGTON.

ACSS(U) ALBIE ROEBECK OF TE MANA BECAME A FAVOURITE WITH THE JAPANESE CHILDREN DURING THE PUBLIC OPEN DAY AT NAGOYA, JAPAN ON 4 JUNE. SOME 3,000 PEOPLE QUEUED PATIENTLY FOR THE OPPORTUNITY TO WALK THROUGH TE MANA DURING THE OPEN DAY, IN WHICH THE JAPANESE DESTROYER SHIRAYUKI WAS ALSO OPEN TO THE PUBLIC. TE MANA HAD BEEN IN NAGOYA IN SUPPORT OF ‘NEW ZEALAND DAY’ AT THE AICHI WORLD EXPO IN JAPAN.

LONG SERVING DTA DIRECTOR DR JOHN BUCKINGHAM PRESENTED A CERTIFICATE OF APPRECIATION TO DR RALPH MARRET.
LEFT & ABOVE: THE DEFENCE TECHNOLOGY AGENCY CELEBRATED 50 YEARS SINCE ITS FOUNDING AS THE NAVAL RESEARCH LABORATORY WITHIN THE NAVAL BASE BY HOLDING AN ‘OPEN DAY’ AND AWARDS CEREMONY FOR SELECTED GUEST FROM THE NZDF AND SCIENTIFIC COMMUNITY.

MS SALLY GARRET EXPLAINED HER DISPLAY OF WEATHER MODELLING TECHNIQUES TO LTCDR GORDON STAMP.

VISITING SINGAPOREAN DELGATION POSE FOR A GROUP PHOTO WITH NZDF MEMBERS INVOLVED IN THE MEETING HELD IN WELLINGTON.

OLSEN, A GUIDE DOG UNDER TRAINING, IS LEARNING HIS TRADE AT OTS.

THE PRIME MINISTER STANDS WITH SAILORS FROM TE MANA AND ENDEAVOUR, AFTER THEIR KAPA HAKA PERFORMANCE IN NAGOYA JAPAN.
n RNZN Court of Inquiry has completed an investigation into the circumstances surrounding an accident that occurred during a lifeboat drill on the replenishment tanker HMNZS ENDEAVOUR on 16 August 2004 in Sydney. Twenty-two sailors were in the port lifeboat when it released prematurely from the ship and landed upside down in the water; 13 were injured in the incident.

On that day ENDEAVOUR was conducting a lifeboat drill while alongside Fleet Base East in Sydney. A Court of Inquiry was assembled on August 18, to determine the cause of the accident. The Court has now completed a comprehensive investigation into the circumstances surrounding the accident and has reported its findings. Maritime Component Commander, CDRE Jack Steer, who convened the Court of Inquiry, has accepted the Court’s findings and all sixteen of its recommendations will be implemented.

No disciplinary action will be taken against any individual. It is the conclusion of the Court that the accident occurred due to a number of issues and is not attributable to a single cause.

A mechanical fault on the port lifeboat release mechanism, combined with personnel not following the correct procedure for launching the lifeboat, and the decision to proceed with launching without a correctly-fitted safety indication guard, are considered the primary factors leading to the accident. Insufficient training leading up to the accident was also a contributing factor but the Court found that no individuals were negligent in their duty.

The three main factors were identified as:

• A faulty release mechanism.
• The absence of a correctly-fitted safety indication guard.
• Incorrect drills by the lifeboat crew.

The Court noted that it was the combination of all three of the factors occurring together that caused the accident.

The time taken to complete the Inquiry is indicative of the thoroughness and detail of the investigation, and of the challenges faced by the Court, which included the need to acquire a thorough understanding of the technical nature of the releasing mechanisms, and to take into account the traumatic nature of the accident and the effects that it had on witnesses. The RNZN is satisfied that the Inquiry has been concluded in a timely manner, taking into account all the surrounding circumstances.

The Inquiry’s greatest concern was with the lifeboat release mechanism. A defect in the lifeboat release mechanism (which disconnects the ship’s davit hooks from the lifeboat) identified prior to the accident had been corrected, but the maintenance process was not reviewed. Thus a further, more significant, design fault in the lifeboat release mechanism was not identified. Investigations after the accident revealed that the hydrostatic safety device failed to engage correctly once the lifeboats were lifted from the water by their davits. The fault is believed to be the result of either a design or manufacturing error, and would have been in existence on both lifeboats since they entered service with the RNZN.

A second contributing factor was the failure to stop the launching when it became apparent that a safety guard on the release mechanism was not in place. The guard is designed to prevent the accidental operation of the release mechanism lever and to act as an indicator to show whether the lever is in the ‘locked’ or ‘open’ position. The guard was held in place by hand to determine the position of the lever but was misread as ‘locked’ due to a parallax error.

During inspection of the release mechanism of the (undamaged) starboard lifeboat it appeared that the release mechanism lever, even with the safety guard fastened in its correct position, was close enough to the boundary between ‘locked’ and ‘open’ that both ENDEAVOUR’s Executive Officer and a Lloyd’s Inspector initially thought the lever was in the ‘locked’ position.

The Court also found that the manufacturer’s signs inside the lifeboat detailing the release process were inadequate and did not clearly explain the correct release process.

Lack of formal training provided to the lifeboat crew is significant and represented a safety concern.

The RNZN is taking the following specific actions to give effect to the Court’s principal recommendations:

• Repositioning safety and operating signs and developing or purchasing new training equipment.
• Improving procedures for use of the ship’s lifeboats, including training procedures, lifeboat maintenance, and operation.
• Reviewing policy and training for the operation and maintenance of all RNZN ship life saving equipment including the future PROJECT PROTECTOR fleet.

The Court noted that many of the ship’s company performed exceptionally well on the day in rescuing the injured sailors and that two in particular exemplified the RNZN’s core values of commitment, courage and comradeship by entering the water to rescue several of
their shipmates. It also noted the valuable support provided by the Royal Australian Navy.

As a result of the findings and recommendations the RNZN has completed the following:

- Safety and operating signs in ENDEAVOUR’s lifeboats made clearer and more logical.
- Improved procedures for use of ENDEAVOUR’s lifeboats promulgated, including training procedures for all personnel involved in lifeboat maintenance, launch and operation.
- Policy and training in relation to the operation and maintenance of all RNZN ship life-saving equipment (to include the future PROJECT PROTECTOR fleet) reviewed.
- Lifeboat safety, maintenance and training procedures reviewed.
- Procedures and processes for the repatriation of injured ship-based personnel from overseas reviewed.

Note: Last month ENDEAVOUR was fitted with her replacement lifeboats. The ship now has much better lifeboats with greater capacity (56 personnel), improved personnel securing harnesses, better engines and better facilities inside the boats. Overall, ENDEAVOUR now has a greater lifesaving capability than at the time of the accident.

Our most important job was the installation of two replacement lifeboats onboard ENDEAVOUR, in conjunction with the contracted firm TECHNOFIBRE. Both new lifeboats have been fitted to the ship, but the starboard lifeboat winch is not functional and therefore that boat cannot be safely lowered into the water. The boat is secured to the falls and rigidly attached to the ship.

The port lifeboat is currently the only useable boat, it has been proven correct and training undertaken. This boat, as is the starboard, is a 56 person boat, an increase of 6 seats over the previous boats. Training was an important factor with the installation, to give the ship’s company the opportunity to launch and drive the lifeboat.

ENDEAVOUR still has the extra 2 x 25-person liferafts which were fitted last year. (So in fact the ship has a larger lifesaving capacity over and above that which was available when they sailed from NZ.)

FEC and CFS are busy working on sourcing a replacement or repair option. This is now planned for the ship’s IMAV later this year. The winch repair has to be done to Lloyd’s specifications; in the meantime, the ship continues to operate within the specification for Lloyds and she is safe for all personnel on board.

FRG IN SINGAPORE: ASSISTANCE TO TE MANA AND ENDEAVOUR

By LT Paul Matenga and Mr Colin Ross (Ex WOMEA RNZN)

During late April the Fleet Repair Group (FRG) deployed 15 personnel to Singapore to assist HMNZ Ships TE MANA & ENDEAVOUR with their planned 10-day Self Maintenance Period (SMP). (The flight up included an 8hour stopover in Sydney; while in the transit lounge, we witnessed the detention of a person with no identification. This was amusing until it was realised he had no bag we still wonder where it had been left.)

The team settled into NZDF housing not far from Sembawang wharf, where both ships would be for the SMP. One CPO had to rough it when his bags insisted on travelling on to the UK unaccompanied. However the first task for the team was to acclimatise to the high temperatures (up to 40ºC and high humidity). Our team consisted of both uniformed and civilian personnel from the FRG’s Ship Repair Unit. They have a vast amount of experience among them, and the skills to tackle the large number of jobs in the work packages for both ships.

The working day began with breakfast at the Terror Club, and then on to work at 0800. Unlike the ships, which were working Tropical Routine, the Team worked a normal day to fit in with contractors and therefore completed when contractors finished, or the designated jobs for that day were completed. The wide variety of jobs gave the young-er members of the team the opportunity to work on systems they were not accustomed to, such as non-ANZAC trained personnel working on TE MANA. This was a valuable training opportunity, giving them an insight into ANZAC-based systems.

The presence of the team also had the advantage of allowing key personnel of ships’ staff to ‘take a step back’ from the management.

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SPMR SAVES MONEY FOR HMNZS TE KAHA

WOWT Wayne Morris

A Standardised Pier-side Maintenance and Repair (SPMR) activity, combined with a Weather Shield Refurbishment, was carried out on TE KAHA’s Mk 45 MOD2 Five inch (127mm) gun. This maintenance activity was programmed after information was received from the American Naval Surface Warfare Centre, Port Hueneme Division which indicated that by undertaking an SPMR at regular intervals (5 yearly) it would prolong the service life of the gun mounting out 20-30 years, and negate the need for the RNZN to ship the mount back to the US at the 12 year point for a depot-level overhaul. The dollar savings and availability by choosing the SPMR Program are considerable, ($700K every five years verses $8M or more every 12 years.

Two US organisations are involved in this maintenance and repair process. The NSWC PHD Louisville, the In-Service Engineering Agent (ISEA) for the 5” MK45 carry out the SPMR and a commercial company ANTEON Inc conducts the MK 63 Weather Shield overhaul/repair.

The SPMR is normally achieved for the USN over a 12 week period and the Shield is overhauled by ANTEON Inc, over a six week period. As the RNZN maintenance cycles would not allow an extra four weeks to be added, the ISEA gave the RNZN an indication that the SPMR could be accomplished by a sufficiently skilled team of ordnance technicians working 10-12 hrs/day, 6 days/week for eight weeks.

As this level activity was a first for the ANZAC Class and knowledge limited, particularly with the Weather Shield refurbishment, an early decision to engage VTFitzroy to partner the RNZN was made. ANTEON Inc, provided the critical analysis of the work undertaken. Assisting Tom and Bill were VTFitzroy Technicians Gary McMillian and George Jenkinson.

From a customer perspective the finished shield exceeded expectations and earned a ‘thumbs up’ from Bill.

The FRG team joined TE MANA’s & ENDEAVOUR’s companies for the ANZAC Day ceremony at Karanji War Memorial, situated near the Woodlands cause-way, where some 60 years earlier, the Imperial Japanese Army had invaded Singapore.

The memorial walls are engraved with 25,000 names of personnel with no known grave, lost in this area of conflict. It was also sobering to note the many graves of unknown soldiers in the cemetery. There were dignitaries and military personnel from a wide variety of nations who attended the ceremony; we all enjoyed the opportunity to mix and mingle during the post-ceremony buffet breakfast.

During the 10-day SMP, the FRG assistance team, ships’ staff and local contractors completed approximately 110 jobs, which also included the rectification of a number of OpDefs.

Our Team were impressed with the assistance provided by both ships to overcome some of the obstacles, specifically those associated with OpDefs. On completion of the SMP, both ships departed Singapore ready for the remainder of their deployment.

We returned home, having completed the designated tasks and confident that it was ‘a job well done’.

[CONT] P25

of the SMP, to concentrate on other ship-related tasks and also giving them a chance to enjoy the sights and sounds of Singapore. Some members of the team were on their first visit to Singapore whilst others were revisiting their youth - the Nelson Bar has not changed a lot since 1970! For the old timers, there have been huge changes in the city, with the loss of the Kampongs perhaps a little of the character has disappeared. And the storm drains don’t seem as daunting...

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Operation BOT was conducted over the period 03 – 08 May in HMNZS MANAWANUI in the Wellington / Marlborough Sounds / Nelson areas. The purpose of the operation was to provide specialist training in all aspects of Naval deployments for Fishery Officers who may be deployed aboard RNZN vessels as part of joint agency boarding teams. This operation was developed to meet the required training objectives; Operation BOT was a complete success with all training objectives achieved and all participating staff demonstrating competency in all aspects of the training.

A significant factor in the overall success of the operation was due to the outstanding support and assistance provided by the RNZN throughout all phases of the operation. The RNZN committed significant dedicated resources in support of the operation and their commitment to ensuring the success of the operation cannot be understated. HMNZS MANAWANUI, including her full complement and supplemented by a boarding specialist from the RNZN’s Maritime Operational Evaluation Team, was made available exclusively.

While all RNZN personnel aboard MANAWANUI worked tirelessly in order to ensure all our requirements were met, in particular the efforts of the following personal were particularly relevant:

- LTCDR John Crighton, CO, couldn’t do enough to ensure all our requirements were fully provided for and absolute maximum benefit was obtained during the course of the operation.
- LT Jamie Steel, XO, ensured all the day-to-day requirements of the operation were met. As the ship’s designated Boarding Officer LT Steel also participated and assisted in a number of the training exercises conducted during the operation.

- CPOSCS Tom Seymour of the RNZN MOET was seconded to MANAWANUI to provide expert advice and assistance to MFish personal throughout the operation. CPO Seymour’s assistance and advice were invaluable for ensuring the training was structured and conducted to maximise the value to the MFish personal involved.

In addition to the training exercises, three “real world” operational boardings of commercial fishing vessels were conducted - these boardings provided the opportunity for personal to put into practice the skills developed during the training exercises as well as enabling the RNZN personal detailed as part of the ship’s boarding team to participate in a joint agency boarding on a live fisheries target.

Two of these boardings were conducted as a result of observing vessels within the exercise operating area, while one was a result of a request from NMCC relating to a fishing vessel ‘of interest’ being identified as being in the exercise area of the operation. All details have been forwarded to NMCC.

During Phase II of the operation, MFish personnel conducted a training presentation to the ship’s company covering basic fisheries enforcement for RNZN personal (the presentation developed by the MFish Compliance Training and Development Unit).

The operation provided the opportunity to develop an excellent framework for future boarding officer courses. This will ensure both MFish and the RNZN can be confident that the personnel being deployed are appropriately trained for those duties.

MFish considers that Operation BOT was a complete success in every aspect, and that all participating MFish personal are suitable for deployment aboard RNZN vessels for future operations.

RAOUL ISLAND RESUPPLY

HMNZS MANAWANUI departed DNB on Wednesday 25 May for Raoul Island, to deliver personnel and provisions to resupply the DoC staff there. This was a joint tasking with DOC; as well MANAWANUI conducted an EEZ patrol during the voyage.
MULTI-NATIONAL OPS

The first FPDA exercise of 2005, BERSAMA SHIELD 05 offered plenty of opportunity for multi-national exchange – of information, skills and personnel. For the first time, boarding operations were included as a week of ‘non-conventional operations’, where TE MANA had the opportunity to share the RNZN’s experience of boarding operations with our coalition partners.

By SLT D B MacKenzie, RNZN

TE MANA is now three months into Operation Cutlass, which had a very busy start, participating with the Singaporean, Malaysian and Australian Navies in Ex BERSAMA SHIELD 05 and the RMN in Ex MALZEA. After the initial phase of BS 05, we berthed in Kuantan, situated on the east coast of Peninsula Malaysia. With inexpensive food and entertainment at the malls and restaurants it was an enjoyable port visit.

For the final part of BS05, TE MANA sailed in company with ENDEAVOUR, HMAS WARRAMUNGA, Malaysian frigate KD JEBAT, and the RSN Corvette RSS VALOUR, to spend the next two days locating, tracking, and eventually boarding a merchant vessel (actually a leased cruise ship manned by the RMN) suspected of carrying an ‘illegal shipment of weapons’. The exercise concluded with the interception and successful boarding by TE MANA. The NZ Task Group then detached for the overnight passage down to Singapore, exposing some of the more junior OOWs to the busy shipping lanes of the Singapore Straits, before berthing at the Sembawang Basin (the former naval base). We began a busy Self Maintenance Period (SMP) in both ships.

After the previous two port visits providing rest and relaxation, the hive of activity that is Singapore was a welcome change of pace for those wanting to re-equip their ‘rabbits’ collections, with many shopping away the whole weekend at the numerous malls around the island. ANZAC Day saw our two ships’ companies commemorating the other aspect of serving New Zealand abroad - the possibility that we may, at any stage, be called upon to defend ourselves or other countries in war. Both ships sent representatives to the ANZAC Day commemorations in Singapore as well as to Kuala Lumpur, Malaysia, where a contingent of 22 personnel travelled up by bus.

90 years on from the Gallipoli landings, in the pre-dawn heat of Singapore the ANZAC spirit was honoured by representatives from more than 20 countries at the Kranji War Memorial. TE MANA & ENDEAVOUR mounted the Catalaqué Guard, provided Ushers and Poppy Bearers and a combined large platoon of personnel. TE MANA’s CO and ENDEAVOUR’s XO were our Task Group’s official representatives, and they, alongside representatives of the other nations, participated in the wreath laying ceremony. Meanwhile ENDEAVOUR’s CO and our XO were in the Malaysian capital for their ceremony.

The remainder of the maintenance period was spent preparing the ship for the upcoming bilateral exercise with the RMN. In an initiative to “bridge the gap” between the decommissioning of CANTERBURY and the arrival of the first of the Protector Fleet next year, 35 junior ratings of various branches were flown to Singapore to join TE MANA to progress their task-book training. This meant 35 members of our ship’s company were flown back to NZ for a month. For many of the new arrivals, it was their first overseas adventure with the RNZN, and their month onboard will provide friends, “oppos” and families with many a salty dit upon their return home.

Next stop was Lumut, located on Malaysia’s west coast, and home to the RMN’s main base. Dwarfing PHILOMEL, the base includes over 25,000 uniformed personnel, approximately 20 ships, as well as the current construction of several new Meko 100 class ships, and sports facilities to rival any Olympic village; it provides a challenge to even find the front gate!

The two-day Bilat exercise MALZEA 05 provided a stimulating exercise to develop the RNZN and RMN relationship. A wide range of serialised activities were carried out, including gunnery firings, air defence exercises, and exchange of personnel between ships.

The last serial in the programme however, was certainly the highlight, with a Malaysian fast patrol boat simulating a Fast Inshore Attack Craft (FIAC), attacking the Task Group from inside a fishing fleet close to the coast. TE MANA demonstrated how RNZN ships would deal with such an attack, with the helicopter as first line of defence then high speed manoeuvring by TE MANA to block the FIAC. Out in the South China Sea, TE MANA conducted the final week of “GAP” training with ENDEAVOUR, including an overnight anchorage near the resort island of Pulau Tioman. We then spent another week in Singapore, this time we berthed at Changi Naval Base, where both ships represented the NZDF at the International Maritime Defence Expo 2005 (IMDEX 05), before heading north to Japan.

BOARDING OPS

Participating alongside ships from Malaysia, Singapore and Australia TE MANA provided experience-based advice at sea whilst back at HQ IADS they were working on a co-ordinated ‘whole of government’ approach, gathering intelligence and working with other agencies in a tactical environment. A merchant vessel under contract to the Royal Malaysian Navy, MV FAJAR SAMUDERA, was boarded by TE MANA’s team, who later handed over to RMN Forces. MV FAJAR SAMUDERA put on a show of being less compliant than many of the vessels TE MANA queried during her recent operational deployments to the Gulf of Oman. Not put off by HMAS WARRAMUNGA’s helicopter, or the presence of multiple warships it took over an hour of radio conversation, and a ‘warning shot’ across the bow before the vessel was ready to comply. TE MANA’s boarding team conducted a successful insertion, then located illegal cargo during their security and cargo inspection in international waters. The scenario forced a hot handover to RMN Forces prior to the merchantman entering Malaysian territorial waters. This allowed the FPDA and Malaysian forces to exercise the ‘whole of government’ approach in a tactical environment.
During EX BERSAMA SHEILD, TE MANA personnel had the opportunity to take part in “Cross pols” or day-long transfers to the Malaysian frigate KD JEBAT from 13-15 April. Each day approximately 6 people were transferred each way - TE MANA hosted personnel ranging from the Assistant Supply Officer to Ordinary Seamen, and of most the ranks in between.

“Cross pols” (cross pollination) provide an opportunity to meet people from other navies that we work closely with, experience the culture of another ship, take on their good ideas and try out some different food. And in some cases there are some significant differences!

SLT Andrew Sorenson was most amused at the different attitudes towards an Air Defence serial; whilst onboard TE MANA personnel were closed up at Action Stations, in the junior ratings quarters in KD JEBAT they tended to have a more relaxed status - shoes off in the mess, with the command “Brace, brace, brace” a vocal exercise only. “It certainly brings a new meaning to anti-flash discipline” he observed.

The meals were an experience for ACO Renee McConnochie, who enjoyed the rice-based breakfast (and eating it in the Wardroom), but struggled more with identifying quite what she was consuming for lunch. “They were all so generous and friendly towards us though; they brought us Coke and chips to make us feel at home. Everyone onboard was welcoming and wanted to help us enjoy every moment.”

Those who visited from JEBAT enjoyed the different environment of TE MANA. The Assistant Marine Engineering Officer, who was onboard for a Damage Control exercise said that he had learnt some lessons he would like to implement in their command structure. Other Malaysian visitors enjoyed a day out of the ordinary, and an opportunity to look around a different ship.
ABOVE: VCDF watching ENDEAVOUR make an approach to berth outboard of TEMANA at Garden Pier No2 Nagoya Port, Japan.

ABOVE RIGHT: LtCdr Andrew Law (SO TEM) caught by the fish men outside the Australian Pavilion at the Aichi Expo.

ABOVE: Pounamu in the New Zealand Pavilion in Nagoya, Japan. The Pavilion had just been awarded the Bronze Medal for the one room Pavilion.

LEFT: Fisheries Officers do push ups on board the MANAWANUI. (Read more P27)
### AROUND THE FLEET

#### JUNE

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| **HMNZS TE KAHA** (CDR K A Robb RNZN) |
| 17-20 Auckland | 01-04 Sydney |
| 17-24 Harbour Training | 04-15 East Australian |
| 24-27 EEZ Patrol & Passage | Exercise Area |
|  | 15-18 Newcastle |
|  | 18-29 East Australian |

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| OPERATIONAL DIVING TEAM (LTCDR G A Camburn RNZN) |
| 20-24 Beach Survey | 25-29 Altitude Training |

### JUNE - JULY 2005

Compiled by LCSS(A) H Hartung, HQ JFNZ

**NOTE: THIS FORECAST IS SUBJECT TO CHANGE**

#### JUNE

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| **HMNZS HINAU** (LT V J Orr, RNZN) |
| **HMNZS WAKAKURA** (LT B P King, RNZN) |
| **HMNZS MOA** (LT M J Peebles, RNZN) |
| 17-20 Auckland | 01-04 Auckland |
| 20-28 Sea Training | 04-15 Harbour Training** |
| 28-30 HATS | 15-18 Auckland |
|  | 18-29 Sea Training |
|  | 29-31 Auckland |

**HMNZS MOA**

| 04-06 Auckland - Preps |
| 06-26 Auckland - SRA |
| 27-29 HATS |

| HMNZS WAKAKURA |
| 22-25 Nelson - Blessing of the Fleet |
| 25-29 EEZ Patrol |

| HMNZS KIWI (Naval Reserve IPC) |
| 11-26 EEZ Patrol | 01-04 EEZ Patrol |
| 26-30 Lyttelton | 04-14 Lyttelton |
|  | 14-17 EEZ Patrol |
|  | 17-22 Lyttelton Patrol |
|  | 22-25 Nelson - Blessing of the Fleet |
|  | 25-31 Lyttelton |

### VISITING SHIPS

**HMAS GLADSTONE**
13-16 Lyttelton

**HMAS IPSWICH**
13-16 Auckland

**FNS LA MOQUEUSE**
27-30 Auckland
The end of the era marked by the recent decommissioning of HMNZS CANTERBURY has sparked other memories of our first modern frigates...

By LTCDR Gerry Wright RNZN (Rtd)

In the post-war period the RNZN operated six Loch-class frigates; by the late 1950’s replacements were needed. The first was HMNZS OTAGO, followed by HMNZS TARANAKI. While known as Type 12’s, these two frigates were actually of the Rothseay Class, an improved Type 12. Later HMS BLACKPOOL, one of the original Type 12’s of the Whitby-class, was leased for 5 years service in the RNZN.

Compared to the Loch Class frigates they replaced, the technical advancements were tremendous: the new vessels were twice the tonnage, much faster, with superior sea boats and well armed for air, surface and underwater warfare in a nuclear fallout environment. The government of the day planned to replace the Loch-class with four modern ships – a plan completed with the later addition of the Leander-class frigates WAIKATO and CANTERBURY.

Although of RN design, OTAGO and TARANAKI were the first substantial British warships to have cafeteria messing, total air conditioning, ships company bunks and white lino-tiled internal decks [See letters – Ed]. After years of broadside messing where food was served from the galley by messes and carried in trays to the messdeck (in all weather conditions) the economy of the centralized cafeteria was so good that initially complaints were voiced of “Why can’t we have sausages and mash?” And when an inspecting British admiral once observed no food complaints book and commented “Food is the only thing sailors can complain about without recrimination” the CO replied, “Our sailors are well aware that if there is anything wrong with the food then the Supply Officer will soon be told at the wardroom table.”

The messdecks were spacious and easy to clean. The internal paneling earned these ships the title ‘Formica Frigates’ by those not privileged to serve in them.

Technically, the ships were a major advance on their predecessors. The bridge was enclosed, and weapons systems were radar- or sonar-controlled. They initially carried British anti-submarine homing torpedoes (not successful) and two A/S Mortar Mk 10 which could fire in a 360 degree arc. The triple expansion reciprocating engines of the Loch-class were superceded by high pressure boilers driving turbines. The Lochs raised 6000 hp through saturated steam at 220 psi while the Type 12s raised 30,000 hp with super-heated steam at 550 psi. The ship’s versatile electrical systems were also a vast improvement and the Sea Cat anti-aircraft missile system was a world leader.

To look at, these ships were ugly ducklings. They had a large bow, containing the two auxiliary diesel generators (which also gave weight to the bow in rough weather) and a low bridge. But the all-round view from the Gun Direction Platform or bridge top, when entering harbour, was excellent. Because of their vast technical advancements, workups were carried out in Pearl Harbour where suitable sophisticated training facilities existed. There these frigates earned high praise from the USN. TARANAKI managed to destroy three towed air targets with only six rounds during her first Pearl Harbour workup. The Flyplane 5 gunnery control system was an excellent control system that gave the ships an effective firing range of 18,000 yards (as against 6-7,000 yards for the Loch-class).

With inward-turning propellers and twin rudders these were very maneuverable ships. With 15 knots rung on
ahead and astern and the rudder hard over they would spin on the spot in any but the most severe weather conditions. Even the Leander-class, with the large wind-catching hanger aft, was unable to meet the Type 12’s manoeuvrability on the water. But without an air-deliverable anti-submarine weapon they soon became limited in the subsurface warfare role.

These two frigates’ initial active deployment was to South East Asia during Confrontation; a low intensity war in which Indonesia saw the newly formed Federation of Malaysia as a British barrier between it and the communist north. The frigates were employed in the Strait of Malacca, Singapore Strait and Borneo, providing backup to the Inshore Flotilla, made up of Ton-class minesweepers (including HMNZS SANTON and HICKET-TON) and patrol boats, which patrolled the maritime borders. Following Confrontation one frigate maintained a presence in the South East Asia region as part of the ANZUK agreement.

In June 1973, the third Labour government, lead by Norman Kirk, dispatched OTAGO to protest off Mururoa Atoll against the French government’s testing of nuclear weapons in the atmosphere. In preparing OTAGO for this deployment the dockyard worked overtime to have the frigate, despite her age, as good as she was when new. The gas-tight citadel was better than new. OTAGO carried three news media staff and a Cabinet Minister, the Hon Frazer Coleman, and spent 35 days at sea supported solely by the tanker HMAS SUPPLY.

Her protest attracted world media headlines including the lead spot on the BBC TV 6pm News six days running. In the month of July OTAGO broke not only the monthly record of radio-telephone calls to and from a ship but the annual record too. Mr Coleman nearly took up residence in the Radio Room talking to the world news media. TV clips were regularly dispatched via the tanker SUPPLY to Rarotonga from whence they were flown to NZ.

That was also the first Commonwealth operational deployment of PWOs [LTCDR Wright was one of them – Ed]. OTAGO was later relieved on station by the then new CANTERBURY after she was withdrawn from her first Pearl Harbour work up.

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<th>TYPE 12 TECH SPECS:</th>
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Source: Jane’s Fighting Ships
In 1966 BLACKPOOL was leased for five years while the CANTERBURY was being built. Being an older RN Type 12, she did not have cafeteria messing, centralized air-conditioning or bunks. The RNZN introduced a modified version of cafeteria messing in BLACKPOOL and some bunks were 'obtained' and installed. Having served with minimal maintenance she was in a poor condition when commissioned – the previous crew had just walked off leaving the ship in a mess – even dirty plates littered the messdecks.

Being the “lesser” frigate BLACKPOOL was a challenge for her Ships company - a challenge that they rose to. Affectionately known as the ‘Muddy Puddle’, BLACKPOOL soon earned a reputation for being the fastest ship in the fleet and ready for any task. Her first Kiwi CO, CDR Joe Quinn RNZN, had only two speeds – fast and stopped. On leaving the UK she steamed straight to Singapore for a SE Asia deployment. Following one of several medivac deployments from the fleet at sea to Singapore, the local Surgeon Captain recommended that BLACKPOOL’s Kiwi on the funnel be replaced with a Red Cross. [Note: it is understood BLACKPOOL was the first ship to wear a Kiwi on the funnel, instead of an “11” for 11th Frigate Squadron - Ed]

BLACKPOOL had to work hard to keep up with, and exceed, the sister frigates. As frequently happens in this situation, the ship’s company worked hard and played hard - BLACKPOOL’s wardroom was well known in the fleet as “Club 77” after the ship’s pennant numbers and an infamous 1960’s night club in England.

BLACKPOOL was involved in two spectacular rescue operations. In 1967 she was taking part in an international naval exercise in the South China Sea when shortly after 0300 3 June 1967 the American destroyer USS FRANK E EVANS was cut in two by the Australian carrier HMAS MELBOURNE. The incident resulted in the loss of 74 American officers and men including three Sage brothers; the worst American naval family loss since the five Sullivan brothers were lost in the USS JUNEAU off Guadalcanal in 1942. BLACKPOOL was first on the scene and rescued one USN sailor and an Australian rating who had dived into the sea to rescue him.

The other involved the Shaw Savill passenger liner SS GOTHIC on 5 August, 1968. This ship had served as the Royal Yacht in 1953-54 and was well loved by the Kiwi public. A weak radio distress signal had been detected from east of New Zealand - the ship’s bridge had been destroyed by fire with loss of a life. The distress signal had been made using a hand-cranked lifeboat radio. An RNZAF Orion soon found the GOTHIC and BLACKPOOL sailed to the rescue - she averaged 28 knots. The frigate then escorted GOTHIC to Wellington.

BLACKPOOL led the international naval force to Gisborne, her adopted port, in October 1969, to celebrate the bi-centenary of Captain Cook discovering New Zealand. This was preceded by a major fire in the captain’s cabin while he was absent on leave. The dockyard did well to get the ship ready for the bi-centenary. Fires were an ever-present threat: in July 1970, TARANAKI experienced a major fire in the gunnery control system that put the frigate out of operation for several months.

In October 1970 BLACKPOOL led another international naval force to Fiji to join in Fiji’s independence celebrations. BLACKPOOL’s final task before being returned to the UK in 1971 was to be guard ship for the yachting One Ton Cup trials in the Hauraki Gulf. In this event the yachting commentator…
Dear Editor,

I refer to the March edition of the “Navy Today” and the article “The Secrets of their Success”.

The story of the Type 12 frigates has omissions if this article is to portray OTAGO & TARANAKI. Neither ships had JYA Tables on building, and certainly both had their original ARL Tables well into 1968. I cannot remember if either were ever fitted with JYA Tables after ’68 as I had departed for the Singapore Navy.

Neither ship had “roomy” ladders between Bridge and Ops Room/wheelhouse deck (these came later in the Leanders). They were narrow and steep, in fact, to go from Ops Room to Bridge could be difficult if speed was required in a sea way. Coming down was easy; hands on rail, kick feet out and slide!

Eight officers and rating around each table? Yeah, right! Captain, Direction Officer, Sonar Officer (if he wasn’t in the Sonar Room), Senior RP, Yeoman of Signals or L/Sig: One or two signalmen; Local Plot Officer (RP2), LOP Plotter, Surface reporter, A/S Table Plotter, A/S Plot Officer (RP2): 11 to 13 tops! If the ship was controlling a helo or LRMP aircraft, there would be a controller seated at the twin JWPPI’s (usually myself in my two commissions).

Let me categorically deny there was ever a “widely held view that the high focsle was an RN miscalculation”. I have phoned six ex-TARANAKI first and third commission crew, and none have ever heard of it. To prove the point, I spent countless hours from January 1962 to December 1962 alongside Neil Anderson in the Ops Room asking questions and listening to him give the whole story of the building of OTAGO and particularly the Tiddly “T” and never once was the “widely held view” ever mentioned.

But the REAL story of our quite unique Type 12’s went back to the months prior to fitting out. The vast difference between our Types 12’s and all the others was threefold:

• they had complete airconditioning
• they were all bunked, and
• they had cafeteria messing.

None of the RN Whitby’s had any of these on building and I don’t think any were refitted at half-life to that standard; the Admiralty objected strongly all three. They objected to the first (airconditioning) because we would lose half of the paint shop, half of the tiller flat and one officer’s cabin (as that may have been occupied by a Padre on odd occasions, it certainly wasn’t a loss). They objected to the second (bunks) because they said:

• it couldn’t be done, and

• you needed hammocks for “damage control” (I kid you not!)

Thirdly, they said we could not have a main and CPO’s cafeteria because the engineers’ workshop was where we wanted to put both (starboard side). We could have trays, collect our food at the galley and eat in our messes.

So the RNZN said (and by this time I understand it was at government-to-government level as the Admiralty was royally annoyed with a pip-squeak navy demanding changes to their designs). We moved the workshop from starboard side to port side aft of the galley – and so it came to pass.

Neil Anderson and Joe Quinn watched carefully the fitting out of OTAGO and made even more modifications in lighting, smoothing corners for easier cleaning, wooden ladders and many other habitability improvements.

TARANAKI was always the better of the two. The first commission (eleven months up north) was a brilliant success, “everything we touched turned to gold.” During those months in 1962 on the Far East Station, I cannot tell you the number of parties of RN ratings from RN ships who came over for a guided tour. Buffer to Buffer, Coxn to Coxn – “Can we bring the boys over to look at a real ship”. Arguably in my twenty-five years the happiest and most efficient ship I served in.

During that first commission on the Far East Station, all times of RASing were taken, forwarded to F02 FEF and on to the Admiralty. The timing was from the firing of the gun line until ‘Start pumping’ and then from ‘Stop pumping’ to ‘all gear gone’. The two times added together gave the RAS time [this avoided the length of time taken for the actual fuel transfer which would vary between ships and RASes].

The times fell from over 8 minutes; TARANAKI always lowered the times of other RN and RAN ships; they all tried. Eventually the Jimmy (Joe Quinn) and the Buffer (Jock Peacock) went over to the RFA WAVE SOVEREIGN and arranged a single hose rig just for TARANAKI when we next met. And so it happened; we got the time down to 3 minutes and 52 seconds.

Next came an ‘All Fleet’ signal stopping the competitive RASes; it was getting too dangerous. So TARANAKI has the record! There was a certificate framed on the bulkhead on ‘Sunset Strip’ recording the event.

Regards,
CPORP1 Gerry Marlow (Rtd)
We tend to think of dolphins as far-ranging sea voyagers, but for the critically endangered Maui’s dolphin, home is within 5 nm of the shore in a narrow alley along the west coast of the North Island, between Dargaville and New Plymouth. Current research shows these distinctive black, white and grey dolphins remain within the same stretch of coast all their lives.

Maui’s dolphins were recently identified as a sub-species of the endangered Hector’s dolphin, which is found around the coast of the South Island. Maui’s dolphin has a distinct genetic and skeletal structure, as well as a slightly thicker body form. This evolved over many thousands of years of geographical separation from the rest of the population. As a result, Maui’s and Hector’s dolphins are unlikely to breed together.

Maui’s dolphins hug the shore, particularly in summer, because this is where most of their food can be found. They spend most of their time making short dives of about 90 seconds to find fish on the sea floor. They also find fish and squid in mid-water and sometimes feed near the surface. Maui’s dolphin are rarely seen in water deeper than 50 metres, and since they feed mostly on fish that live on or near the bottom, it seems they can reach this depth comfortably. However, it’s not known how deep their limit is.

Careless humans take the lives of Maui’s dolphins. Recent surveys indicate there are approximately only 100 Maui’s dolphins in existence. The reason for this catastrophically low figure is fishing activity, particularly set nets:

- Dolphins can’t detect nylon nets with their echolocation, and become trapped;
- They can’t swim backwards, so are unable to free themselves;
- Once caught, they drown.

“We’ve seen dolphin populations falling dramatically since the 1970s. There is a strong probability this sub-species will become extinct within 25 years,” says Caren Schröder, head of the WWF Marine Threatened Species Programme.

What can be done to reverse this alarming trend? In an effort to preserve the already low numbers of Maui’s dolphins, WWF campaigned vigorously for a ban on set netting in the area. In 2003, the government banned set nets closer than 4 nm offshore between Dargaville and New Plymouth. While this action has been applauded by conservation bodies, it hasn’t stopped all set net fishing within this protected zone; poachers continue to break the law.

Anyone seeing illegal fishing activity is invited to report to the Ministry of Fisheries hotline, 0800 4 POACHERS.

But there is another threat to Maui’s dolphin - trawlers fishing for species such as snapper and tarakihi are still permitted to operate outside one nautical mile from the coast. The Maui’s dolphin habitat is regularly combed by trawlers, risking entanglement in fishing gear and life-threatening boat strikes.

“Trawling, with its catch-all result, is equally dangerous as set netting,” says Schröder. “It doesn’t make sense to limit set nets and allow trawlers in this area. At WWF, we advocate a special exclusion zone where these dolphins can live, breed and ultimately survive.”

The breeding issue is important, as Maui’s dolphins have a very low birth rate. A female will typically have no more than four calves in her 20-year life span. This slow birth rate means that Maui’s struggle to recover from human-related deaths. Since July 2001, seven dead Maui’s have been found, and five of these deaths were fishing-related.

“We’ve got a lot of vital work to do - our next step will be to seek full protection in harbours and extend the ban to trawling,” says Schröder.

KEEPING A SKY EYE ON MAUI’S

Aerial surveys provide a non-invasive way to study the dolphins. During 2004, WWF commissioned the University of Otago to complete an aerial research survey to provide more information about the Maui’s numbers and location, and how their location varies seasonally. The survey involved flying a series of
search area vectors perpendicular to the coast - and using eagle eyes with an inclinator - to spot the dolphins and record their GPS location. The sightings were then plotted on the computer back at Ardmore Aerodrome.

This information has proved vital in determining whether the current fishing net bans provide adequate protection for the dolphins. The dolphins were concentrated close to shore in summer, with individual dolphins seen further offshore. An illegal set net was clearly seen during these surveys, off the Dargaville coast. The surveys also showed that Maui’s dolphins are consistently found up to 3 nm offshore in winter, placing them directly in the path of trawlers.

ENLISTING THE HELP OF YOUNG NEWZEALANDERS
As part of the continuing effort to preserve Maui’s numbers, WWF plays an active teaching role in the North Island’s west coast region with a dedicated Maui’s dolphin teacher visiting schools. Since 2001, over 11,275 North Island school children have been taught about Maui’s dolphin through the WWF Maui’s dolphin education programme.

How can you help?
WWF has set up a sightings network to help find out more about the dolphin’s distribution and habitat requirements. Watchers simply call 0800 4 MAUIS to report a sighting, which is then independently verified by a researcher. We now have a network of vigilant groups that includes yacht and fishing clubs, fishing and dive charters, surf and lifesaving clubs, environment centers, the Coast Guard and many individuals.

There have been more than 90 Maui’s dolphins sightings since the hotline started in 2000. These sightings are vital - for example, public sightings were of great importance in the Minister of Fisheries’ 2003 decision to include the entrance of Manukau Harbour in the current Maui’s dolphin set net ban.

How can you tell the Maui’s apart from other dolphins? Look out for a rounded “mickey mouse ear” shaped fin on their back rather than a sickle-shaped dorsal fin. Instead of a grey body, they’re a combination of black, white and grey. They have a rather short and chunky body shape with a length of around 1.4 metres.

LIKE TO ADOPT A DOLPHIN?
Another way you can help save the Maui’s and Hector’s dolphin is to “adopt” a dolphin.

Just visit www.wwf.org.nz to purchase an ‘adoption pack’ that includes an official Adopt a Dolphin certificate, dolphin soft toy, poster and fact sheet, and optional ongoing update and news. You can even name your dolphin and have your name as an adoptee on the WWF website.

Your adoption will help support WWF’s campaigns for better protection of Maui’s and Hector’s dolphins.
**NAVAL HISTORIAN DEPARTS**

By Kelly Ana Morey

In May, LTCDR Peter Dennerly RNZN (Rtd) came to the end of his 38-year career as both a naval officer and as Naval Historian - the final 17 years were spent at the Navy Museum on Spring Street.

Peter entered the RAN College Creswell, like many other Kiwi naval officers of the time, as a 16-year-old in January 1967. His training included sea time in both Waikato and Otago. Early in 1972 he traveled to the UK for Subs Courses. The following two years were spent in the Royal Navy, including a tour of Mururoa Atoll. Peter was promoted to LT while still in Otago.

Command of the patrol craft Parore, Pukaki and Hawea followed, before returning to Waikato then undertaking PWO training in 1979. He served as PWO in Canterbury, Waikato and Taranaki then on the staffs of the Chief of Defence Force and the Maritime Commander and later was appointed as the Military Assistant on the Chief of Defence Staff. He returned to sea in early 1985 as a LTCDR and as Operations Officer in Canterbury where he remained, until 1988 when he became both Director and Historian for the Naval Museum at Philomel.

At the Museum he began the unenviable task of cataloguing the Museum’s immense material and photographic collections and he also initiated the oral history program, which continues to this day. In the interests of improving practices at the Naval Museum he completed his post-graduate Diploma in Museum Studies while undertaking the dual roles of Director and Historian. This was made easier by what the current museum staff consider, his “amazing” memory.

In January 2002 Peter retired from the Navy and his Director’s role at the Museum, and on the following Monday as a civilian, becoming the Naval Historian on a full-time basis - an ideal position for one whom various members of museum staff regard as a ‘walking encyclopedia of naval history.’

Peter was also a member of the Museums’ Peer Review Board, both as the scrutinizer and the scrutinizer, and part of the team that assesses the effectiveness of other institutions in the museum sector under a mentoring programme run by Te Papa. He was also a regular at OTS where he taught naval history to the Midshipmen. Over nearly two decades Peter has seen the Museum staff at Spring Street grow and change considerably, with more civilian personnel coming on board as the Museum continues to evolve. It is with regret that the Museum says goodbye to Peter and ‘his encyclopedic brain’. But he has left the museum solidly placed to begin its transition into its next phase, in what is hoped will be a purpose-built museum space.

**NZDF HR TEAM BUILDING**

By Melanee MacPhee, HQNZDF

NZDF civilian HR personnel from HQ, Southern, Central and Northern regions descended upon RNZAF Base Woodbourne for ‘Operation Sunshine’ a 3-day team-building event. It was the first time HR Policy & Capability and Service Delivery Directorates were together, since the Civilian Human Resource Review which led to the 2004 restructure of NZDF HR (See NT 97, p 16). The HR Policy and Capability team is located in HQNZDF, and the HR Service Delivery teams are located at camps and bases, HQ JFNZ and HQNZDF, so it was a valuable occasion for all to be together.

The exercise provided an open forum for presentations and discussions, the opportunity to build relationships and networks, and of course to have fun! COL Charles Lott updated us on the JLSO project.

HR personnel will be closely involved in the implementation of this key project. To better equip us to manage the change process, Peter Kousal, Principal HR Adviser at HQNZDF, presented the group with a model depicting the sequence of emotional responses people tend to experience when faced with significant change, and ways in which HR might assist in these situations. The Woodbourne Command and Recruit Training School put us through leadership activities (as used to train and develop new recruits). In small groups we undertook problem-solving exercises, working with our colleagues from different regions, discovering each other’s strengths and talents.

In my group of six, we initially spent far too much time pondering the problem, talking over each other, and generally acting in an uncoordinated manner. By the fourth exercise we were into the swing of things - a key lesson was the importance of asking questions to clarify information.

Social events included a walk around a scenic coastal track in Picton, a visit to a winery for dinner, a superb BBQ at Base, rather vociferous quiz rounds of pirate-related questions at the local pub (while dressed in compulsory pirate attire!) and a series of robust volleyball games. Base Woodbourne were excellent hosts. By the end of the three days our sense of being a team was very apparent, considerable networking had occurred, and I personally felt that I had been with NZDF much longer than just 2½ weeks!
Ever used Broadband Internet? Information, graphics, videos, music; fast, what you want, when you want it! Career training can be delivered in the same way. The technology is there and the possibilities are endless. You will be able to take courses that will advance your career and your pay. You decide! The courses will be interactive and user friendly. LT CDR Phil Weadon on the competency study that’s currently being undertaken as part of Project RENT.

**-LEARNING IS COMING TO THE RNZN**

 RD1, Project RENT, Project Protector, Project GAP; with all the new projects, initiatives and studies going on at the moment, you could easily be forgiven for suffering from ‘Project Fatigue’. It’s easy to see the next request for information for Study X or Project Y as yet another excuse for re-inventing the wheel. “A new competency study? Surely we’ve already done that several times before!”

This latest competency study is, however, different. Whilst it’s true that a number of previous competency studies have been done within the Navy, it’s also true that these have often used different methods.

Different methods mean that the results produced, whilst valid, are largely incompatible with each other. This in turn leads to difficulty in comparing the competencies between trades and identifying common areas for training. A further area that needs to be looked at is the increasing number of tasks that people are doing outside of their branch training. What’s needed then, is a common approach applied across the whole of the Navy looking at the whole of the job that people are doing.

One of the outcomes of Project RENT was a desire to become a competency-based organisation. Amongst other benefits, this will allow us to target training where it is needed. We spend a lot of time training people to do tasks that they may not do, while perhaps ignoring some of the tasks that they will do. But here lies the difficulty, how do we know what tasks people will do, and which tasks they won’t? This is where this competency study comes in. This is a project to find out exactly what tasks our people are required to do, and what competencies they need to do them.

An important point to get across here is that this study is not about slashing training; it is about ensuring that the training we give people is tailored to the job that they do.

The job of determining the competencies starts with a look at the tasks people carry out. A team of WOs and CPOs (Currently WOMT(L) Heveldt, WOCH Nuttall, CPOWTR Daley and CPOCSS Cooke), using questionnaires, existing documentation and interviews, produce what is effectively a list of tasks that people carry out, or are expected to carry out.

A number of analysts, drawn from the centralised Training Development Cell, (including Mr Ron Tucker, CPOSTD Paenga, POMT(L) Henry and LSTD Sturzaker), then take these tasks and determine the knowledge and skills that are required to undertake them. Common areas of knowledge and skill are grouped together to form the basis of a competency. A competency then, in essence, is simply a statement of knowledge and skills.

This is a vital first stage for Project RENT. If we get this wrong, it follows that the rest of the RENT initiatives could be based on a poor foundation and our training will suffer as a result. The competency study team needs good information, and that is where you come in. We need people to not only give us this good information, but also to check the conclusions we draw from that information. Only by having this verification can we be sure that our results accurately reflect what the Navy needs. So, when you are approached by the competency team for information or asked to check some work, please remember that without your input, our output will be flawed. If, in the future, you find yourself doing training you don’t need or not getting the training you require, whose fault will it be?
Last month on ANZAC Day the NZDF Rugby League Team were invited to play the curtain-raiser to the annual Trans Tasman test match at Suncorp stadium in Brisbane, home of the Brisbane Broncos. RNZN personnel in the team were: Mark Latu, Juddy Sweny, Logan Bax, Ngahiwi Walker, Joel Ngatuere, Lance Tahiwi, Dave Kaio, (Coach) and myself as the Team Manager. The naval-contingent lead by example throughout the tour.

Before heading to Queensland we mustered at Whenuapai Air Base where the team was put through its paces and the coach and trainers developed their ideas.

Once in Brisbane it was apparent that we were here to play a big part in that ANZAC weekend:
- On 20 April we enjoyed a formal dinner with the ADF Team - our first encounter with our opposition.
- Next day the NZDFRL Team went to Suncorp Stadium at the invitation of the Kiwi Team management to watch their closed session of training. After their training we mixed together as one whanau and the Kiwis treated as comrades-in-arms.
- Game day, and Hookie lead the haka Tika Tonu, which went over a treat. Then the match itself - the commitment, courage and comradeship our team showed was tremendous. We had opportunities to score but we didn’t exploit them; we made mistakes and the opposition capitalised... All too soon the final whistle and it was all over, the ADF won 30-nil. But despite the score line it was an honourable defeat.

We did catch up with some ex-mate-lots: ex-PTI Daina Kahu, former LMM Hami Hei and, of course, Paul Rauhihi. It’s true what they say, once a sailor always a sailor!

On ANZAC Day we paraded as a team, along with some of the ADF team, at the dawn parade in Brisbane. To battle on the field and then come together as one to remember the ANZAC Spirit would be the highlight of the tour for many of us.

Our thanks must go out to many:
The Naval Sports Council,
Irei Blue Clothing, in Takapuna,
SAS Clothing Apparel and,
RNZAF Base Auckland for the way they looked after the Team.
On the sporting front TE MANA and ENDEAVOUR have been fortunate with many opportunities to participate in various sports. Inter-mess Sports afternoons during our Saturdays at sea are also a regular occurrence.

The Singapore Cricket Club fronted up their 2nd XV rugby side, whom we beat 35-0, which convinced the club to field their 1st XV when we came back to Singapore; we again won, 42-0! Just before we finally departed Singapore the SCC fielded their ‘Padantiques’ Soccer side (stacked with a number of former English professional league players) - we lost 0-5. The SCC also fielded Female teams in Touch and Netball, our girls won both matches. Later our females also played a mixed WARRAUNGA team at Netball, narrowly losing to the Aussies.

The RMN hosted a sports afternoon at Lumut Naval Base, where two combined teams were arranged: TE MANA/LAKSA-MANA MUHAMMAD AMIN (TG25.1.1) against KAS-TURI/ENDEAVOUR (TG 25.1.2). TG25.1.1 won the soccer, but TG25.1.2 won both the Volleyball and Tug-of-War events.

In fact we claimed TE MANA’s team had saved their strength for the rugby game against the RMN ‘Orcas’ team. The RNZN team beat the ‘Orcas’ 32-5 playing for the inaugural MALZEA Trophy, with the first and only points scored against us being a rather opportune intercept try. So impressed were they with the RNZN skills, the RMN requested that our captain, POCSS (A) Cory King, remain in Lumut for a week to prepare the ‘Orcas’ for a Malaysian Inter-Service rugby tournament. More lighthearted was the win by our Over-30s Social XV against USS CHANCELORVILLE’s rugby team. Perhaps the biggest sporting challenge came during IMDEX in Singapore; the IMDEX ASIA Sports Olympiad consisted of teams from 13 ships of 7 navies competing in Soccer, Tug-o-War, Waterpolo, Tennis and Badminton. The combined Kiwi teams earned 3rd place finishes in soccer and waterpolo; the RSN made a huge effort to win the Tug o War.

We had only one sport in Nagoya; our combined soccer team beat JDS SHIRAYUKI 3-0 in a fast-moving game. We are now approaching Vladivostok, where we will meet the Russian Naval Facility in mixed Soccer and Volleyball.

**COMMONWEALTH NAVIES RUGBY CUP 2006**

The RNZN Rugby Team will contest the Commonwealth Navies Rugby Cup in October 2006. Nominations are called for the following positions: Head Coach, Tour Manager, Team Manager, Forwards Coach, Backs Coach, Referee, and Strapper/Fitness Trainer. Applicants are to apply to WOPTI Simpkins by 28 June 05.
On 15 April a raft race was held on Ngataringa Bay open to all comers with ingenuity and good lifejackets. This is the report from the Ship Repair Unit’s team:

Following months of intense research and design analysis, a little known secret CFS research team, led by Leading Driver R (Rusty) Blade of the SRU, delivered the first of the Inshore Paddling Vessels or IPV (pictured above).

The vessel made its delivery voyage within the confines of the inner basin and passed acceptance trials on the first run of the inaugural RNZN Raft Race.

Demonstrating exceptional reliability and operational capability, the vessel was then brought in for its first service and turned around within 15 minutes for its first operational tasking and next event – the final.

Despite predictions from other quarters, the SRU IPV delivered on time and exceeded its manufacturing specifications (by remaining afloat) to easily win the Raft Race.

Asked later for comment, Rusty Blades spoke of his team’s outstanding efforts and plans to enter next year’s race with the MRV – multi-rower vessel. "Don’t ya worry – we’ll be ready...."
The NZDF have traditionally held the personal records for Service personnel who served in the New Zealand Defence Forces since the South African War 1899 – 1902, in storage at Personnel Archives in Trentham Camp. Because these files form an irreplaceable part of our nation’s military and social history, a project is currently underway to transfer all records from 1899 to 1920 into the permanent care of Archives New Zealand. This will ensure that these records are preserved for posterity. The transfer will not be completed until about the middle of 2006 and some groups of files will be progressively unavailable for public enquiries during this time. If you’d like to make an enquiry about a relative who served in this period you will need to check whether:

a. the record you want has already been transferred and is now located at Archives New Zealand in Wellington, or

b. the record you want is temporarily unavailable because of the transfer process, or

c. the record you want has not yet been transferred and is still available for enquiries at the NZDF Personnel Archives in Trentham.

THE MAIL AND WEBSITE ADDRESSES FOR ENQUIRIES ARE:

NZDF Personnel Archives,  
Private Bag 905 UPPER HUTT  
Website: www.nzdf.mil.nz/personnel  
Email: archives@nzdf.mil.nz

Archives New Zealand,  
PO Box 12 050 WELLINGTON  
Website: www.archives.govt.nz  
Email: enquiries@archives.govt.nz

TO ALL EX LEANDER SEA CADETS AND SUPPORTERS

Training Ship Leander at Devonport is searching for past Sea Cadets to join in the celebrations of it’s 45th Anniversary to be held at the Ngataringa Sports Complex, Devonport on Saturday 27th August 2005. For further details please contact Judie Sinclair on (09) 418 3501 or email leander1@ihug.co.nz

CORRECTION: POSCS Wayne Winiata (now a CPO) was winner of the Blanchard Management Excellence Award for attaining Top Student on CPOCP Courses 2004. His award was presented at the BCT passing-out parade last December.

TRAINING SHIP LEANDER

is currently recruiting new Cadets aged 13 to 16 years. Phone the Unit Commander Lt Cdr Jenny Fagan on (09) 817 908

Navy Today’s designer Sarah Courtney is away on maternity leave; we wish her and her baby all the best. In the mean time NT is being designed by Nikki Payne, whose photos are well known to NT Readers. Editor
HMNZS TE Kaha has been back at sea doing WE and ME trials. She will be sailing on 27 June for Australia as the first phase of Op Cutlass II.