TE KAHA AT THE KUALA LUMPUR TATTOO

AT SEA WITH THE JAPAN TRAINING SQUADRON

PNG MEDICAL ASSISTANCE CONTINUES

FINAL FAREWELL TO FRIGATE CANTERBURY
WHEN I ARRIVED at work on Friday morning (5 October) I was tossing around in my mind a couple of ideas for Yours Aye. The previous night, Thursday, we had had a successful Navy ‘birthday party’ here in Wellington – our 86th Birthday. Everyone had enjoyed themselves – and the few words from Mr Chris King, President of the Arctic Convoy Association; the members are those Sailors who made those rugged and dangerous journeys between the UK and Russia in the Second World War.

Mr King said when talking about those dark and desperate times ‘We just did what we had to do.’ So, I was trying with the idea of writing about our Veterans, such as Mr King and Commander Bill Smith, and their contribution to the Navy’s story. Telling of their personal demonstration that courage at sea in war is a rather common commodity than many people may think, their stories draw out the link between what they did and our Core Values – Courage, Comradeship and Commitment.

Their examples also remind me that the most powerful stories about us are about people – Sailors – and what they do in the unforgiving and fickle environment we have chosen for our place of work. The sea.

Whether the sea caresses or slaps you, their examples also remind me that the most powerful stories about us are about people – Sailors – and what they do in the unforgiving and fickle environment we have chosen for our place of work. The sea.

The sea

MEDCAP AT JOSEPHSTALL, PNG Continuing the story of the USN PJEU staff and the RNZN medical team taking medical assistance to communities in PNG

THE OLD CANTERBURY’S LAST DAYS

As the old frigate CANTERBURY was sunk in the Bay of Islands this month, the Navy’s Supply Depot manager describes the many steps of the ship’s disposal process.

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PHOTO: CPL Chris Wexsellston RNZN

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TE KAHA WITH THE JTS

TE KAHA met the Japanese Training Squadron in Darwin. JDS KASHIMA, JDS SHIMAYUKI and JDS KASHIMA. The four ships sailed from Darwin for and JDS SAWAGIRI. The four ships sailed from Darwin for Malaysia, when TE KAHA quickly

AHSO BYRON JAMES SOLomon

Able Hydrographic Systems Operator Byron James Solomon was drowned alongside the Navy’s Amphibious Support Ship HMNZS CANTERBURY while exercising off Spy’s Bay, Northland, during Friday 5 October. Byron drowned while trapped under an overturned RHIB.

CANTERBURY returned to the Devonport Naval Base at about 0300 on Saturday 6 October, where a Court of Inquiry commenced to investigate the circumstances of the tragic accident.

AHSO Solomon was from Auckland and was aged 22. Byron joined the Navy on 12 January 2003, specialising in the Hydrographic Branch. He joined CANTERBURY in late August 2007 and had previous sea experience onboard the Navy’s Hydrographic and Survey Ship, HMNZS RESOLUTION. Byron’s funeral was held at the Naval Base Chapel on Tuesday 9 October.

Published in association with: soldiers, sailors and families serving members of the RNZN.

A defector from the South China Sea, where DWI was seen to be on patrol by the Chinese Navy, was intercepted by the RNZN’s frigate CANTERBURY in the South China Sea on 27 September. The defector was later found to be a civilian in a small boat. The CANTERBURY crew were able to board the boat and remove the defector and his family from the boat. The RNZN’s frigate CANTERBURY is currently on patrol in the South China Sea as part of Operation DYNAMIC.

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We've been in Kuala Lumpur for three days now and it's been three days of hustle and bustle. After a late start, the team met up with the Army and Air Force members of the Maori Culture Group (MCG) of the 50th anniversary celebrations to mark Malaysia's independence.

There were a few occasions when we had to avert our eyes as the bus got incredibly close to some of the cars which didn't get out of the way quick enough, but the expected crunch never came and we arrived at the venue without incident. Once we arrived, we went to our assigned tent and started practicing. The arrival of a typical Malaysian downpour soon after meant that our practice was continued to our tent, as officials would not expose the performers (and their instruments) to the rain. What soon became evident was the uniqueness of our performance. While every other country's performance consisted of their Joint Forces bands, with New Zealand the only instruments were our voices, our actions and stomping to replace the rigid marching of the bands.

Soon after we started rehearsing, our tent was slowly filled with members of other countries, drawn in by our singing, poi song and of course the Haka. Because of the persistent downpour, after several hours officials decided to cancel the rehearsal, and by the time the buses arrived to take us back to the hotel, it was about 2300. It was straight off to bed to get in plenty of sleep for an early start the next morning.
Tonight’s performance was our last for the KL Tattoo, after a big day of shopping and sightseeing we head out to the Tattoo village and proceed to conduct our usual preps, dinner, mokes, change into pii-pius, sing a few Waanata and go over the bracket for the night. There are a few changes and we practise those to perfection. We head out to the opening ceremony to applause by our fellow international performers. We have photos with the other groups but all of this passes in a flash and before you know it we are out there on the stage showcasing Waiata and Haka in a highly energetic and satisfying performance. The Closing ceremony was a lot of fun. Our group left a lasting impression in what can be only termed “controlled chaotic madness” and we didn’t, so I’m a bit jealous in that department! We are loving it. Rikki Gunn’s slide was a feature and Tarp’s and H’s running man displays were pure magic! We can be happy in knowing that we have done our country and ship proud. The atmosphere is electric as we enter the stadium to perform our bracket; the King of Malaysia, the group is ready to pour it all on for him. Preparations fall into place nicely, everyone’s voices are “on-point” from the Wahana to the low blows, leads and high marks. We march out to the opening ceremony to the most entertaining parade conductor this side of the Bombay Hills. The atmosphere is electric as we enter the stadium to perform our bracket; Pungsi is on fire as our Kaea - our Waanata - is sweeter than a Te Puke kiwifruit and the Haka as fierce and as passionate as they come. We arrive back to the Hotel fully satisfied.

The two ships berthed at Auckland on Sunday 7 October and departed on 10 October. HAERBIN held an open day during Tuesday 9 October – the general public were warmly welcomed to visit the ship and had opportunities to meet her crew. During the Auckland visit a combined RNZN Band and People’s Liberation Army (Navy) band gave a concert at the Bruce Mason Centre in Takapuna. Official calls, sports events against the RNZN and a powhiri at Te Taua Moana Marae also took place in Auckland. The Chinese task group visited Wellington 13-15 October, with the destroyer harrying at Queens Wharf, and the tanker at Antares Quay. The ships’ officers conducted official calls while in Wellington and hosted a cocktail party on board. The HAERBIN held an open day for the public during Sunday 14 Oct, with the PLAN(N) band performing alongside on Queens Wharf. The two port visits also gave the Chinese sailors the chance to experience the sights and sounds of our cities and meet many of the local Chinese community.

Prior to arriving in NZ, the PLAN(N) task group undertook a multi-national Search and Rescue exercise with the ADF in the East Australian Exercise area, after their visit to Sydney.

Two Chinese Warships of the People’s Liberation Army(Navy) [HONGZHU (AOR 881) and HAERBIN (DDG 112)] visited Auckland and Wellington this month.

**HAERBIN** [DDG 112]

**Commanding Officer**

Joseph Wang Hai-jiang

**Displacement**

4800 tonnes

**Machinery**

CODOG, 2 GT & 2 MTs

**Armament**

16 x SSM; SAM; 8 x 37mm; 2 x 100mm guns; ASW weapons

**Helicopter**

1 x Dolphin

**Complement**

266

**TECH SPECS**

**HONGZHU** [AOR 881]

**Commanding Officer**

Capt Liu Hua

**Displacement**

20234 tonnes

**Machinery**

Diesel, 15000hp, I shaft

**Complement**

130

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20234 tonnes

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Diesel, 15000hp, I shaft

**Complement**

130
TE KAHA MET the Japanese Training Squadron (JTS) in Darwin when the Squadron berthed there on 19 August. The Squadron consists of JDS KASHIMA (Flagship for RADM Yasushi Matsushita JMSDF), JDS SHIMAYUKI and JDS SAWAGIRI.

While the ships were in Darwin, the JTS hosted a reception, and I called on RADM Yasushi Matsushita and attended a luncheon hosted by him. SHIMAYUKI was berthed outboard of TE KAHA for the duration of the port visit. TE KAHA played rugby against the JTS, and KAHA for lunch while we were in Kure. (TE KAHA’s visit to Japan took place 28 September – 8 October.)

During the passage there was a high level of understanding between the Squadron and KAHA on navigation and manouevring aspects, which was important for our passage through the busy international waters of Indonesia’s Archipelagic Sea Lanes. The Commander Task Group formally received the astern berthed Sasebo (SAWAGIRI’s home port). I also invited RADM Matsushita to visit TE KAHA for lunch while we were in Kure. (TE KAHA’s visit to Japan took place 28 September – 8 October, Ed.)

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The four ships sailed from Darwin on 21 August for Malaysia. TE KAHA quickly integrated into the Squadron, and communications (plain voice UHF and internet email) were not difficult. There was a busy and robust personnel exchange programme with about 30 sailors and officers swapped across during the passage. The JTS SH-60J Seahawk helo was not available so TE KAHA’s Seaspripe conducted full cross-deck operations with all ships. All cross-deck participants thoroughly enjoyed their experiences and were looking forward to seeking out their oppos when TE KAHA reached Sasebo (SAWAGIRI’s home port). When TE KAHA sailed from Port Klang, unexpectedly the entire Japan Training Squadron manned and cheered ship – a proud but humbling moment for us in TE KAHA.

TOP: TE KAHA leads the three ships of the Japan Training Squadron during manouevres while on passage to Malaysia. ABOVE: The three ships of the JTS (l to r): KASHIMA, SAWAGIRI and SHIMAYUKI followed by TE KAHA. ABOVE RIGHT: RADM Matsushita visits TE KAHA via the Seaspripe.
years earlier he has a further three years to complete in his Master Chief role before he is considered for another post.

The rank structure employed in the JMSDF is aligned to the USN structure, including the three-tier ranking system for Petty Officers and Chief Petty Officers. On promotion to Warrant Officer, personnel are absorbed into the Officer structure; this in turn makes the highest rank at rating level that of a Master Chief Petty Officer.

At sea the daily routines onboard were similar to the RNZN. The standard daily sea routine was as follows:

- **0600:** Wakey Wakey
- **0600-0700:** Scran
- **0700-1100:** Turn to
- **1100-1200:** Scran
- **1200-1500:** Clean Stations
- **1501:** Secure
- **1900-1945:** Cleaning Stations

Upon ‘secure’ the sailors were free to carry on with normal after hour activities, but there were limited small facilities. However the routine orders contained structured procedures for Junior Officers Under Training. As part of their dogwatch instruction they were required to carry out work for presentations on military topics or navigational purposes for the Officer of the Watch manoeuvres. The ship had a periodic “Captain’s day”, which was not too dissimilar to our own Saturday Sea routine.

As a training ship, their normal deployment pattern is week to month running out of Sasebo. Internal daily routines included a minimum of one training evolution. These culminated in whole ship evolutions at the end of the week which lasted 3-4 hours and included all other units of the Training Squadron. The exercises themselves were conducted methodically, without error and to expected standards. Throughout the ev exercises trainers were onsite to ensure that best practice standards were met and note opportunities for improvement. During all exercises conducted Junior Officers were fully involved at all levels and in all areas.

Unlike the RNZN, the ship’s menus were not planned by ships staff; instead, all menus are promulgated fleetwide by the central Catering personnel in Japan. This menu was supplemented by local purchase as required. The menus themselves were structured to provide a balanced diet, as the galley was restricted to three steamers and a small fryer. There was notably a reduced amount of fried options available in comparison to the RNZN diet. Only the Wardroom and CPO’s messes were provided coffee; junior ratings provided their own.

‘No Smoking’ policy exists onboard and the ship provides areas at all entry points for personnel to smoke. During an action station a break was given to permit smoking within the ship. As a reformed smoker this is one area where the change to RNZN Policy has definitely improved living conditions.

There were distinct differences in cultures when comparing the RNZN and the Japanese. All orders issued by superiors were adhered to without question and immediately; the leadership style employed was directive, with minimal supportive behaviour. This however is an extension of the cultural upbringing of these sailors and was appropriate given the respect shown to superiors and their peers. The effective and efficient manner in which tasks are completed onboard are proof that the aim of a Training Ship can be met with this style of leadership.

The tasks undertaken were done with minimal fuss and maximum effort in order to achieve a team result. What was evident is their ‘can do’ attitude, best practice approach to all situations and their sense of pride and commitment to their organisation.

Overall, my exchange experience allowed me to benchmark some of the RNZN practice against a nav that is larger than our own. This was a great opportunity for the RNZN to foster good working relations with the Japanese Navy and allowed for an exchange of ideas and personal development.
When LT Fiona Jamieson and I departed for THE INAUGURAL EXCHANGE between Honiara (Solomon Islands) to meet the USCG, similarities and differences between our routines of the Ship, and work out the repair they were in and replacing anything that needed fixing. While that was going on the rest of us on the boat were preparing lengths of chain for the buoys. As every buoy required different lengths of chain, we had to join the chain together in a process known as ‘heave and beat’. The two lengths are joined with a shackle and then the end of the pin is heated until it is bright red. Two people with sledge hammers beat it down until it is flush and the chain is securely joined. I can honestly say that it was damn tiring!

Once the shore nav aids were finished we transited overnight to Pago Pago where the rest of the nav aid work was due to be done. Unfortunately the bow thruster was broken, and the part required to fix it was going on a world tour. This meant that the buoy work had to be conducted from alongside, with a dive team going out to pick up the buoys, then towing them back to the Ship. A much more tiring process!

After the work was completed we had a chance to enjoy some down time, with some highlights being snorkelling, the treacherous greens of the local golf course, and enjoying the largest Chinese meal for tour I have ever seen! (The leftovers fed another 6 people the next day.)

We sailed from Pago Pago overnight for our next stop in Apia where we hosted functions, rebuilt a playground, as well as enjoyed the opening ceremony of the South Pacific Games.

Once our time in Apia was over we commenced Operation KURU KURU, an operation designed to patrol the EEZs of several nations in order to prevent and deter foreign fishing vessels illegally operating in their waters. This involved several Pacific Island nations as well as the RNZAF and the Coast Guard.

We were able to immediately begin with some good information gained from our air support with our first boarding commencing at 0030 on a Monday morning! This was our first chance to see the USCG boarding team in action and it was impressive. Their officers and team members are trained to be able to carry out both Law Enforcement (LE) boardings as well as fisheries boardings. This means that they can carry out a boarding on a fishing vessel, accurately establish if the vessel is complying with the rules and regulations and, if required, issue citations or collect evidence for any further action.

After a productive week of boardings we then began our transit home, which included some swim calls, fishing opportunities, and some time ashore on Palmyra Island, a small privately-owned island with some great swimming and snorkelling.

We arrived in Hawaii and were again pressed by the USCG hospitality. They provided us with a place to stay, took us out for dinner and shopping - our new friends made our stay fantastic. Our time with the USCG was an incredible opportunity and both of us learnt a great deal and have made a lot of new friends. It should be hoped that the exchange continues, and maybe in the not too distant future we might have the chance to return some of that hospitality.
IN MAY, I headed to Canada for CANZEX. My initial destination was Victoria, British Columbia, where I arrived at Canadian Forces Base (CFB) Esquimalt and quickly settled into the wardroom. I was to spend a week in British Columbia at the office of the Pacific Region Assistant Judge Advocate General – AJAG (P).

My ‘laid-back’ introduction to the new office lasted about 5 seconds, as I happened to arrive in the middle of a major discipline issue. However, this also meant catching a Sea King helicopter out to HMCS ALGONQUIN at sea. It was a fabulous day and the aerial tour was appreciated. My host officer, MAJ Philip Drew, assured me this was not a rare occurrence. I had also arrived just in time to attend the Battle of the Atlantic Formal dinner which included more than 40 combat aircraft. I saw black bears on the side of the road including Torfino which is a beautiful area. I got see some of Vancouver Island, including FURY I, and during which I was introduced to the ‘Grouse Grind’ – a nice walk up a hill, and we checked out the British Columbia Museum of Anthropology and the Vancouver Art Gallery. When this exercise wrapped up I headed down to Edmonton for a tour of CFB Edmonton, including the Service Prison and Services Corrective Establishment – an interesting visit. Edmonton has the biggest mall in North America and I figured it would be a little rude not to check it out – it includes an ice hockey rink, a water park and a theme park!

The AJAG (P) office was very busy during my time in British Colombia at the office of the Pacific Region Assistant Judge Advocate General – AJAG (P). My experience during CANZEX gave me a valuable introduction to wardroom life. I was also able to meet the three RNZN officers serving in the REGINA and ALGONQUIN. The dinner was great and meant that I recognised a couple of faces when I headed out on EXERCISE TRIDENT FURY the following week.

EX TRIDENT FURY was a multi-national maritime warfare exercise involving four Pacific Fleet warships, three USN vessels from Third Fleet, a submarine and a USCG cutter. Air assets allocated to the exercise included more than 40 combat aircraft. I was at sea for four days during which time I observed the firing of warning shots, boardings, refuelling at sea and participated in the planning. On my way to EXERCISE TRIDENT FURY I got see some of Vancouver Island, including Torfino which is a beautiful area. I saw black bears on the side of the road which was pretty exciting.

Following that exercise, I set off for Wainwright, Alberta, where I attended EXERCISE MAPLE GUARDIAN, a part of the Canadian pre-deployment training for Afghanistan. Having been involved in pre-deployment training for NZDF personnel deploying on OP CRIB for several years, this was a great opportunity to compare how another nation approaches this operation. The Canadian Force’s contribution to Afghanistan is significantly larger than the NZDF’s, however the philosophy underlying their mission and training is very similar.

When this exercise wrapped up I headed down to Edmonton for a tour of CFB Edmonton, including the Service Prison and Services Corrective Establishment – an interesting visit. Edmonton has the biggest mall in North America and I figured it would be a little rude not to check it out – it includes an ice hockey rink, a water park and a theme park!

The AJAG (P) office was very busy during my visit. While all the snow capped peaks are very pretty, if they melt too fast this can be a bit of a problem.

Once CANZEX was finished I headed across Canada to Kingston, Ontario for an Operations Law course. Course content focussed on the legal aspects of both domestic and international operations and the lectures and syndicate work were excellent. My experience during CANZEX gave me a good grounding in relevant Canadian law which has a number of similarities to New Zealand law.

MAPLE GUARDIAN was an amazing experience. My host unit and officers were very friendly and great to work with. Despite a large amount of homework we managed to get out of barracks on Hockey nights as the local Irish Bar had enough big screen TV’s, beer and buffalo wings for us all.

The hospitality of the Canadian people was amazing. My host unit and officers were very generous and nights out were lively affairs. It was a great opportunity to see how our Commonwealth brethren work, and I recommend the exchange experience highly.

CANZEX provides opportunities for both military and civilian personnel from New Zealand to travel to Canada to spend time with the Canadian Defence Force. It encourages the two Defence Forces to exchange ideas and experiences etc.

The concept of CANZEX is a targeted approach to promote cooperation and understanding between the participants through:

• promoting joint capabilities
• enhancing interoperability
• promoting cooperation and capability understanding
• promoting team building and leadership development

CANZEX was a fantastic experience and I highly recommend it to other New Zealand JD Enlisted personnel.
JOSEPHSTALL is a remote area of Papua New Guinea deep inland and surrounded by mountains. There is no vehicle access due to the washout of a bridge some 3-4 years ago; while there is an airstrip there is no regular air service. The local population are subsistence farmers; there is no electricity and no access to government employment. There is a local health clinic, but it is sporadically staffed and has a poor supply of vaccinations and medications.

For Pacific Partnership 2007, we planned daily Medcaps at other areas as well. The helicopters in the PELELIU had often been grounded for various reasons during the deployment - with this in mind I had packed for a 3-4 day stint, in case the helicopter went u/s. The nurses and the Medics worked on the local health clinic and adding many improvements. One of the EHD team, LTCOL Watterson of the Australian Army, had secured the local Council building for our use. It was more like a school Hall but it was a good site; we set up a registration desk, a dental area, an optometry area, vaccination area, paediatric area and an area for the primary health doctors.

By 0900 we were open for business. There were queues from early on as there had been advertising for some time prior to our arrival. Of course turning up with all the noise and spectacle of a CH-53 landing, didn’t go unnoticed.

Our interpreters, health students from the local Madang University, had minimal helicopter experience and were particularly excited by this flight in the huge CH-53. After a long and picturesque flight over the mountains with the smoke from the morning cooking fires mingling with the morning mist, we arrived at the Josephstall air strip; landing well away from the local houses as not to excited by this flight in the huge CH-53. After a long and picturesque flight over the mountains with the smoke from the morning cooking fires mingling with the morning mist, we arrived at the Josephstall air strip; landing well away from the local houses as not to well away from the local houses as not to.

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The CH-53 turned up and resupplied us and so the day became as busy as the previous two.

06 AUGUST

The EMO team, including Australian Army and RAAF officers and NCOs, head off tomorrow in a landing craft and will be ashore for 5-7 days dealing with water projects, insect vector control programs and public health matters. The Sea Bees are also off tomorrow; one project is a major road in Madang where they are taking ashore a bulldozer, graders and heavy road equipment. The stern of the PELELIU has a well deck where the landing craft is inside the ship, then the ship floods the well deck and the landing craft then motor out.

07 AUGUST

I went ashore to the reception met and greeted the local population and the staff from the US Embassy. After the reception we got back to the airport and about 3 minutes after lift off there was a huge bang, the helicopter had a hall of a shudder, there was a nasty smell of smoke and the crewman opened the emergency exit...

We went into a tight turn and an emergency landing back at the airport to find that we had blown an engine on takeoff. We then waited for an hour or two for another chopper.

08 AUGUST

WOMED Matravers joined 1st MEDCAP to Bunubon Medical Clinic (Madang), where he vaccinated twenty four infants (0-2 years old) with US-supplied vaccines. This MEDCAP also included dental, optometry, healthcare education and primary healthcare. Overall, a very successful first day at this site.

09 AUGUST


WOMED Matravers attached to assist VETCAP 0530 – 1800. This was a voluntary assistance that the Kiwi team are doing on their ‘rostered’ off days. Rostering is fluid as teams assess each site’s actual needs.

LMED Gill continued vaccination programme at Bunubon Medical Clinic, 0530 – 1800. This was a voluntary assistance that the Kiwi team are doing on their ‘rostered’ off days. Rostering is fluid as teams assess each site’s actual needs.

LMED Gill continued vaccination programme at Josephstaal Health Clinic, 0530 – 1800. This was a voluntary assistance that the Kiwi team are doing on their ‘rostered’ off days. Rostering is fluid as teams assess each site’s actual needs.

For two days there was no specific medical work for the others of our team so they went ashore and painted the Kusab school.

WOMED Matravers and LMED Gill have been out on a lot of Vetcaps. Only those with rabies vaccinations can take part in Vetcaps (they have had rabies vaccinations for previous NZDF deployments).
SMALL SHIPS AND SMALL GROUPS!

THE WOODWINDS
We also have two woodwind quartets. The Saxophone and Clarinet quartets cover the more formal end of the Navy event calendar – such as receptions hosted by the Governor General or the Prime Minister and at various naval events for our Adm. Our wind ensemble has special style and grace - they perform serious works and spend hours honing in on little fragments of a piece to get just the right articulation on a note or to bring out the inner harmonies of another. The Clarinet Quartet is working on the final two movements of Astor Piazzolla’s ‘History DuTango’, an incredibly descriptive work set around a 1930s Bordello - think Ato’ Alf’ and knocking a cappuccino outside Renea’s Café.

Meanwhile the Sax’es are preparing for their first major recording. We now have three fully qualified sound engineers in the Band who are all eager to test out our new recording equipment. They hope to be

OUR DIXIELAND BAND
Kid Ory, Will Bill Davison, Fats Waller and Barney Bigard may not be household names – sometimes at short notice – to fulfill the needs of an occasion when time, space or weather can be a factor. They often play behind the scenes and yet provide countless hours of entertainment to those watching.

AS WE CELEBRATED the launching of RO-TOTI, the first of our Inshore Patrol Vessels, I want to pay homage to the small groups within the Navy Band. These are the groups that time and time again are called upon – sometimes at short notice – to fulfill the needs of an occasion when time, space or weather can be a factor. They often play behind the scenes and yet provide countless hours of entertainment to those watching and listening.

SOUTHLAND SORTIE

FEBRUARY

NORTH BAY,

THE WOODWINDS

The Woodwinds is a period when Recruiters are focused on potential Naval Officers for the next year’s intake. In most cases, Recruiters develop potential officers by developing their interest over some years; however, impact promotion such as the naval helicopter that recently visited Southland, can raise the Navy’s profile to new heights!

We were pleased to secure TE MANA’s Seasprite for the Southland Careers Expo held at Southland Stadium, 23-24 August. Positioned as a static display, organisers of the Expo said the Seasprite was a welcome highlight and through its presence significantly heightened the interest towards Navy and Air Force Careers.

The aircraft, under command of LTCDR James Taylor RNZN, had taken part in multi-agency Fisheries tasks, prior to joining the Navy Recruiting team in Invercargill. Our objective was to profile the

OPPORTUNITY TO STEER THE SHIP, TRY OUT THE EXERCISE EQUIPMENT IN THE SHIP’S GYMNASIUM AND WATCH AS THE TEAM ON BOARD RESOLUTION Brought THE SHIP SAFELY INTO GISBORNE.

THE DIVIEX LAND BAND

Kid Ory, Will Bill Davison, Fats Waller and Barney Bigard may not be household names today, but these cool cats were the pioneers of early Jazz. They, along with more recognizable names such as Louis Armstrong and Jelly Roll Morton, formed the early Dixieland Bands that we all know and sometimes laugh at. But make no mistake, as we chuckle at the sight of a swinging Tuba and a dancing Banjo, don’t forget these were the sounds that our Grandparents swung their hips to all those many moves ago!

WAIROA STUDENTS SURVEY LIFE AT SEA

AFTER WEATHERING challenging spring conditions while surveying in Hawke’s Bay, RESOLUTION entered Poverty Bay on 6 October to embark 11 enthusiastic and hungry students from Wairoa College.

The students had already experienced a speedy ride in the ship’s RHIB from Gisborne harbour. Their three hours at sea included the option of a continental or cooked breakfast, the opportunity to steer the ship, try out the exercise equipment in the ship’s gymnasium and watch as the team onboard RESOLUTION brought the ship safely into Gisborne.

Giving recruiting a lift: (l to r) LT Sam Brownghigh (Observer), CPCHCM Ali Weyyard (Helicopter Crewman), Caitlin Booth (Head Girl Southland Girls’ High School), LTCDR James Taylor (FLT CDR and Pilot) Benjamin Maynard (Head Boy, Southland Boys’ High School).

Navy and to do these two Head Students were selected to experience flight in the Seasprite. Southland Boys’ High School hosted the naval helicopter which landed despite inclement weather. None-the-less the hardy Southlanders, students and staff, were out en masse (some students were only in shirt sleeves, apparently impervious to the cold - potential Navy Divers Perhaps?)

Local print media and TV covered the landing, the winning of students into the aircraft and the departure towards the Invercargill airport. Interest in this activity was not confined to the school, with traffic banked up on the adjacent road. Navy Careers are grateful for the support provided by Southland Boys’ High School on this occasion, and appreciate the time provided by the air crew and support staff from No. 6 Squadron. They were all enthusiastic in supporting their respective Services. It was a good example of a life less ordinary!
A. The Navy contingent in Bamyan, Afghanistan mark the Navy’s birthday: (l to r): ACO Tameara Hill (standing), ACH Kylie Butcher (standing), ACH Oliver Parata, LMt(L) Maika Kirigami, AMEDIC Theresa Best, LT Evan Nind, POWTR Meleloto Tioeli, LT Matt Tinnelly (front l) & CHAP Colin Gordon (front r)

B. As a result of No. 6 Sqn helping out the SPCA (NT125, p29), the crew were awarded certificates of appreciation (l to r): AC Mike Leonard, F/S Geoff Pigg, F/S Kevin Haynes, Yvonne & Mr Duid Lloyd-Barker of the SPCA, POHCM Karl Brock, A/LTCDR Wayne Thurland and A/LTCDR Norm McDonald.

C. Marking the Navy’s birthday in Wellington were (l to r): Merchant Navy Association President Ian Dymock, CN, Barbara Davery and Chris King of the Russian Convoy Club.

D. Former WOMAA Pete Sund left the Navy last year and went to work in a 150-seat seafood and steak restaurant and a Mexican cafe. They were nominated for the Westpac Business Excellence Awards and came away with the award as the winners of Innovation and Strategy. Back row l to r: Peter Sund & Steven Sund; front row: Parmjit Sund, Kirsty Allen, Prime Minister Helen Clark, Mayor Sir Barry Curtis & Santosh Sund.

E. The Phase 4 training course PH4 07/1 for LETs completed on 7 September after 6 months of academic and detailed theory of electronic and equipment application courses. AWT1 Benn Bryce (l) was winner of the Lee McLellan Trophy awarded on an annual basis to the Phase 4 (LET) Electronic Technician who has “demonstrated strong traits of trustworthiness, dependability and determination that sets them apart from their peers”. AWT1 Daza Begg (r) was winner of the Clelland Challenge Cup awarded to the highest achiever throughout the training course for the Phase 4 training period.

F. LT Dani East in CANTERBURY’s new canteen

G. Caught in the act when the Navy band supported CANTERBURY in Timaru, CDR Frank Rands and CDR Tony Millar try to play in tune!

H. While on Longlook, LT Karl Arndt got into the ring of the day for Royal Ascot. But it appears his horse didn’t win.

I. Mr Shiu, our senior laundry man, recently reached the remarkable milestone of 50 years of service, since starting with the Far East Fleet in Hong Kong in the ‘good old days’. Well done Mr Shiu!

J. The RNZN Alpine and Ski Club with friends and supporters at the Inter-ship ski championships on Mt Ruapehu. See their report p42.
HMNZS TE KAHA IN MALAYSIA

Successful PASSEX with the Japanese Training Squadron, TE KAHA transited the Singapore and Malacca Straits to arrive in Malaysia. The ship was able to get to know sailors and officers of ships from the USN, including aircraft carrier USS KITTY HAWK, the Arleigh Burke-class destroyer USS MUSTIN, USS CURTIS WILBUR and the Ticonderoga-class cruiser USS COWPENS. The opportunity to see such an impressive display of firepower is not one which will be forgotten in a hurry.

The next day, after a fast cleanup, the Ship was open to visitors. It was well received by the local people as over 1200 people made use of the opportunity to explore a foreign warship over the seven hour period. Judging by the smiles of both children and adults the day was a success and everyone seemed to enjoy themselves while learning about NZ Naval life. There were three displays set up which will be forgotten in a hurry.

The Ship’s Maori Culture Group was away in Kuala Lumpur for the KL International Tattoo over this period and many members of Ship’s Company took advantage of this great opportunity to clear leave in an interesting and vibrant country. The proximity to Pangkor Island, one of Malaysia’s major resort islands, provided a chance to enjoy a few days on the beach before continuing with our busy deployment. The main mode of transport on the island was by scooter, and there were many dits to be shared by the crew of their adventures (and misadventures!) learning how to ride Malaysian style on this picturesque island.

As TE KAHA’s stay in Malaysia drew to a close it was time to sail again, the next port of call being Okinawa, a Japanese island in the North China Sea. TE KAHA participated in Exercise NAMASH for the first 24 hours of sailing from Malaysia, in company with two Malaysian ships KD Lekir and KD Laksamana Mohammad Amin. This short but intense exercise gave the bridge and ops team the challenging experience of conducting warfares and refreshing our skills for operating in company with other Ships. It was completed well and was a reflection of the high level of interoperability the two Navies have been developing over recent years.

To the uninitiated the city of Darwin Australia may well be thought of as an outback town, well out of the way. Our recent visit to Darwin dispelled any notion that Darwin has not kept up with the rest of Australia’s larger cities in terms of modernisation, industry, fashion, food, and the best of Australian culture. Darwin came up trumps in terms of a truly relaxed vibe, mixed with the right amount of bustle, a touch of island time, and tidy clean surroundings.

Located right on the coast and subject to a mild rainy season it is a lush and hospitable place for both indigenous and introduced varieties of flora and fauna, of which good use is made by the city’s botanical gardens and councils parks and gardens teams. This was definitely a pleasant surprise as we had expected to find a sunburnt, dusty and brown location.

Home to approximately 100,000 people we found the city itself to be well laid out with main arterial roads and crossing streets, with good peak hour traffic flow and a readily well priced public transport system. The retail district within the city was great - specialty shops, high fashion, trinkets and souvenirs, outdoor and sporting goods, and everything else for that matter, all with the lure of air conditioning to keep you cool while purchasing that special something. And the monsoon season was a pleasant surprise as we had expected to find a sunburnt, dusty and brown location.

Overall, our thoughts and memories of Darwin – Capital of the Northern Territory are good to the point of call being Okinawa, a Japanese island in the North China Sea. TE KAHA participated in Exercise NAMASH for the first 24 hours of sailing from Malaysia, in company with two Malaysian ships KD Lekir and KD Laksamana Mohammad Amin. This short but intense exercise gave the bridge and ops team the challenging experience of conducting warfares and refreshing our skills for operating in company with other Ships. It was completed well and was a reflection of the high level of interoperability the two Navies have been developing over recent years.

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SUCCESSFUL OPERATION FOR NAVY AND FISHERIES

TE MANA sailed from Devonport in support of the Ministry of Fisheries for the enforcement of fish species quotas in the waters around NZ. The joint operation began on Sunday 2 September on completion of a successful port visit to Timaru - the first ever for the frigate.

With MFish Officers onboard, TE MANA sailed south to the Campbell Island Plateau in the Southern Ocean, tasked to intercept and board vessels catching the Southern Blue Whiting. Briefings were conducted during the voyage south covering meteorology and intelligence as well as drills and discussions to establish the working guidelines for Navy and MFish personnel on the joint operation. Noting our future Naval Patrol Force with MFish Officers onboard, TE MANA sailed south to the Campbell Island Plateau in the Southern Ocean, tasked to intercept and board vessels catching the Southern Blue Whiting. Briefings were conducted during the voyage south covering meteorology and intelligence as well as drills and discussions to establish the working guidelines for Navy and MFish personnel on the joint operation.

The second day of the operation brought more challenging seas and in these adverse conditions two more boardings were achieved, bringing a total of five successful boardings in the first two days. The next task was to move north to the Auckland Islands to board vessels involved in scampi trawling. Arriving in the designated task area, three fishing vessels were boarded; one involved a bumpy seven mile trip up the harbour in deteriorating weather conditions testing the determination and skills of TE MANA’s boarding party aboard.

After the successful boarding in the Auckland Islands, TE MANA headed towards Dunedin on the lookout for two long and tiring trawlers on the way. Again in adverse conditions, one of the vessels was boarded, with the deteriorating weather conditions preventing boarding of the second. Innovation prevailed and the second vessel was questioned via VHF radio. After 96 hours and nine successful boardings, TE MANA turned for the shelter of Otago Harbour, leaving behind fishermen plying their trade in one of the most unforgiving environments in the world.

One of the Navy Boarding Party Officers, SLT Patrick Baker said of the operation, “Going to the Southern Ocean and noting the tasks we were performing, I had thought that we would get a cold welcome to match the weather; however in most cases the people that I met were happy to talk about the differences and similarities we both faced in our jobs. It is in that respect that I will remember this cold week in September, and look forward to future multi-agency operations.”

MFish Manager Maritime Operations Gary Orr said it was a great opportunity to get out and work with the Navy in the Southern Ocean again. “The ability to work with Navy and the seven new vessels due to arrive in the Project Protector fleet will increase MFish’s ability to inspect fishing vessels and protect the sustainability of NZ’s valuable fisheries. The fact that MFish can turn up in places like the sub-Antarctic reinforces that with Project Protector, fishing vessels can expect to see us anywhere and at any time.”

IN MANAWANUI (the pride of the Navy) our company are always ready to go anywhere at any time to perform any task. Ship’s morale is always high, with cheerful attitudes and humour. At the same time we keep our operational objectives in mind. One big factor for the good morale onboard is the food; we are consistently serving food of a very high standard. CN, MCC, MCM, the ODT, even the Army, have all been impressed with what they have been offered and I’m sure they would all vouch for the high standard of the food.

Our two chiefs, LCD “Baz” Bowden and OCH Trace Collinson-Smith, run the Galley. Baz has been in the Navy for almost 10 years now, with many postings and vast amount of sea experience – in total 1494 days at sea! On the other side of the Galley, Trace joined the Navy at the beginning of 2007, and is new to MANAWANUI. Although new, he has fitted in comfortably and his first 14 days at sea were very successful with him getting his ‘mornay task’ signed off by preparing a yummy mussel and scallop dish from fresh seafood collected by the crew. Come into our Galley as we introduce you to the “LCH of the Fleet” “Baz” Bowden and OCH Trace Collinson-Smith.

Where are you from? Baz: The sunny Nelson mate. Trace: Te Kuiti.

How long have you been onboard Manawanui? What are your thoughts so far? Baz: Come on in June 06. I love it mate, it’s the place to be! I reckon it’s the Navy within the Navy! Trace: I have been on for 2 weeks, and I’m really enjoying my time so far. I now have a better idea of what the Navy is about, you learn so much more here at sea than being ashore. There’s never a dull moment, it’s all good.

What do you enjoy most about your job? Baz: Cooking supreme healthy feeds for the ship’s company; a smile on their faces is a smile on my face.

Trace: It’s always good putting up a good feed and seeing that the boys are happy and enjoying it.

What is your most memorable moment in the Navy so far? Baz: Being able to serve in CANTERBURY in Timor! I would have to be a highlight, but also meeting so many diverse people, and helping out ashore e.g. Kiwi House [in Dili]. Trace: Passing out of training – I never thought I’d be here. I didn’t even think I would join, let alone pass!”

What is your greatest personal achievement? Baz: Being father of Declan, aka “Daddy’s Little Tonka Truck.”

Trace: Being a part of my successful band “Atherton Ave,” we made a big name for ourselves in the underground music scene in Hamilton.

How do you relax away from the job? Baz: Cups of tea, spending time with family and friends ashore.

Trace: I really enjoy music - either listening or playing - and I enjoy hanging with my family and friends.

If you could have 3 people over for tea, who would they be & what would you serve them? Baz: Gordon Ramsey (Hell’s Kitchen Top Chef) and Hugh Hefner, and I would serve them culinary delights of seafood.

Trace: Jessica Alba, Kate Moss, and Kiera Knightly. I would make Baz come over and serve them Gordon Ramsey’s “Little Tonka Truck.”

Who will win the rugby world cup? Baz: Good! Be up to us! Trace: All Blacks definitely.

As you can tell, they make a very down to earth but dedicated team. With such a small ship’s company, there are many other jobs to do like special sea duty men, DC exercises, RHIB duties, etc; so the time is limited. However the job still gets done in the Galley with ‘smiles on dial’! So thanks guys, keep up the great work and keep the pride of the Navy going. So the All Blacks!

HMNZS TE MANA:

OPERATION SUCCESSFUL
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By Judith Martin

LTCOL John Howard and the CCO of HMNZS CANTERBURY wait patiently on wind-whipped Aotea Quay wharf. In front of them is CANTERBURY, the Navy’s new multi-role vessel. But for the first time since WWII there are five times more soldiers on this vessel than sailors. And the ship is full of Army kit – Light Armoured Vehicles, Pinzgausers, and Unimog trucks. The vehicles idle at the entrance to the ship’s starboard zgauers, and Unimog trucks. The vehicles of Army kit – Light Armoured Vehicles, Pinzgausers, and Unimog trucks. The vehicles idle at the entrance to the ship’s starboard zgauers, and Unimog trucks.

This is an opportunity for the ship’s Army personnel on board, who sailed to the Marlborough Sounds where its LCMS (medium land craft), complete with a Pinzgauer and 40 people on board, were put through their paces. The 23 metre long LCMS can carry 50 tonnes of cargo at 9 knots up to 250 miles, and if no port facilities are available can unload cargo through the bow ramp.

For LTCOL Howard, Commanding Officer 1 RNZIR, the exercise was much more than trying out what the new ship has to offer. “The main point of the exercise was to test the capability the CANTERBURY brings to Defence. This vessel gives us as a Defence Force the ability to put a huge capability in one place and move it anywhere where it is needed around the world. We haven’t had that before, and nor have we worked with the Navy to this extent before. Not only does the MRV allow us to transport our vehicles, and associated logistics to where they are needed around the world, it is also the MRV which gives us the ability to transport our personnel.”

The ship will be able to be used in scenarios similar to those faced by the NZDF in Timor Leste and Bougainville, and also to transport civil aid, materials and heavy moving equipment for example, to wherever it may be needed.

What were the challenges for his soldiers? Apart from a couple of cases of sea sickness there were very few, he said. “It was important that we as soldiers become used to a different culture – our Service language, how we interact, different ranks, different procedures. But all that went incredibly smoothly. I think everyone had a willingness to make things work, as this is new, and a very exciting development for both services. Also, in the past 10 years we have been on many operations together, for example, East Timor and Afghanistan, and there are already established bonds between Navy and Army personnel.”

LTCOL Justin Mace, the CANTERBURY’s supply officer, has been something of a conduit during the exercise between the ship, and contingent of soldiers and their kit. The biggest challenge faced by the ship’s company, he says, has been that all procedures were new to everyone involved. “We’ve never done it before. This was the first time and to a large extent it was a case of ‘we don’t know what we don’t know’. Just because all their vehicles fitted into the ship on paper didn’t mean that they would all fit in reality. Another thing we were worried about was keeping the soldiers busy at sea; but with some good work by the embarked forces and by our people it all seemed to go well.

The occasion is the end of a week long exercise which is part of the on-going Wolf series in which the Army and Navy have worked together to try out the extensive capabilities presented to both Services by the new CANTERBURY. At those Services are extensively involved in the Wolf series, which Commander Joint Force NZ, Rear Admiral Jack Steer, says is “jointness at its best.”

A 260-strong contingent from 2 Land Force Group made up of mostly of Whiskey Company, but also reconnaissance troops and snipers, logistics personnel, medics, engineer and gunners, as well as their kit, embarked in the sealift ship in Napier. It was an opportunity for the ship’s Army personnel from 5 Transport Company – to load and unload cargo, and reverse the procedure when the company disembarked.

With its additional Army personnel on board, the ship sailed to the Marlborough Sounds where its LCMS (medium land craft), complete with a Pinzgauer and 40 people on board, were put through their paces. The 23 metre long LCMS can carry 50 tonnes of cargo at 9 knots up to 250 miles, and if no port facilities are available can unload cargo through the bow ramp.

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(MEO, CANTERBURY)
Cousins-in-arms: MAJ James Kaio (OC

and speed.
embarkation and disembarkation proficiency
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as our first embarked force.
problems. In fact they were a great bunch to

like Christmas and 220 relations come to

is their home, they live onboard and spend

first- for the ship’s company CANTERBURY

Our ship’s company is 60, but with train-
and vehicles. As these sorts of skills degrade

Exercise WOLF epitomises jointness at its best, with all three Services having a vital
role to play, says Commander, Joint Forces, Rear Admiral Jack Steer. The exercise
aims to see the 1st Battalion, 1 RNZIR able to provide a cavalry company group sup-
ported not only by the ground assets it requires to conduct contemporary operations,
but also a maritime delivery option and air surveillance.

The first integrated trial of CANTERBURY’s embarked forces’ capabilities saw some 250
soldiers and 50 vehicles, including a number of the Army’s Light Armoured Vehicles (LAVs)
loaded onto the ship while she was berthed in Napier.

“This was an important activity for the Ship and provides a significant milestone in our
plan to build operational capability,” said CANTERBURY’s CO, CDR Tony Millar. “The
requirement to take NZDF and coalition personnel and equipment to a port and offload
them safely and efficiently will be an important aspect of CANTERBURY’s multi-mission
capabilities.”

The ship’s joint training programme was:

18 – 21 September – Napier Harbour
- Testing loading and unloading of troops and equipment
- 21 – 23 September – Marlborough Sounds
- Rehearsing at sea operations
- Monday 24 September – Wellington Harbour
- Full tactical offload of troops, vehicles and equipment

The Army and Air Force then continued with Exercise Wolf throughout the North Island.
No.3 Sqn and No.5 Sqn RNZAF, were involved, with No.3 Squadron’s helicopters inserting
reconnaissance and snipers into the area to feed real-time information.

The CO of No.5 Sqn, WCOR Logan Cuddy, says the exercise was an excellent opportunity
for those of the Squadron’s P-3 Orions to use their recently installed electro-optic sys-
tems. The three aircraft have the cameras fitted as a precursor to the P-3K2 Orion upgrade,
which involves a major enhancement of the aircrafts’ capability over land and sea.

WCOR Cuddy says the kit is “the best commercially available in the world” and can
provide an important real-time relay of ground activities. While the P-3s are well used to
maritime surveillance, land surveillance is new to No.5 Squadron. He says other militar-
ies are increasingly using P-3s for land surveillance as they can fly for a long time, and
have a flexible crew composition.

“We need to practise a lot, especially with vehicles, as these sorts of skills degrade
together. For example we can’t practice transferring a LAV, LOV or Unimog from the ship
to an LCM and then onto a beach unless we have regular access to these vehicles.
We also need to practice and refine hoist-
ing skills with the crane and our personal
embarcation organisation. We also need to
practice some more diverse missions such as
humanitarian aid and like the relief effort New
Zealand provided after the 2004 tsunami, and
evacuation operations so that the “multi-
role” side of the ship is developed. This will
mean working with a more diverse range of
NZ Army and RNZAF units, such as 2 Engi-
neer Regiment and No.3 Squadron.”

Before returning to Auckland we have
three more port visits. Two visits will be
into our home port of Gisborne, the second
of which will coincide with the Te nga Mai
Festival commemorating the first landing
of Captain James Cook and celebrating the
national and international significance of the
Gisborne area. Our final visit for the year will
be to Napier, prior to returning to DNB for a
short maintenance period.

These port visits are always eagerly antici-
pated and a good opportunity for ship’s com-
pany to experience the sights and sounds of the
East Coast.
### OCTOBER - NOVEMBER 2007

#### NAVAL COMBAT FORCE

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#### HMNZS VAXAKURA (LTCR J J BAKEWELL RNZN) |

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#### VISITING SHIPS

- **CHINESE NAVAL TG PLAIN/A ships HARDIN & HONGZEU**
  - 12 - 15 WELLSINGTON
- **HMAS KANIMBILA**
  - 18 – 22 DUNEDIN
- **FNS LA MODIQUE**
  - 29 OCT – 04 NOV DNB
- **OCW/A** ships OHIO (A) / OHIO (R) / OHIO (S) / OHIO (T) / OHIO (V)

#### NAVAL PATROL FORCE

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#### DIVING AND MCM FORCE

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#### OPERATIONAL DIVING TEAM (LTOR D TURRIN RNZN)

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#### DURING THE 1930s

During the 1930s France and Italy were rivals for influence in the Mediterranean. At the same time Germany was building the panzerschiffs (pocket battleships) including the Graf Spee. France built two fast battlescows of the DUNKERQUE class (25,000 tons, 8 x 330mm (13") guns) with their main armament mounted forward in two quadruple turrets. When Italy’s Fascist leader, Mussolini, announced Italy’s plan to build two 35,000 battleships, France began design studies for comparable ships with 380mm guns; again, the main armament was to be mounted forward.

By May 1940, three sister ships were under construction in France: RICHELIEU was in full fit-out at Brest. JEAN BART had been launched that March at St Nazaire, but CLEMENCEAUX was only 15% complete in the Brest naval dockyard. When Nazi Germany invaded that month, it became a race to complete the first two ships sufficiently to sail them to French colonies in North Africa. Despite German air attacks, RICHELIEU sailed on 18 June, JEAN BART, still incomplete, raised steam and sailed through a hastily-dredged channel on 19 June.

RICHELIEU went to Dakar (in Senegal) and JEAN BART to Casablanca; the French Armistice with the Nazis was signed on 22 June.

In Dakar, RICHELIEU was attacked by the British torpedo planes from HMS HERMES on 7 July, as part of wider actions against French ships that might otherwise be taken by the Germans. In September 1940 the British attacked again, as General de Gaulle’s French returned to Indochina. Immediately after the war’s end, RICHELIEU was in action against Vietnamese nationalists as the French returned to Indochina.

Meanwhile JEAN BART had to wait until the war in Europe ended; from 1945 she was taken in hand by the Brest naval dockyard and in April 1950 commissioned into the French Navy – the last Dreadnought battleship of any nation to be completed. In 1956 JEAN BART sailed with the Suez task force and provided fire support for French troops in action against the Egyptians.

Both battleships became training ships; RICHELIEU in Brest until she was sold for scrap in 1967; while JEAN BART was the gunnery school at Toulon until 1969. Despite an attempt to save her as a naval museum, JEAN BART too was scrapped in 1971.

Looking back, it is now assessed that the French battleships were the best of any of the European battleships of that era. But as WWII unfolded JEAN BART was too late to take an effective part, while RICHELIEU had to fight against four different enemies.

### LEGENDS OF THE SEA

To acknowledge the hosts of this month’s Rugby World Cup, Navy Today takes a look at France’s last battleships – ships which had to fight against both sides during WWII.

### FRANCIE BATTLESHIPS – SHIPS WHICH HAD TO FIGHT AGAINST BOTH SIDES DURING WWII

RICHIELEU & JEAN BART

FRANCE’S BIGGEST BATTLESHIPS

**TECH SPECS**

**RICHELIEU (1943)**

**FULL LOAD:** 46,500 tonnes

**L x B x D:** 242 x 33m x 10.5m

**ARMAMENT:** 8 x 381mm (15") 9 x 152mm (6") 12 x 100mm (3.9") AA 67 x 40mm Bofors AA 41 x 20mm Oerlikon AA

**MACHINERY:** 6 boilers, single reduction geared turbines, 4 shafts 104,000hp, 30 knots

**FUEL:** 6,900 tonnes

**ENDURANCE:** 9,500nm at 15knots

**COMPLEMENT:** 1150
NZDF PAY AND RENT

ALMOST ALL NZDF uniformed personnel are to receive an across-the-board pay rise of at least $1,200, with NZDF civilians also to receive a pay adjustment. The military pay adjustment, to be made in October and backdated to July 2007, and Defence Civilian pay adjustments in October and back-dated to July 2007, are the result of savings identified by the Executive Leadership Team (ELT) in the Baseline Review Project.

Most of the savings have been allocated to the $1,200 across the board increase. The balance of the savings identified has been divided among the three Services, and will be allocated by each Service, over and above the $1,200, as targeted adjustments which best suit their specific service priorities.

For Defence civilians, pay increase amounts will depend on the type of contract and be implemented from September 2007. The Navy is increasing its seagoing allowances, the Army has chosen to focus on equalising trade pay disparities amongst its personnel; the Air Force is providing pay rises to its junior personnel.

Chief of Defence Force, LTGEN Jerry Mateparae said, “While there was never a good time to increase rents, accommodation charges were increasing generally throughout New Zealand. Failure to review accommodation charges would have the affect of increasing the housing discount benefits beyond the levels agreed by the Inland Revenue Department, with detrimental spin-offs for personnel, who could face increased taxation.”

Despite the increase, Service rental is still substantially below market rates, he said. “NZDF rental rates have at least a 40 percent discount on the Quotable Value of general rentals in the Palmerston North area. This still remains relatively good value for service personnel.”

HOW IS THE SGA BEING ADJUSTED?

As part of the pay adjustment recently announced by CDF, each Service Chief was allocated some additional funding to apply to Service-specific remuneration initiatives. Everyone in the Navy – ashore and afloat makes a contribution. Across all of our trades there are significant challenges. Across the Navy people are working hard. Day after day the Navy team continues to deliver everything required and expected of us.

Fundamentally, though, without Sailors ready to go to sea and ready to accept the demands of that environment, we would have no chance of achieving our fundamental task – to take our ships to sea. It is important, therefore, that we particularly acknowledge and recognise that service at sea is a defining and critical characteristic of the Navy.

I know, too, that Project Matakite identified Seagoing Allowance (SGA) as a key issue across the Navy. I am also aware that it has not been reviewed for almost ten years. Consequently, after reviewing a number of options, I have decided to use the additional funds to adjust the eligibility criteria and rates for Seagoing Allowance.

This means that you get more SGA initially, and it takes less time to move up through the tiers.

WHY IS THE SGA BEING ADJUSTED?

- The SGA has not been adjusted since 1998.
- Notwithstanding that personnel who have done a lot of time at sea will see no benefit from the changes, over the longer term and across the Navy this option is the fairest allocation of the targeted funds.
- This increase does not benefit specific ranks or trades or the detriment of others.
- If the funding was allocated to base salary, compulsory employer superannuation costs would have reduced the amount available to the Navy.

Those serving on IPCs will also receive a small increase in their Special SGA from $0.88 to $1.23 per day (Tier One). Qualifying times also change in accordance with the tables above.

WILL WHEN THE NEW SGA TAKE EFFECT?

- Like the two step pay adjustment, the new SGA will be paid in October and backdated to 1 July 07.
- No action is required from you, the adjustment will happen automatically.

If you have any questions, please contact the Director Naval Personnel Policy (CDF Andrew Patterson) DTPH 349-7344

N E W

Tier 1 Tier 2 Tier 3

0–3 yrs 3–8 yrs 8+ yrs

$1 a day $1.5 a day $2 a day

OLD

Tier 1 Tier 2 Tier 3

0–3 yrs 3–8 yrs 8+ yrs

$1.5 a day $2 a day $3 a day

CONGRATULATIONS ON YOUR PROMOTION

BY R A DAVID LEDSON, CHIEF OF NAVY

FAREWELL AND THANK YOU FOR YOUR SERVICE

SUPPLY OFFICERS’ CONFERENCE

IN AUGUST the annual Supply Officers’ Conference was held at Ngataringa Sports Complex. In addition to a range of Supply-related subjects, presentations were given by two of our officers attending from the RAN:

CAPT Steve O’Keeffe discussed HR issues facing the RAN, and CDR Geoff Turner, the RAN FSO, discussed the RAN Fleet Support Organisation. The opportunity was also taken to discuss issues of common interest to both navies. While the challenges faced by both navies were remarkably similar, the solutions being taken to them differed, and a healthy exchange of ideas and information took place.

The conference was followed by sport in the fleet gymnasium and a mess dinner in the PHI-LOMELI Wardroom that evening. During a break in the conference the rain stopped just long enough for the attached group photo to be taken in bright sunlight!

HOW IS THE SGA BEING ADJUSTED?

CHANGES TO NAVY’S SEAGOING ALLOWANCE

BY R A DAVID LEDSON, CHIEF OF NAVY

As part of the pay adjustment recently announced by CDF, each Service Chief was allocated some additional funding to apply to Service-specific remuneration initiatives. Everyone in the Navy – ashore and afloat makes a contribution. Across all of our trades there are significant challenges. Across the Navy people are working hard. Day after day the Navy team continues to deliver everything required and expected of us.

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**THE OLD CANTERBURY’S LAST DAYS AT DEVONPORT**

The old ship then became the responsibility of Captain Fleet Support. As the last of the RNZN Leander-class ships, her decommissioning also allowed us to withdraw from service all Leander-unique equipment and spares. The market tender and subsequent sale was successfully completed in April 2006 - concluding our Leander-class era.

On 27 February 2006 the Minister of Defence had announced that the RNZN would be seeking proposals for disposal of the decommissioned frigates. That meant for us in the Naval Supply Depot (NSD) we developed the tender documentation and established the terms and conditions of sale. The tender process began in April and a variety of proposals were received in response. The majority were from charitable organisations seeking to sink the vessel as a recreational dive wreck.

The objective of the Trust is to sink the frigate in Deep Water Cove in the Bay of Islands as a dive attraction and as part of a community-initiated fishery enhancement project. The sinking site was identified by the tangata whenua as being sacred to them, with the vessel to finally rest at the base of their sacred mountain Rakaumangamanga - one of the piliars of the sacred house of the Ngapuhi.

The BOICCT worked through the compliance requirements to attain the required resource consent for the project. The Trust was officially notified by the Northland Regional Council on 15 December 2006 that the resource consent for the project had been issued, albeit subject to some conditions.

**HULL WRAP**

Given the presence of the sea squirt, it was decided that CANTERBURY would be subjected to a ‘hull wrapping’ experiment conducted at the request of, and under the supervision of, Biosecurity NZ. This involved the wrapping of the hull in heavy plastic to completely seal it off from the tidal flow and to reduce exposure to light. If successful, this measure would have effectively eliminated the flow of fresh nutrients and oxygen; in effect the stagnation of the original, this measure would have effectively eliminated the flow of fresh nutrients and oxygen; in effect the stagnation of the original.

The BSDCCT worked through the compliance requirements to attain the required resource consent for the project. The Trust was officially notified by the Northland Regional Council on 15 December 2006 that the resource consent for the project had been issued, albeit subject to some conditions.

One condition was that the BSDCCT had to ensure that no unwanted marine organisms (registered under the Biosecurity Act 1993) were introduced to the coastal marine area at Deep Water Cove. An inspection of the frigate’s hull was completed in late December under the direction of Biosecurity NZ.

While the hull was largely free of marine growth, the inspection confirmed the presence of Styela clava (sea squirt) – sea box. While the hull was largely free of marine growth, the inspection confirmed the presence of Styela clava (sea squirt) – sea box.

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CN was called upon at short notice to speak, and impressed everyone present with his grasp of the occasion. He was complimented on his bilingual prowess by the Hon Dover Samuels MP during the MP’s speech. The visitor for each Navy speaker was performed by the RNZN Te Reo Heramana Cultural Club and included moving renditions of Te Tauru Moana, E Tōu Nga Mee and Ma Wai Rā.

The visitors that were equally moving with Auntie Ma, a prominent elder of the Ngapuhi hapu, were moved by the formal handover ceremony conducted at the Navy Marae. The Trust is a very small group that has achieved a lot so far with so little. It was a great privilege to be given the honour afforded us by the Navy. There were some good hearted speeches given by both sides in front of the Marae and this was greatly appreciated by the hapu from Rawhiti.

However, it was the final sitting down and signing for the ship that really caused a lot of emotion to pour forth especially from those trustees involved from the beginning. It has been a long process and one that seemed so far away at times, but to finally see our members signing the Agreement made it all seem worthwhile.

Many in the Navy will be sad to see CANTERBURY go but I must emphasise the care that will be taken of her and the huge positive impact she will have on both the environment and the economy of the Bay of Islands. She has yet another very worthy tour of duty to perform!

THE BAY OF ISLANDS CANTERBURY CHARITABLE TRUST VIEW

BY MR KELLY WEEDS, OFFICIAL SPOKESMAN

Those involved with the Trust were very moved by the formal handover ceremony conducted at the Navy Marae. The Trust is a very small group that has achieved a lot so far with so little. It was a great privilege to be given the honour afforded us by the Navy. There were some good hearted speeches given by both sides in front of the Marae and this was greatly appreciated by the hapu from Rawhiti.

However, it was the final sitting down and signing for the ship that really caused a lot of emotion to pour forth especially from those trustees involved from the beginning. It has been a long process and one that seemed so far away at times, but to finally see our members signing the Agreement made it all seem worthwhile.

Many in the Navy will be sad to see CANTERBURY go but I must emphasise the care that will be taken of her and the huge positive impact she will have on both the environment and the economy of the Bay of Islands. She has yet another very worthy tour of duty to perform!

THE SHIP’S BELL

CANTERBURY’s Bell was presented to the Bay of Islands Charitable Trust (BOICT) and Nga hapu o Patukeha me Ngati Kuta at Te Rawhiti Marae on 6 March this year. Mr Richard Witehira, Chairman of the Trust, said “Due to this ceremony both hapu have renamed our marae Te Pere, in remembrance of the presentation of the bell and the very close relationship with the Royal New Zealand Navy.”
NZDF VOLLEYBALL - NATIONAL CLUB CHAMPIONSHIPS

By LT Glen Whitton (NZDF Volleyball Chairperson/Player)

The NZDF Men’s and Women’s Volleyball teams took on the very best of NZ Volleyball Clubs at the Volleyball NZ National Club Championships held in Palmerston North over 22 – 25 August. A training camp was held prior to the tournament. This year our Women were looking to improve on the Division Two 5th place finish of last year, while our Men were aiming to achieve more than their one win last time.

NZDF men had four losses, won against the Orgra Vikings and in a marathon match beat Ngarotu from Taranaki (15 – 12). NZDF women lost six matches.

In the Finals, NZDF man played Hornby for 15th place - another 5 set, two hour marathon, but winning 3 - 2. NZDF Women played off for 19th spot against Sparta, losing 3 - 0.

Most Valuable Players from the final games: AC Hayley Ireland (Air Force) and LDR Jacobson and ADR Culhane) to compete for the Services trophy - a 3 man, joint, timed event. The next Inter-Service Volleyball Tournament will be hosted by Navy in April 2008.

Most Valuable Players from the final games: AC Hayley Ireland (Air Force) and LDR Jacobson and ADR Culhane (ex-Navy) LDR Tim McKenzie (ex-Navy) LDR Josh Jacobsen & LDR Culhane (ex-Navy) LDR Tim McKenzie (ex-Navy)
NAVY INTER-SHIP SKI CHAMPS

After 28 competitors, each with four runs, we had our champs:
- Inter-ship Skiing Team Champions: PHILOMEL (FEC)
- Open Men’s Individual Ski Champion: AWT E. Chapman
- Open Men’s Individual Ski Runner Up: CPOWT P McMichael
- Open Women’s Individual Ski Champion: LTCDR L. Jackson
- Inter-ship Snow Boarding Team Champions: RNZN COLLEGE
- Men’s Open Individual Board Champion: CPPOD R Ehu
- Men’s Open Individual Board Runner Up: LMT (L) D Nicholson


Portrait of the Royal New Zealand Navy; a fiftieth anniversary celebration; Grynthum House, Wellington 1991

Triumph, Tragedy, Longevity: the story of Len Perry, champion motor cycle rider; Polyngraphia, Auckland 2002

The books by Grant Howard

F421 HMNZS CANTERBURY ASSOCIATION

To all former serving members of HMNZS CANTERBURY (F421); with the passing of the last of our Leanders and her final sinking planned for mid-October, a steering committee has been formed to set up a Canterbury Association so the memories can live on.

All former serving members are invited to attend the inaugural Annual General Meeting being held at the Birkenhead RSA, Recreation Drive, Birkenhead, at 1100 on Sunday 4 November 2007.

For catering purposes please RSVP to Alex Kildare, Steering Committee Chairman, by 22 October 2007.

Email: ajkildare@xtra.co.nz or Tel 09 444 6705

THE RNZN SAILING CLUB

BY COLIN SELFE

The three Sail Training Craft entering all eight fortnightly Sunday races in the Ponsonby Cruising Club’s winter series. This meant almost 40 Defence personnel were able to share their interest in sailing with the crews of the other 26 yachts.

The majority of the 54 competitors came from the RNZN Sailing Club. Only one race was cancelled due to forecast gale-force winds; more importantly the days that were raced had sufficient wind strength for challenging and competitive racing. A major effort had been made to ensure new people out sailing and the club was rewarded with a large entry. The RNZN SAILING CLUB had good showing in the Ponsonby Cruising Club’s winter series.

The TEKAHĀ’s “youngies” rugby team vs Japan Training Squadron. The Japanese showed a lot of heart and courage, after some big collisions and thundering tackles. They put in a good effort but were no match for our strong running, set plays and our knowledge of the game. 54-0.

ANNUAL EX-FAIRMILERS’ CREW REUNION

WEDNESDAY 12TH MARCH 2008

Mount Maunganui RSA

Keep a watch on www.geocities.com/TheF55

Contact:
Geoffrey Kelly
Papamoa Beach
gandhk@xtra.co.nz

PROPOSED FOR LABOUR WEEKEND, 2008 AT THE MT MAUNGANUI RSA

ANNUAL EX-FAIRMILERS’ CREW REUNION

2009 REUNION

REUNION 2009

PROPOSED SMALL SHIPS REUNION

WESTPORT, LATE FEBRUARY 2009

(dates to be confirmed)

Contact:
Mrs Shirley Barbec Secretary
Westport Ex-Royal Navalmen’s Association
PO Box 1
Westport 7866

Tel 07 5722247

HMNZS WAIKATO F55

PROPOSED FOR LABOUR WEEKEND, 2008 AT THE MT MAUNGANUI RSA

Contact:
Peter Chappell
64/60 Maranui Street
Mount Maunganui
Tel 07 5722247

RNZN CRUISERS, LOCH-CLASS FRIGATES & LACHLAN COMBINED REUNION TO BE HELD IN DUNEDIN AT EASTER WEEKEND

21 – 24 MARCH 2008

Contact:
Bill (Chap) Michal, PO Box 10-071, Oteakohua; Dunedin 9042.
Ph (03) 4762954; Fax (03) 4762964; e-mail: wms@msn.com

2008 REUNIONS
The Japan Training Squadron, with TE KAHA in company, seen from TE KAHA’s Seasprite (l to r): JDS KASHIMA (TV 3508), HMNZS TE KAHA (F77), bottom, JDS SAWAGIRI (DD157) and top JDS SHIMAYUKI (TV 3513).

Photo: RNZN