HMNZS WELLINGTON ON PATROL IN THE SOUTHERN OCEAN

FUNERAL SERVICE FOR MR SHIU HANG CHE, NUMBER ONE

SAILOR OF THE YEAR AND NEW YEAR’S HONOURS
CONTENTS NAVY TODAY ISSUE 186 2015

HMNZS WELLINGTON ON SOUTHERN OCEAN PATROL
FUNERAL SERVICE FOR NO 1
SAVOR OF THE YEAR
EMPOWERING NAVY PEOPLE TO BALANCE WORK & LIFE
HYDROGRAPHIC TRADE SYMPOSIUM
WON REPORT
OUR PEOPLE
LEADERSHIP TRAINING SQUADRON
DESIGNING A NEW OPV IN NAVAL ARCHITECTURE COURSE
CN FROM THE QUARTERDECK

COVER IMAGE:
A sea boat from HMNZS WELLINGTON in the Southern Ocean hunting for fish poachers. See page four.
Photo CPL Amanda McErlich.

04
10
13
14
16
17
18
24
28
32
35
40
43
48
As we face another extremely busy year for the New Zealand Defence Force I want to reflect in this column on our Navy’s contribution and the exciting year it has coming up. Last year was a busy one for the Defence Force and 2015 will offer a similar level of activity. A big focus will be the WW100 commemorative activities, with Anzac Day obviously being of particular importance.

The Navy will be playing a big part in this most important of years. Waitangi Day will be a big event, as 2015 marks 175 years since the signing of the Treaty. The Navy will be well represented at Waitangi, reflecting both the traditional role it plays on Waitangi Day and the particular importance of this year’s national day. Three ships were at Waitangi—HMNZ Ships Te KaHa, Canterbury and Rotoiti.

Following Waitangi Day, Te KaHa and Endeavour begin preparing for major events ahead, sailing to Western Australia in early March to complete their work-ups. Te KaHa will sail from Western Australia for Istanbul in late March, joining in the commemorations of the 100th Anniversary of the Anzac landings at Gallipoli. This will be a particularly significant event.

Our Navy will also continue to work closely with Australia. After its Western Australian work-up and demonstrating the importance of a fleet tanker, Endeavour will be available to the Royal Australian Navy in much of March and April for replenishment of their vessels. This will make up for the absence of the RAN tanker HMAS Success on anti-piracy patrols.

The Navy will also be working closely with our international partners, with Endeavour in mid-April sailing for South East Asia for exercises including Bersama Shield, a regular Five Power Defence Arrangement exercise. TE KaHa and Endeavour will join up again in Darwin in early July for Exercise Talisman Sabre, returning to Devonport in early August.

In November, Exercise Southern Katipo will be a significant milestone for the New Zealand Defence Force and will demonstrate how the Navy is contributing to the wider NZDF’s aims and objectives. The exercise will involve the deployment of the NZDF Amphibious Task Force, one of three key outcomes of the Future35 strategy. Most of the Navy will be involved in the exercise including TE KAHA, ENDEAVOUR, CANTERBURY, and WELLINGTON.

The aim of the Amphibious Task Force is to project a combat-capable landing force, comprising a Company Group, to secure national objectives in the South Pacific.
Successful Southern Ocean patrol nets hard evidence of fish poaching

The Offshore Patrol Vessel HMNZS WELLINGTON returned to Devonport Naval Base on Friday 23 January after spending a total of 44 days in the freezing and hostile Southern Ocean. The first half of the patrol—before Christmas—was conducted in the Ross Sea area monitoring fishing vessels under the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR).
Following that, WELLINGTON was in Hobart conducting a logistics stop over the Christmas and New Year period, followed by the second half of the patrol with WELLINGTON in the Southern Ocean looking for vessels fishing illegally. The operation proved an overwhelming success with WELLINGTON tenaciously finding, tracking and collecting evidence on three vessels conducting illegal toothfish fishing. There was criticism in the news media and in comments posted to the Navy's Facebook page saying Ship's Company should have boarded the three ships or even fired on them. However, in an interview with the Otago Daily Times newspaper, the ship's Commanding Officer, LT CDR Graham MacLean, said the criticism was misplaced. “Not only did we find three IUUs [illegal, unreported and unregulated vessels] operating in an area of Antarctica which is the size of Australia, we caught them in the act of fishing using the element of surprise and tenacious tactics to then exploit a whole heap of evidence which is now being analysed... to bring these guys to justice.

“It was a peace-time operation and we abide by a strict set of rules of engagement which are laid down by the Government [and using force] certainly wasn’t necessary for this mission.”

In a message to the Navy after the ship's return, Chief of Navy RADM Jack Steer said many Navy personnel would have seen media reports about the operation. “You will also have seen or heard a number of people commenting on what the ship should or should not have done. There are a number of things to remember here. First: We were doing this work in conjunction with a number of other government agencies, including the Ministry of Foreign Affairs and the Ministry of Primary Industries. This is a great example of how well we work with our colleagues to achieve great results for New Zealand. Secondly: We teach you leadership from when you first join the Navy. Leadership is often about making hard decisions in very challenging situations, with little time. The decisions made by the Commanding Officer of WELLINGTON not to board were his and his alone. We train you all to consider risks and operational necessity before making decisions that may place our shipmates in harm's way. That is what our leaders do and that is what the Commanding Officer of WELLINGTON did. It is clear to me that with the information he had in front of him at the time, he made the right decision. Well Done.

“Operations in the Southern Ocean in association with our colleagues from other government agencies are not new to us,” CN added. “We have been developing this capability over several years. This was a very successful patrol and we should all be very proud of the capability we now have and in this case, the outstanding work by our shipmates in WELLINGTON.”
As we steamed back to New Zealand from the deep reaches of the Southern Ocean, I reflected on what can only be described as a defining deployment for HMNZS WELLINGTON, the Offshore Patrol Vessel capability, Royal New Zealand Navy and indeed New Zealand. Through a mixture of operational circumstance and organisational growth we achieved and learnt far more about ourselves, the Southern Ocean/Antarctic operating environment as well as our vessel’s capability than we had initially expected when we sailed south from Dunedin at the start of the deployment on 27 November.

Despite the Antarctic summer season of 2014/15 having the heaviest ice concentration on record, WELLINGTON managed to execute a successful first Patrol by conducting seven high-priority Commission for the Conservation of Antarctic Marine Living resource (CCAMLR) registered fishing-vessel hail and boardings in the Northern Ross Sea.

This success did not come easy and required some creative exploitation of the environment by WELLINGTON’s Ship’s Company to create safe boarding opportunities over a three-week period. This patrol really honed the skill sets of all departments onboard to be able operate effectively in a beautiful but often challenging Ross Sea environment.

A late change to our mid-deployment logistics stop saw WELLINGTON coming alongside the historic Tasmanian city of Hobart on 19 December. The port visit proved to be a truly rewarding period where the ship was able to embark essential winter-grade fuel and stores as well as providing an excellent location to ‘sharpen the axe,’ with Ship’s Company enjoying front row seats to the dramatic Sydney to Hobart yacht race (WELLINGTON was berthed 100 metres from the finishing line!) as well as a very entertaining and delicious ‘Taste of Tasmania’ food festival.

Following the logistics stop, our now well-promulgated and publicly debated second patrol saw WELLINGTON transit back to the Ross Sea via a known fishing ground in vicinity of the Mertz Glacier near Commonwealth Bay. We sailed from Hobart on 2 January to this new operating area and subsequently located, identified and collected evidence on three suspect Illegal, Unlicensed and Unregulated (IUU) vessels.

We quickly learnt that the environment and tactical employment were significantly different to what we had experienced in the Ross Sea. The entire Ship’s Company immediately stepped up to the operational challenge in everything from Action Information Organisation battle rhythm to engineering practice and logistic sustainability.

As a result we caught all three IUUs in the act of fishing, learnt their pattern of life, capabilities, limitations and captured it all by collecting thousands of still images, hours of video footage and other forms of evidence. This crucial evidence chain is now being used by Ministry of Foreign Affairs and Trade along with international partners to expose and bring these vessels, their owners and supporting enterprises to justice. Watch this space!

I am incredibly proud of what WELLINGTON has achieved. The Ship’s Company have explored new waters for the RNZN in challenging conditions and exposed illegal fishing activity to the highest representative levels on the international stage. New Zealand as a result is at the regional forefront in combating IUU activity within the Southern Ocean and Antarctic region. This Ship’s Company including 15 members of the Royal Australian Navy should hold their heads high and proudly call themselves Te Taua Moana—Warriors of the Sea.

Above: The CO of HMNZS WELLINGTON, LT CDR Graham MacLean, on the bridge during the patrol.
Clockwise from left: RHIB surging through the waters of the Southern Ocean; Keeping fit at sea after leaving Hobart; LSCS Robert Ayre helping a member of a boat’s crew prepare to head out to sea; One of WELLINGTON’s boats approaches a fishing boat.
For the better part of two months over summer the New Zealand warship HMNZS WELLINGTON deployed to the Southern Ocean to patrol vulnerable toothfish fisheries. As part of the Anzac exchange programme, I had the opportunity to be part of the joint, combined multi-agency force that was projected by WELLINGTON. As an Officer of the Watch I had the opportunity to gain intimate knowledge of the ship, a deep awe and respect for Antarctica and an understanding of how the Royal New Zealand Navy operates in what is called the most dangerous peace time operating area.

First and foremost there is the Australian-built WELLINGTON, an Otago class Offshore Patrol Vessel, strengthened to allow it to operate in ice-infested waters. During the deployment the ship had ample opportunity to put the ice strengthening to task. In short, it is nothing like any Australian warship; it is certainly a unique capability in our neighbourhood.

Antarctica is unique, awe inspiring, and requires the deepest respect. It is surrounded by oceans that are similarly remarkable as well as unpredictable. Operating there is a constant test of resolve; for those driving the ship through (and into) the ice, to the people below who hear the ice brushing their heads as they lay in their beds.

‘Antarctica is unique, awe inspiring, and requires the deepest respect. It is surrounded by oceans that are similarly remarkable as well as unpredictable.’
Initially you find yourself so far out of your comfort zone that you think you will never truly be comfortable. Eventually brushing past sea ice, dodging growlers (iceberg remnants which protrude less than one metre above the surface, collision with which ensures practical assessment of a ship’s damage control organisation) and contending with what seems like an ever-present fog become second nature and a confidence is felt throughout the ship. This confidence in operating in these almost extra-planetary conditions, which is derived from experience and constant improvement, is what allows the RNZN to operate in Antarctica.

The confidence in operating in these almost extra-planetary conditions, which is derived from experience and constant improvement, is what allows the RNZN to operate in Antarctica. The work that the OPVs do there is also testament to the New Zealand Defence Force’s joint mentality, with all three services represented onboard during the deployment as well as personnel from three navies. Officers from the Ministry of Primary Industries were also embarked for the duration, providing expertise on the fisheries. This example of interoperability is a looking glass into the strength and efficiency that can be attained when working with other agencies.

Being on patrol with WELLINGTON over the Antarctic summer gave me a new understanding of how ships can operate in ice, it allowed me to develop a deep respect and interest in Antarctica and her surrounding oceans and finally it gave me insight to how our friends ‘across the ditch’ operate using a well developed joint and combined approach.

Opposite page, from top to bottom: LT Patrick Collins, RAN. Toothfish being hauled aboard one of the intercepted ships. Above, from top to bottom: Iceberg ahoy! WELLINGTON returns to Auckland on 23 January with crew in Procedure Alpha.
The Navy’s beloved laundryman, Shiu Hang Che—known to generations of sailors as No 1—was farewelled in a service at St Christopher’s Chapel, Devonport Naval Base, on Tuesday 13 January.

Mr Shiu died peacefully at North Shore Hospital on 29 December, 12 days’ short of his 89th birthday.

He retired from the RNZN just last 1 August after 57 years of service—and that followed 10 years of service with the Royal Navy. The first 39 years of RNZN service was spent at sea, on HMNZ ships ROYALIST, BLACKPOOL, ROTOITI, PUkAKI, Taranaki, Otago, WaiKato, Canterbury and, finally, Wellington. He came ashore in 1996 and worked at HMNZs Philomel until his retirement.

For much of his career, Mr Shiu managed laundrymen on many Royal Navy ships as well as RNZN ships. A tireless worker, he visited his family in Hong Kong sometimes only once a year, using his laundry earnings to give his three sons and daughter a life-enhancing education.

The funeral service was attended by Mr Shiu’s children, grandchildren and great-grandchildren as well as friends and serving and former Navy personnel. Deputy Chief of Navy CDRE Dean McDougall stood in for Chief of Navy RADM Jack Steer who was overseas on official business.

Mr Shiu’s eldest son, Raymond Yuen Ching Shiu, said his father was a kind, hardworking man who had left his home town in mainland China in 1946 at the age of 20 and gone to Hong Kong seeking a better life.
“He worked for the Hong Kong police at first, then he worked for the Royal Navy from 1947 to 1957 as he wanted to see the world. He then served the Royal New Zealand Navy from 1957 until he retired.

“We would see him [in Hong Kong] two to three times a year when his Navy ship was in Hong Kong or when he was on holiday. We always understood everything he did was for his family.

“You are always No 1 in our hearts,” said Mr Shiu Jun. “We will love and remember you forever.”

CDRE McDougall recalled Mr Shiu worked as a laundryman on six Royal Navy ships before joining the RNZN. He was at sea during two conflicts, the Korean War and the Malaysia Confrontation.

“He also held the contract for the provision of laundry crews to the Royal Navy during the [1982] Falklands war and as such he was far more informed of Royal Navy ship movements in the Falklands than our Commanding Officer was—and he was leading the New Zealand support to this conflict.

“During all [his] postings he was never backward in providing the engineer very clear advice on where their shortcomings lay, especially around the provision of steam. While these surroundings make it inappropriate to give an example of this advice, let it be known that the engineer was never in any doubt of No 1’s requirements.

“While he may have been gruff with the engineer, each fortnight, when the Supply Officer paid for the laundry allowed to be done at public expense was always a time looked forward to. Once the Supply officer had paid the bill, a tray of won tons that No 1 had prepared in the ship’s galley would be sent to the Wardroom. I can still taste them today.

“No 1 had been at sea for 23 years when I joined the Navy,” said DCN. “For almost the entire seagoing component of my career he remained at sea, giving me the opportunity to serve with him. Then when I came ashore and was given the privilege of commanding [HMS PHILOMEL], No 1 was again there with me, making sure my uniforms were always ready for any required activity.

“No 1, all the dhobes are now done, all accounts have been paid and it is time to close the steam cock and switch off the washing machine. Rest in peace my friend until we meet again. Thank you for your service.”

Uniformed Navy personnel acted as pallbearers at the service, which was conducted by Navy chaplains Peter Olds and Michael Berry.

A video of the service has been put on YouTube and can be viewed at http://tinyurl.com/q3zm7h9
Two members of HMNZS TE MANA Ship’s Company – WOMT(P) David Hamill and FLTSGT Murray Thomson – were awarded the New Zealand Distinguished Service Decoration (DSD) in the New Year Honours List. The awards were for their outstanding work during the ship’s long deployment in 2013/14 to Australia and the Horn of Africa, the latter for anti-piracy patrols. These are their citations:

To receive the New Zealand Distinguished Service Decoration (DSD):

HAMILL, Warrant Officer Marine Technician (Propulsion) David Tale, Royal New Zealand Navy.

As the Marine Engineering Warrant Officer on board HMNZS TE MANA, Warrant Officer (WO) Hamill was responsible for the management and operation of the marine engineering department. He rendered outstanding service in this role from August 2013 to March 2014, firstly in achieving the highest readiness grading possible in the ship’s intensive pre-deployment work-ups, and subsequently during its deployment on anti-piracy operations in the Arabian Sea and Gulf of Aden.

His commitment to engineering excellence engendered a superior level of performance in his department that has facilitated the identification of solutions to engineering problems which, due to the ship’s age, more often than not required careful consideration of equipment obsolescence, long lead times for replacement parts and remote support from shore. A critical example of this during the anti-piracy deployment was the way in which he dealt with a major fault that developed in the cooling systems for one of the main diesel propulsion units. With this engine out of commission, the ship was required to run on its gas turbine engines, seriously affecting its range and endurance and putting the entire operation at risk. After a temporary repair failed, Warrant Officer Hamill traced the cause of the fault to alignment and vibration problems with the coolant pipe-work. Replacement pipe-work was modified to eliminate recurrence of the problems, and the ship was able to continue its mission.

During the deployment, Warrant Officer Hamill also carried out a self-maintenance period in Darwin that saw significant modifications being made to some of the diesel engine systems, and succeeded in finding remedies to a number of long-term maintenance problems that had defeated his predecessors. His technical skill, outstanding leadership and perseverance were critical to HMNZS TE MANA’s ability to reach the operational area off the coast of Africa, to remain on station, and to complete all its operational tasks.

To receive the New Zealand Distinguished Service Decoration (DSD): THOMSON, Flight Sergeant Murray John, Royal New Zealand Air Force.

Flight Sergeant Thomson has served as an Aircraft Technician with the Naval Support Flight for the past 12 years. He is one of only a few technicians at his rank level who hold Delegated Engineering Authority; that is the authority to determine the technical airworthiness of the aircraft in his care. Since 2012 he has been the Senior Maintenance Rating on board HMNZS TE MANA with total responsibility for the operational availability of the ship’s Seaspire helicopter. Consequently, he had a significant influence on the operational capability of TE MANA during her recent deployment to the Arabian Sea and Gulf of Aden where she conducted anti-piracy operations as part of a NATO Task Force.

In this role, he worked tirelessly to ensure that the members of his team were a fully-functioning element of the ship’s company with key roles to play as part of the damage control and emergency management teams on board. He also ensured that the aircraft was maintained at the highest level of operational serviceability and that his department was fully prepared to carry out the air support programme. As a result of his efforts the air component on board made an important contribution to the ship’s work-up and testing programme prior to deployment, and once on station, the Seaspire was able to successfully complete 95 per cent of assigned air support missions in support of the Task Force despite frequent operational programme changes.

Flight Sergeant Thomson’s service to naval aviation since joining No 6 Squadron in 2002 has been exceptional and goes beyond that which could reasonably be expected from a person of his rank. He is the epitome of the experienced, professional and proficient team leader, and without his dedication and professionalism, HMNZS TE MANA would not have been able to achieve the significant level of contribution to the Combined Task Force, and to NATO, that it did during its deployment.
Leading Seaman Combat Specialist Leon Reilly—posted to HMNZS Endeavour—is the Navy’s Sailor of the Year for 2014. His award was announced during Champion of the Navy just before Christmas. “LSCS Reilly is the epitome of what a sailor of the Royal New Zealand Navy should be and for this he is to be commended,” the citation for his award said.

Leon, 25, was raised in Rotorua and attended Rotorua Boys High School. He joined the Navy “to have a bright future” in 2006, aged 17, in the Combat System Specialist trade but soon changed to Seaman Combat Specialist. “I have enjoyed making new friends and becoming a part of the Navy Family,” he says. His trade involves weaponry, seamanship, and team work. “I enjoy the vast array of work we do on a day to day basis. I am continuously learning and upskilling.”

Highlights of his career to date include receiving the Highest achievement award at the Dale Carnegie Strictly business course, as well as being awarded Sailor of the Quarter twice and Sailor of the Year 2014. He enjoys his training, friendships, naval housing, job satisfaction and travel. The Navy has so far taken him to Singapore, Hawaii, the mainland US, Canada, Korea, Samoa and Tahiti. He is looking forward to Endeavour’s major deployments this year. Outside interests include fishing, gym and other exercise, and community work. “I find time to do the things I enjoy!”

His immediate family members live in Australia. He has four brothers, three older and one younger than him. He lives with his partner Steph Graham and often visits his extended family in Rotorua. He would definitely recommend a Navy career to others. “The Navy is a career of opportunity and could provide people the same bright future as myself. I enjoy most things about my job. I work hard and enjoy my successes!”

Leading Seaman Combat Specialist Leon Stephen Michael Reilly joined the royal New Zealand Navy in July 2006. Leading Seaman Combat Specialist Reilly was a placid and quiet individual under initial training but when the pressure came on especially during the Range Week phase he was the one that stood out amongst his peers. He demonstrated a lot of strength and determination and proved to be very reliable when the pressure came on; qualities that just needed to surface and be exposed.

Since then Leading Seaman Combat Specialist Reilly has not looked back with his endeavours to succeed with his career in the Royal New Zealand Navy. His true capabilities are being realised and there is little doubt that his positive impact and potential will be fully realised in the future.

Leading Seaman Combat Specialist Reilly was promoted to Leading Hand on 18 February 2014.

Leading Seaman Combat Specialist Reilly has been an outstanding role model for having the courage to do the right thing. Even if assigned tasks or days are boring, hard or difficult, he guides his shipmates to steer their own personal course, to help them learn how to get satisfaction from achieving and maintaining the highest standards they are capable of. He gives much of himself to others and of the value that is derived from his wider influence and contributions to the ship, his shipmates, the Navy and the wider community.

Leading Seaman Combat Specialist Reilly has developed immensely in both maturity and professionalism and his recent performance in fulfilling the varied range of duties and responsibilities required of the Chief Boatswain’s Mate and the assistance that he provided in the regeneration of HMNZS Endeavour. Leading Seaman Combat Specialist Reilly was also the recipient of the “Highest achievement award” during the Dale Carnegie Leadership program “Strictly Business”.

Always committed to performing to the best of his own abilities, he is a true advocate of the Core Values of the Royal New Zealand Navy. His personality and workplace performance has made a significant impression on the personnel he works with and for and has overtime established himself as a leader with mana.

Leading Seaman Combat Specialist Reilly has been the recipient of the Sailor of the Quarter award twice (2010 and 2014) both times whilst posted to HMNZS Endeavour, an honour which has no doubt been well deserved. Leading Seaman Combat Specialist Reilly is the epitome of what a sailor of the Royal New Zealand Navy should be and for this he is to be commended and awarded “Sailor of the Year 2014”. He Heramana Ahau—I am a Sailor.
EMPOWERING NAVY PERSONNEL TO BALANCE WORK AND LIFE
A FORCE FOR GOOD

This article reflects some of the academic research LT Burtenshaw has been undertaking as part of her studies.

By LT Emma Burtenshaw, RNZN

Partners of Navy personnel who feel more supported by the Navy have greater life and family satisfaction and are less likely to encourage their serving partner to leave the Navy. This leads to a research recommendation to empower and enable personnel to better balance their work and personal lives.

Late last year I concluded a piece of research which looked into how supported our personnel and their families feel, and how this affects them at work and at home.

I have an interest in how our people manage work and life roles and so the importance of the research was always clear to me. Its importance was also recognised and the research supported by the Chief of Navy and his leadership team, especially as it reflects a tiny step toward one of CDF’s top priorities to “grow the people we need and better support our military families.”

Serving Navy personnel and Navy partners may remember a survey last August as part of this research. Responses are in and are generally very representative of personnel in the Navy (response rate 28 per cent) making analysis successful and interesting.

Results highlight that for personnel to feel satisfied with their lives and work and want to stay in the Navy the focus should be on enabling and empowering our people to balance their work and personal lives to reduce stress. Exploratory analysis of the partner data yielded some interesting findings although these are tempered by being from a very small sample.

Overall, the partners of personnel who felt more supported by the Navy had greater life and family satisfaction and were less likely to encourage their serving partner to leave the Navy.

This leads to a research recommendation to empower and enable personnel to better balance their work and personal lives.

It is a big goal but analysis of responses was consistent and showed that through supervisor and organisational support, work-life balance can be improved. The difficulty is in how we support all personnel to feel they have the balance right. Every personal situation is different and everyone’s perception of balance is equally different.

In turn this requires supervisor support to be individualised. It requires leaders to know their personnel and understand their
circumstances. In an already high-tempo work environment this can be difficult, especially ashore, and is of course time-consuming. But the research tells us that the benefits of supporting personnel will show in their contentment, performance and commitment to their work, and the Navy, both at sea and ashore.

Organisationally this leads to a number of more applied recommendations that this research has brought to Navy leadership as small steps toward improving the balance for personnel and the experiences of Navy families in three broad areas—policy, support and practicalities.

This includes recommendations to assess duty requirements, widen the definition of ‘community’, enhance communication and liaison with families of those deployed and change the work culture ashore.

Overall, the research confirms that feeling supported by your supervisor and the organisation to be able to balance work and home is important to our people. The challenge is of course how to support the diverse needs of our diverse Navy people.

Research is important
Research may seem like a pointless or unnecessary burden. Receiving surveys or requests for interviews when you are already feeling under pressure raises the temptation to just hit ‘delete’. Take a minute however to think about how important your opinions are and how powerful data can be when trying to effect change. Research is never done for its own sake in the NZDF. There is always a purpose and a genuine desire to improve the organisation and the lives of service members.

Late last year over 1200 surveys were distributed throughout the Navy with a request to complete the survey and for those in relationships, to forward a corresponding survey onto their partner. The response rate for personnel, though disappointing was conducive to statistical analysis and consistent with typical personnel research in the NZDF at around 30 per cent. It was more disappointing however that so few partner surveys were forwarded home, missing a key opportunity to involve families in the discussion and decision-making processes that affect them in their role supporting personnel in uniform.

Next time you receive a survey to garner your ideas or a request to ask your partner or wider family for their opinions, take the time to speak up, have your say, ask questions, and provide comments rather than defaulting to ‘delete’.

Upcoming Naval Community event
In the spirit of involving partners and families and recognising their important role in our Navy family, the Navy Community Organisation will be hosting a family picnic in March. The picnic, at Narrow Neck, will be a great opportunity to get to know other Navy families (with or without children). If your partner is deployed please still consider coming to the event without them and meeting other families with partners at sea or deployed in other locations.

For more information about the picnic or to keep up to date with all other Navy community events, please join the ‘Naval Community Organisation’ page on Facebook, send your email address to nco@nzdf.mil.nz, or call the Navy Community Helpline on 0800 NaVy HELP.
DROGS STAGE SUCCESSFUL SYMPOSIUM AT NARROW NECK

By WOHST Bernie Reihana, Head of Trade for Hydrographic Branch and Hydrographic Trade Adviser

The Hydrographic Trade conducted their annual symposium at the Wakatere Boat Club at Narrow Neck Beach in December. The theme for the symposium was Success. The principal aim of these symposiums is to present an opportunity to share in all matters related to the hydrographic trade and expose some of the issues that may have been presented throughout the year. For this symposium extra effort was made in delivering and sharing in our success stories from our units and our hydro personnel.

Congratulations were offered to the recipients of the annual hydrographic trade awards:

- **CPO Karen Foster** for the I W Munro Memorial award, awarded to the officer or senior rate who has best displayed excellence in attributes of leadership and professionalism throughout the year.

- **LHST Darren Littlewood** for the G L Wiblin Cup, awarded to the most efficient hydrographic trade junior rate who has best delivered on appearance, professionalism, attitude and efficiency throughout the year.

- **AHSO Wilson Finch** for the Byron Solomon Memorial Trophy. The late ex-AHSO Byron Solomon is remembered by the trade for his professionalism, dedication and personable nature. This trophy is awarded to any member of the trade who has best demonstrated those attributes personable to the nature of Byron. This trophy also serves to inspire members of the Hydrographic Branch to excel and make a difference.
Throughout the day, a series of briefs were delivered to reflect on the trade’s achievements. The trade is in a relatively healthy position personnel-wise with 11 officers and 42 ratings currently in the Navy (but not necessarily in trade).

The Maritime Survey Team and Mine Counter Measures Team successes were reinforced with individual presentations from some of the exercises and operations.

We heard a great mixture of individual success stories and generic stories of drogs in their respective operational (and non-operational) domains, including LHST Sam Martin, Operation Tiki VI (HMAS MELBOURNE); LHST Kat Mohi, Op Tiki VII role (HMNZS TE KAHA); LT Pete Jensen, Op Tiki VIII (Bahrain CTF 15); AHSO Mathew Glover on Interservice sports; LHSTs Darren Littlewood and Briana Daley-Rutherford (RIMPAC involvement) LT CDR Tim Garvan, CO OTAGO; and LHST Jason Sage (duties at the Leadership Development Group and Recruit Training Squadron).

There was a well-received Institute of Leadership and Development brief from CPOPTI Michael Kennedy. We also heard from CDR David Crossman, the director of GEOINT NZ and of course the respective annual address by the Hydrographer and METOC for the RNZN, CDR Louisa Gritt.

As we closed our symposium with the year’s reflection gone by, we looked forward to the future prospects and the exciting developments that will take us forward as a contributing element to the RNZN.

‘Hei ara whainga’ – So others may Follow,

Hydrographic history in the RNZN

In 1949 it was decided to form the New Zealand Hydrographic Office. A converted River class frigate was leased from the Royal Australian navy and commissioned as HMNZS LACHLAN. It is here that we began hydrographic surveying on a full-time basis in New Zealand.

To help survey, two patrol craft were fitted for survey duties in the 1950s—HMNZS TARAPUNGA and HMNZS TAKAPU.

HMNZS LACHLAN was decommissioned in 1975. In 1977 a converted merchant vessel was commissioned in to the hydrographic service as HMNZS MONOWAII.

In 1980 and 1981, two purpose-built Inshore Patrol Craft were commissioned as TARAPUNGA and TAKAPU, named after the two vessels from the 1950s.

MONOWAI was replaced in 1998 with another converted ship. The USNS TENACIOUS, commissioned as HMNZS RESOLUTION.

The turn of the century saw the decommissioning of TARAPUNGA and TAKAPU, being replaced with the SMB ADVENTURE as we know it today. RESOLUTION was decommissioned in 2012. The following year saw the construction of the Rapid Environmental Assessment boats, once again named TARAPUNGA and TAKAPU.

Plans are well advanced for a new ship to replace RESOLUTION and the diving support ship HMNZS MANAWANUI.

Opposite page, from top: The symposium in session

CPO Karen Foster receives the 1W Munro Memorial Award from MCC CDRE John Campbell

LHST Darren Littlewood receives the G L Wiblin Cup from MCC

AHSO Wilson Finch receives the Byron Solomon Memorial Trophy

I hope that everyone had a great festive season and that you have all managed to recharge your batteries for another busy and rewarding year.

As another year starts we reflect with sadness of the passing of Hang-Chi Shiu QSM, affectionately known to all who knew him as No 1. I had known No 1 most of my career as did many of you, and I have many a fond memory of him. No 1 did take an interest in what you were up to and how you were progressing. He would ask those questions about how your family was. He was like the grandfather you never had; he was a great man and will be sorely missed.

On Wednesday 21 January we welcomed the first intake of Basic Common Trainees for 2015 to the Navy, with the attestation ceremony held at the Navy Museum (this special place just gets better) and later that day the powhiri at Te Tua Moana Marae. I had lunch with some of the new BCTs. They have come from various backgrounds, had various reasons for joining and they were full of questions. Even though this is only a small intake of 38 recruits they all seemed to be very excited to start their 18 week journey in being part of our Navy and the New Zealand Defence Force. I which them every success in their future endeavours. Welcome aboard.

In late November 2014 a selected panel of personnel were brought together to deliberate over a number of nominations from the fleet for the award of the Sailor of the Year 2014. It was highly contested this time round with some high calibre nominations being put forward by their respective commands. The panel did take a while to come to an agreement on their final selection, which was well deserved. The Sailor of the Year for 2014 was awarded to Leading Seaman Combat Specialist Leon Reilly from HMNZS ENDEAVOUR. Well done and well deserved.

Wandering around HMNZS PHILOMEL I experience an ever present feeling of ‘a good vibe and morale’. The base is looking great and people are certainly noticing the improvements being undertaken and the changes made. One area that I must make mention of is Ship Maintenance and Support Department. The working and learning environment is outstanding. Having passionate people in there at SMSD who are always progressing. He would ask those questions about how your family was. He was like the grandfather you never had; he was a great man and will be sorely missed.

Throughout the day, a series of briefs were delivered to reflect on the trade’s achievements. The trade is in a relatively healthy position personnel-wise with 11 officers and 42 ratings currently in the Navy (but not necessarily in trade).
1. Navy Band members just before their Auckland Anniversary Weekend concert, 25 January from left AMUS Megan McFarlane, AMUS Nick Hall and AMUS Rebecca Nelson. 2. Navy on parade, Queen St Auckland, Battle of the River Plate 75th anniversary, December 13. 3. LWTR Monique Jellick aboard HMNZS WELLINGTON in the Southern Ocean. 4. LT CDR Richard Gilvray with his three children Frances, Trish and David, members of the TS LEANDER sea cadet unit, on completion of the Battle of the River Plate parade, December 13. 5. LT CDR Owen Clarke, Director of Music, RNZN Band, at the Auckland Anniversary Weekend Concert onboard HMNZS OTAGO, 25 January. 6. CDR Richard Walker is
promoted to CAPT, with his new rank slides fitted by his son Michael and his elder daughter Sophia, 22 January. CAPT Walker is the new Captain Personnel and Training. 7. Attestation of the new recruits of Basic Common Training (BCT) 15/01 at the Torpedo Bay Navy Museum, 21 January. 8. SLT Jerry Kemp (right) is promoted to Lieutenant by Deputy Chief of Navy CDRE Dean McDougall at Naval Staff in Wellington, 26 January. 9. His Excellency the Governor General the Rt Hon LTGEN Sir Jerry Mataparae presents River Plate veteran Bob Batt with a NZ Defence Service Medal at the commemoration of the battle, 13 December.
The first three of 10 new Royal New Zealand Navy Seasprite helicopters arrived in Auckland on 15 January. The Seasprites were delivered by commercial ship to the Port of Auckland, before being moved to Royal New Zealand Air Force Base Auckland in Whenuapai overnight to take advantage of minimal traffic and minimise the chance of any damage to the helicopters.

The $242 million purchase includes 10 Kaman SH-2G(I) Seasprite helicopters, together with a full motion flight simulator, training aids, spares inventory and publications. Penguin missiles have also been bought to replace the Maverick missiles used currently. The Penguin missiles are matched to the new helicopters’ weapon control systems.

The new helicopters have updated flight control systems and a better mission management system than the Navy’s current fleet of five SH-2G Seasprites. They also have a modern communications system that allows sensor data to be shared between the helicopter and its ship. The new sensors provide a much greater range and ability for surveillance and search and rescue.

The current Seasprites are being sold to Peru for $30 million. Subsequent shipments have been carefully timed to ensure that the Navy is able to introduce the replacement helicopters into service before all the current Seasprite helicopters leave New Zealand.

Five of the RNZN’s ships can operate a helicopter—the frigates TE KAHA and TE MANA, the sealift ship CANTERBURY and the offshore patrol vessels WELLINGTON and OTAGO.

Above, from top: The newly arrived helicopters unpacked at RNZAF Base Auckland. One of the new helicopters in shrink wrap on arrival in Auckland.

Weapons selected for evaluation phase of Individual Weapon Replacement Project

In November 2014 the Ministry of Defence sought responses to a Request for Tender for the provision of contemporary individual weapons, necessary training and associated support to the New Zealand Defence Force.

Following evaluation of the tenders received, the Ministry of Defence advises that the following companies have been selected for the evaluation phase.

- Beretta New Zealand Limited
- Česká zbrojovka a.s.
- Colt Canada Corporation
- FN HERSTAL
- STEYR MANNLICHER GmbH
- XTEK Limited (Sig Sauer)
- Heckler & Kock GmbH
- Lewis Machine & Tools Co Inc

The evaluations of these weapon systems will be undertaken from 2 March to 1 June 2015.
Ideas big or small work to improve the Navy in some way. Small ideas can be implemented locally, but for bigger or more abstract ideas it can pay to get some help. That’s where a 4 India Chit comes in.

Created in 1997 by RADM Fred Wilson, the chit is a tool whereby everyone in the Navy can generate ideas that can enhance what we do. The concept is even more relevant today, and in the last few years some great initiatives, like iPads at Damage Control school and the new foul-weather gear, have all had their genesis with a Four India Chit.

iPad trial at DC school
Prior to 2013, courses at the Sea Safety Training Squadron constantly delivered good results but feedback suggested that the poorest element of the foundation course was the classroom-based theory lessons using a 250-page tome. The latter was producing low engagement from the trainees but with a high annual reproduction bill of $12,700.

An opportunity was identified to employ modern tablet computers to replace the read-only textbook with a more stimulating and engaging experience. E-books on iPads were introduced into the squadron in October 2013 to replace the workbook.

Buying 20 iPads, lap tops and docking stations cost $20,079, but over a six year period will deliver a potential saving of $29,709.

Currently the e-book is a combination of text and photos but in the future it is envisioned to use the capabilities of the device to include videos, animations, interactive 3D models, sound and narratives, quizzes and learning reviews. Greater engagement will be the result and higher-quality learning and retention the subsequent benefit.

Since the introduction of the iPads feedback has been mainly positive. Minor negative comments have been addressed with slight modifications being made to improve the utility of the e-book.

Foul Weather Gear
In late 2012, a project was initiated within the Supply Chain Group to review the range of jackets used by the RNZN, with a view to leveraging modern technologies and reducing the number of garments in service. With a number of suggestions through the 4 India chit system and realising the timing was right on the back of work undertaken by The Workwear Group (TWG) in developing the Integrated Combat Clothing System for the NZ Army, TWG presented a proposal for the three-layer system based on:

- lightweight merino warmth layer,
- mild weather layer, and
- extreme/foul weather layer (jacket /trouser).

The principle behind the three-layer system was to provide service members with options for wear that suited a broader range of climates than current jersey/jacket options allow.

At one extreme, it may be desirable to wear all three layers together to remain warm and dry in a cold and wet climate. In a more temperate but wet climate, it may be desirable just to wear the outer layer, while the warm and mild weather layer may cater for cold and windy, but dry, conditions.

In the past, options available for this layered approach were limited, and only certain units were afforded the luxury of being issued wet-weather equipment on a temporary loan basis.

A significant driver behind the need for this project was a realisation that the new system would enable a ready deployable force that had a clothing system that could be used in all environments, knowing every person in the RNZN would be issued with the new uniform.

Submit your own ideas
If you have a great idea which could improve our Navy, go to our intranet site to enter a 4 India Chit. All ideas are filed and investigated by the team at Naval Staff. They then will get back to you with the outcome of your idea.

If you’re at sea, or don’t have access to the intranet then email ideas. navy@nzdf.mil.nz They will log and investigate your idea for you.
MOET MONKEYS ON EDUCATIONAL TRAINING

By CDR Dave Fairweather RNZN, Commander Maritime Operational Evaluation Team

Known as the ‘Green Team’ or the Navy team everyone dreads coming on board their ship—because they set fire to the ship, cause accidents in out-of-the-way places, turn off useful equipment, smoke you out or just get in the way—they love to set a challenge.

Well, MOET set their own challenge in early December by deciding to take on Tree Adventures in Woodhill Forest near Auckland as part of a team-building activity. Whilst MOET are used to pushing others out of their comfort zone they are not used to having it done to them. This day in the woods certainly did that.

With 10 different challenges on offer, the plan was to make sure that every single challenge was undertaken by at least one member of the MOET team. By doing this there is always hope that MOET members—who are used to putting others in difficult situations, watching failed attempts or seeking solutions to problems—can taste some of their own medicine!

So for MOET they wanted to end the year with a team challenge ‘Up High’. With a range of obstacles in the trees, there were challenges perfectly set out for MOET! The afternoon was entertaining; a few awkward positions, some unflattering landings after the flying fox, and some laughs along the way.

Being the only junior rate among some pretty senior people is how teams come together within the Navy. I heard staff giving each other tips, encouragement, even some challenges to each other to be faster or do an obstacle the hardest possible way. For me though I just wish I was paying more attention to how to stop myself spinning as well as flying through the air on the flying fox.

Overall it was a fantastic afternoon and well deserved for the busy team here at MOET.

Below: MOET ready for the next challenge—their own fears.

Life on the ice

By POPTI Benjamin Achilles

Antarctica NZ does a great job of supporting science down on the frozen continent and the NZDF plays a big role in helping out through Operation Antarctica, Harewood terminal, the Light Engineering Team and much more.

Being part of OP Antarctica is an amazing experience. “But it’s freezing cold and it’s just snow and rock,” you may say. But Scott Base has a rich history from the early days when Sir Edmond Hillary first started establishing the base and a young Able Seaman from the RNZN raised the New Zealand flag for the very first time. There are many traditions similar to a ship. It is these traditions and the culture of a place like this that makes being down there so great.

As my summer deployment wound down to the last few weeks I looked back to realise how lucky I was to have had such great experiences. Traversing over the frozen Ross Sea in tracked vehicles, climbing over a frozen iceberg broken off a glacier and frozen into the sea, exploring ice caves, flying over Mt Erebus, visiting all the historic huts, stopping on the way down a sea-ice highway to let an emperor penguin cross the road in front of us... those are just a few of the many experiences I had while down here.

So as this deployment comes to an end I know I will miss this place and the people that make it great, but I am looking forward to seeing family and friends and hopefully catching a bit of good weather before winter.
The responsibility for land Explosive Ordnance Disposal (EOD) commonly known as “Bomb Disposal” within NZDF resides with E Squadron (EOD) 1 NZSAS Regiment. This sub-unit has the responsibility for the safe disposal of Chemical, Biological, Radiological, Nuclear and Explosive (CBRNE) hazards and threats. These can range from explosive materials, munitions and hazardous chemicals, through to complex Improvised Explosive Devices (IEDs). E Sqn is mandated to provide this capability on deployed operations supporting NZDF and coalition assets and domestically in support of the New Zealand Police and other government organisations and agencies.

The frequency of IED use in the contemporary environment both domestically and on operations is increasing. The NZDF has been required to adapt to meet the challenges of countering the future IED threat. On 27 January the Chief of Army (MAJGEN Dave Gawn) signed Directive 11/14 forming the new trade of explosive Ordnance Disposal (EOD) Operator that will deliver a New Zealand army-sponsored trade.

EOD Operators are expected to be employed across discrete Special Operation Forces (SOF) operations, Light Task Groups and Combined Arms Task Groups during conventional military operations, operations other than war, and peacekeeping and humanitarian operations. This will provide greater operational agility to commanders during deployed operations through better mobility and force protection to meet any new challenges and emerging trends where explosive threats exist.

Domestically EOD Operators will continue to assist the civil authorities to combat threats posed by explosive hazards, terrorism and trans-national crime.

The EOD operator role is best suited to individuals who are mature, physically fit, highly motivated and have the ability to solve complex problems. An aptitude for mechanics, electronics and chemistry is necessary, as is the ability to be capable of operating in a small team in high risk, high consequence situations.

Prospective EOD Operator candidates are required to pass the 1 NZSAS Regt Special Operations Force Induction Course (SOFIC). This course covers physical barrier testing, familiarisation with SOF weapons, communications equipment along with basic tactical drills, both mounted and dismounted. Successful completion of the SOFIC will ensure candidates meet the basic requirements of 1 NZSAS Regt to survive and win whilst deployed on operations.

Successful candidates will then be required to undertake a series of EOD courses designed to provide the technical and practical skills required to be effective in Explosive Ordnance Disposal, Improvised Explosive Device Disposal, and Chemical Biological, Radiological and Nuclear environments. On successful completion of this training qualified personnel will commence duties as part of a national 24/7 domestic response, posted to E Sqn (EOD), 1NZSAS Regt

The typical career development model of an EOD Operator will see further training and technical development in EOD operations, which prepares individuals to operate in a variety of roles such as deployed conventional and SOF operations, CBRNE operations, Weapons Intelligence, Explosive Remnants of War (ERW) operations along with domestic counter-terrorist operations.

Nothing is left to chance when dealing with explosive hazards. The training EOD Operators receive, along with the equipment they use is world class. E Sqn personnel regularly attend overseas training courses to ensure skills and techniques are benchmarked alongside other key partner nations and agencies.

E Squadron (EOD) is totally focused on operations, whether domestic or deployed, and there is always a pool of EOD Operators on duty ready to respond.

For more details please contact the 1 NZSAS Regt Recruiting Cell on 021743096 or by email at SASRec@nzdf.mil.nz

Above, left to right: An Improvised Explosive Device Disposal (IEDD) Team Leader conducting a training task.
An Explosive Ordnance Disposal (EOD) Team destroys explosive remnants of war in Bamiyan, Afghanistan.
By LT CDR Julie Fitzell RNZN, Leadership Training Officer

Over the past 18 months the Leadership Training Squadron has been committed to assisting with the build, implementation and delivery of the NZDF Leadership Development Framework (LDF) across Junior Officer Common Training (JOCT) and Common Promotion Courses (CPCs). For many of the directing staff and instructors, this meant a big shift in the way we deliver leadership training to course members.

Subtle changes to course material and activities have promoted further opportunities to observe leadership behaviours, commonly referred to as ‘Key Elements’, which have a series of ‘Essential Key Tasks’, that apply to leaders at every level of the NZDF.

The LTS is a diverse and professional team of officers and ratings delivering 15 courses annually from JOCT through to Warrant Officer Development. With increased experience in the delivery of the LDF, squadron staff are realising that they are rapidly becoming an effective, collaborative team strong enough to lead change.

With support from the Institute for Leader Development (ILD) and Project Manager Major John Barclay, the squadron is setting the foundations for an effective and enduring leadership model that has the ability to create better performance from individuals in order to support the wider RNZN. This year the squadron will move from the build to the orientation phase with the Leadership Development Framework. Watch this space!

Leadership Training Squadron staff and JOCT students have provided their experience to date with the Leadership Development Framework.

LT Malcolm Williams, Deputy Leadership Training Officer:

It has been extremely rewarding and exciting to realise the collaborative effort between the single services through the recent delivery of the NZDF Lead Self, Lead Team and Lead Leaders packages. As the leadership representatives for Navy, WOSA John Holding and I attended a number of workshops with the other two services’ leadership representatives. These workshops assisted the Institute for Leader Development in developing instructor learning objectives from the stem statements of the NZDF Leadership Framework. It was rather invigorating and empowering that our cohort was able to transition through the team development phases rather quickly. This was largely influenced by the professionalism of single service representatives and the cohort’s collective desire to produce the very best leadership product for the NZDF.

Our cohort appreciated the strength of adopting a single and common NZDF leadership language, therefore quickly identified and leveraged off each service’s experiences to build the Lead Self, Lead Team, and Lead Leaders instructor leadership objectives.

I was also fortunate to complete the inaugural Lead Systems course last year and privileged to assist the ILD as a facilitator for two further Lead Systems courses, which I found extremely rewarding. If you have completed any of the mentioned leadership courses as a student and you would like to be considered as a future facilitator or even as a Leadership Training Squadron instructor please do not hesitate to contact any squadron staff member to discuss.

JOCT Tramp—MID Nicolas Francesco:

On the second Tuesday of October, Junior Officer Common Training 14/02 was Kaimai Ranges-bound. Renouncing all modern amenities and ceding anything that might resemble our daily fibre requirements; we mustered with our tramping bags on our backs, the bush in our sights and a hankering for adventure in our hearts. As our bus entered the Bay of Plenty we soaked in the scenery, and, all too aware of the presence of three PTIs, considered the ways in which this seemingly serene range could, perhaps, be converted into a steep and hardy enterprise.

Aside from the tramping itself, of which there was plenty, we conducted various evolutions, with scenarios ranging from rolled ankles (not exclusively ‘for exercise’) to emergency helicopter evacuations. This included numerous river crossings to boot. These evolutions were a chance for us all to gain leadership experience in an unfamiliar environment and utilise some of the theories we had learnt from the Lead Teams Framework.

There were also daily competitions with the chance to win rewards and lose luxuries. These competitions included building emergency shelters using only natural resources, providing a unique and uncomfortable night for the less fortunate competitors. On the final night, a ration pack dessert cook-off produced some semi-palatable dishes, such as chocolate noodles and, the rather more appealing, four layer canned cheese cheesecake.

Overall, tramping the Kaimai Range enabled us to experience some of New Zealand’s most scenic tracks whilst also providing a framework in which we could apply theoretical aspects of leadership in a practical scenario.
PONP Kat Hall, Common Promotion Course Directing Staff:

Having previously worked at the Recruit Training Squadron some years ago I jumped at the opportunity to apply for a position at the Leadership Training Squadron to work with the Leading Rates and Petty Officer Common Promotion Courses (LRPC/POPC). I have been here since February last year and am really enjoying it. There are two CPO and one PO positions assigned to the two courses.

LRPC 14/4 experienced the first Lead Teams package. Prior to this, the Leadership Training Squadron joined their Army and Air Force counterparts for a three-day Train the Trainer course. This was a good networking opportunity for the three services. It was a really good squadron team effort in delivering the course to the students which enhanced the successful outcome.

POPC 14/3 experienced the first (first in the NZDF as well) Lead Leaders package. We were grateful to have support in the delivery from Brendan Lynch and LT CDR Emma Gibbs from the Institute for Leader Development. We also had three NZDF civilians and a SLT joining the POPC students on course for this week.

Throughout the week what was noticeable to me was the shared experiences and stories from the students which provided good examples of the leadership tools, concepts and traits already being used in the Fleet. To me that shows that many leaders in the Fleet already possess really good leadership skills.

Students received the content really well and engaged enthusiastically with the activities. Listening to their Personal Development Programme goals showed they had a really good understanding of the concepts and they appeared enthusiastic to get back to their workplaces to implement them.

From a personal development point of view I’m always reflecting on my own actions and identifying ways to do better. The personality profiles conducted on course are definitely a great tool for reflecting. The other LTS staff and I also used the Lead Team, and Lead Leaders content to help identify where and how we can improve the remainder of the Common Promotion Course, ensuring that it reflects what we are teaching.

It may be looked at as treading water in your career or holding you back from promotion in your trade but as leadership is now deemed to be your second—and as equally important—trade, the opportunity to work at Leadership Development Group will be more sought after. Basic theory in learning shows that to be able to teach something shows a real understanding of the subject and a higher chance of that task/skill committing to memory.

If you have a passion for helping others achieve and are keen to develop as an individual then I highly recommend you apply for an LDG position if and when you can. Please don’t hesitate to contact any of the LRPC/POPC staff for more information about the position.

JOCR 14/02 Ex Squall, MID Michael Linehan and MID Alicia Upjohn:

In the early hours of Monday 27 October 2014, 25 midshipmen awoke knowing that one of the biggest and toughest weeks of JOCR was ahead of them: Exercise Squall. The bus departed at 0630 and headed for the imaginary Samaru Province of the Barclay Islands (aka Tamaki Leadership Centre), to be part of the Provincial Reconstruction Team (PRT) to help restore peace to the island.

Upon arrival, the ring-fence state (level of danger) was immediately increased to black—therefore threat was a possibility, albeit unlikely. We set up our camp in the old 40m Range and then returned outside headquarters to start helping the local people, whether it be building a bridge over a river infested with snapping turtles, providing medical supplies, or retrieving a sacred artefact from a spiritual burial ground. In amongst all this, our tin shed kept catching fire due to the locals wreaking havoc on our campsite, so our newly acquired Damage Control skills were quickly put to the test to put out the fires.

On Tuesday evening the ring-fence state was further increased to amber—threats were now likely and JOCR were to be armed with Steyrs. The tasks for the local people became progressively more physically demanding each day, with evolutions requiring locating and returning IEDs, finding enemy intelligence envelopes scattered over the peninsula, and even helping “drunk and injured shipwrecked sailors” up the infamous Dems Range.

On Wednesday night, just as JOCR were preparing for bed, the Samarian Independence League (SIL) forced us out of our camp site in a heated firefight. To top it off, as we were setting up the new campsite outside the Dump Road tunnels, it began to rain, beginning softly and progressed to a thunderstorm looming on the horizon. This really emphasised the importance of communication and teamwork amongst us so we could achieve the objective.

The next day we finished up and left the Samaru Province, having successfully completed the aim of bringing peace to the area.

It was a week of many highs and lows, major learning curves, and a range of terms constantly thrown at us, such as, buy in, mini goals, and situational awareness. We all emerged from it as better leaders and team players, and are better prepared to face the challenge that awaits us.

Opposite page: Leading Rates Common Promotion Course 14/04.
Above, from left to right: On the Kaimai Ranges tramp
PONP Kat Hall reviewing a trainee
RESERVEX 14, the National Naval Reserve’s annual concentrated training period at the Devonport Naval Base in December, gave Navy Reservists from units in Auckland, Tauranga, Wellington, Christchurch and Dunedin the opportunity to consolidate and be assessed on their core Naval competencies to support the Navy’s fleet and operations.

The Reservists taking part in this year’s exercise also participated in the Navy’s Battle of the River Plate commemorations and the Champion of the Navy competition.

Over 80 reservists participated in RESErVEX 14, ranging from ordinary ratings to senior officers. The training took place with regular Navy staff, onboard HMNZ Ships TauPO, NGAPONa and ENDEAVOUR with additional RHIB (rigid hull inflatable boat) activities.

The exercise’s objectives included a focus on maximising collective and individual sea-going competencies for participating personnel, validating Seamanship and Maritime Trade Operations training, completing a long term planning workshop, hosting Employer Support Council representatives and achieving greater integration with Regular Navy Personnel in seagoing training and the ashore environment.

CDr Frank Rands, the Officer in charge of RESERVEX 14 says: “Personnel carried out a number of practical and simulator training activities during the exercise and demonstrated the contribution Naval Reservists make to the New Zealand Defence Force and civilian employers.”

A major success of the exercise was the collective achievement of the 36 Reservists who lived onboard TAUPO for the duration. The TAUPO Reservists were challenged by a high training tempo period culminating in an assessment from the Maritime Operational Evaluation Team (MOET) as part of an alongside Safety and Readiness Check (SARC). A Safe standard was achieved by the Navigation, Seamanship, Medical and Executive teams with the remaining departments requiring additional exposure.
HIGH NOTE WITH RESERVEX 2014

The MOET were impressed with the collective training level the TAUPO team had achieved within such a short period and commented that with a little more time to consolidate the team work, the remaining departments would be able to progress towards meeting the Safe standard required for the SARC.

Thirteen Maritime Trade Operations (MTO) and one Specialist Officer were also assessed and successfully passed a Briefing Officer Refresher and Boarding Course during the exercise.

CDR Lisa Hunn, Commander Naval Regions, says: “RESERVEX 14 was a major success with the majority of objectives achieved. The outcomes from the exercise will be leveraged for future planning and exercises so that the Naval Reserve community continues to strive towards the provision of competent and fit for service personnel to meet the Navy’s mission.”

Clockwise from opposite page, top left: Reservists practise boarding; Group photo of the participants in RESERVEX 2014; Members of the Maritime Operational Evaluation Team (in green) give their verdict of the reservists’ Safety and Readiness; LT CDR Gerard McGrath, CO HMNZS NGAPONA (right) presents LT Garth Mathieson RNZNVR with a Maritime Trade Operations Charge Certificate during RESERVEX 14; In the pool at Devonport Naval Base; LCH Krystal Jennings in the galley of HMNZS TAUPO during RESERVEX 14; Reservists invite employers onboard HMNZS TAUPO to see reserves training during RESERVEX 2014.
I

INA

1955 as a new Seaman Boy undergoing training at HMNZS TAMAKI (then on Motuihe Island between Motutapu and Waiheke islands) I was, as a result of having played in a Brass Band, a member of the HMNZS TAMAKI Bugle and Drums band. Another, Boy Telegrapher Chris Precey and I were ‘silver buglers.’ We were told to get our number 1s, pack a small bag and be ready to board a Navy Motor Launch that would take us to Waitangi for a short ceremony on 6 February. The CO of the launch, I recall, was LT Algie Walton, a boatswain I later served with also.

The ceremony back then was nothing like it became later, let alone now. At the main flag pole there was only a signalman, LT Walton, Chris and I. I don’t recall there being any others there but maybe there were. We played the alert and another ceremonial piece. The Naval White Ensign was hoisted. In the evening we did it all again, the White Ensign was lowered and that was it. Back to the launch and back to HMNZS TAMAKI. No 100-strong guard, no gun salutes, no ships in the harbour, all lit up...

Later, the Naval contingent grew in size and scope, yet had its special moments too.

Her Majesty the Queen attended Waitangi on February 6 1963, the 11th anniversary of her accession to the throne. I was the Left Guide of the Royal Guard, having trained it and mounted the guard several times in and around Waitangi as the Queen and the Duke of Edinburgh visited various places. The Guard Commander in the photograph was LT CDR Tom Riddell, with at rear, the Chief of Defence VADM Peter Phipps DSO.

Another photograph also shows a ‘Royal Guard,’ in 1965, about to be inspected by the Governor General Sir Bernard Fergusson. The Guard Commander is LT CDR Murray Verran. This time I was the Right Guide having also trained this guard, from HMNZS ROYALIST.

In 1966 the Navy had no ships at Waitangi and so a 100-strong guard, with attendant personnel, signalmen, cooks, shipwrights...
and the like was sent. With the Army’s significant help, the whole Naval contingent, mainly from HMNZS ROYALIST, was transported to Waitangi. We set up a tent barracks on a freshly mown paddock adjacent to the Treaty Grounds, where from memory we lived for over a week. I think from memory that ROYALIST was undergoing some form of maintenance, so couldn’t sail to Waitangi.

The relevant photograph shows Sir Bernard Fergusson, (in suit) with the Naval Officer In Charge Auckland meeting me again—I had been looking after Sir Bernard’s shotguns and clay bird shooting gear when he and Lady Fergusson did the Islands cruise in ROYALIST the year before.

The second photo from the 1966 Waitangi celebrations is of three saluting guns mounted on heavy baulks of timber. This was the first time that saluting guns had been used in this way. From this a 21 gun salute was fired during the evening ceremony. This time I’m the saluting gun commander.

---

Opposite page: HM the Queen at Waitangi in 1963.
Above, from top: Governor General Sir Bernard Fergusson about to inspect the 1965 Guard.
Sir Bernard about to shake hands with Ron Rowe at Waitangi in 1966.
The saluting guns used at Waitangi in 1966.

A KIWI CHRISTMAS IN SINAIPosA Kat Jury

From arriving in the Sinai Peninsula in early November, the members of the New Zealand Contingent of Operation FARAD busily immersed themselves in their new roles in the Multinational Force and Observers (MFO). Time flew and before we knew it the festive season was upon us and it was time to plan Christmas.

The MFO consists of 14 different nations, as well as local Bedouin workers, all with very different traditions and beliefs, and although Christmas is a Christian holiday, the MFO did a wonderful job of organising a number of events to suit the different nationalities on North Camp. There was something for everyone, ranging from a nativity play with our very own Engineering Officer playing the role of the Angel; lighting of the North Camp Christmas Tree; and Santa and Mrs Claus visiting the remote sites and providing gifts to the soldiers not able to enjoy Christmas on North or South Camp.

Our contingent in comparison with others on North camp is relatively small, consisting of only 26 members; therefore it was important that we celebrated the day together whilst so far from home and our loved ones. It also allowed a well-earned day off for the contingent. The 11-hour time difference between Sinai and New Zealand was perfect, it allowed people to ring home on Christmas Eve night (Egyt time) and speak to their loved ones and catch their kids opening presents on Christmas morning (New Zealand time). Being able to contact our families and wish them a Merry Christmas was priceless and a nice addition to the day.

As the CQMS (quartermaster) for the contingent it was my job to ensure everything ran smoothly by organising all the supplies and rations for the day. First on the agenda was Secret Santa. This definitely provided a lot of laughs getting to see everyone open their presents and trying to guess who it was from. Needless to say; most people went for novelty over practicality when choosing their gifts.

It wouldn’t be a Kiwi Christmas in Sinai without a cricket match against the Aussies. So, in keeping with tradition, we challenged the Australian contingent to a ‘friendly’ game of backyard cricket. The score sheet mysteriously went missing near the end of the game, but no doubt about it, the Kiwis took it out.

After working up an appetite during cricket, it was our turn to enjoy the amazing Christmas spread that was put on by the local cooks in the dining facility. An afternoon siesta was definitely needed after over-indulging.

Christmas in New Zealand is all about enjoying the sun, sand, and barbecues. Although there were no beaches in sight, we did enjoy some beautiful Sinai weather; a BBQ; and most importantly spending time with our newfound friends and those who have become our MFO family, in our home away from home.
En route to provide support for the 175th Waitangi commemorations, HMNZS CANTERBURY stopped to assist a vessel off the West Coast of Great Barrier Island after receiving a PAN PAN emergency signal from Auckland Maritime Radio on 3 February.

Early reports indicated that a 38ft sailing vessel had a severely seasick crew member and an anchor cable that was stuck.

CANTERBURY was stopped in the water conducting Engineering Casualty Control Drills north of Waiheke Island when the signal was received, but quickly made haste to render assistance.

Several members of Ship’s Company were invited to board the vessel, including LMT Benjamin Griffin. He identified the problem as a faulty capstan that was not repairable without parts. LSCS Jack Walters assisted in heaving in the anchor. POMeD Skye Jordan provided medical advice from ashore via radio. She assessed the patient to be dehydrated but able to continue onboard.

“This is daily business on the sea, we are always ready to provide assistance in whatever form is required,” said the ship’s Commanding Officer, CDr Simon Rooke. “HMNZS CANTERBURY is an extremely versatile ship and we were able to assist a couple of fellow mariners who were not having a great day.

“The yacht was in no immediate danger, but the skipper was happy to accept our offer of support to help him get underway. I think he was pleased to receive some help as his only other crew member was extremely sea sick. We were happy to assist, it’s what we do.”

Once it was clear that CANTERBURY was not required to assist the vessel back to port the ship recommenced transit to Waitangi for the 175th commemoration of the signing of Te Tiriti O Waitangi.

Despite its being a busy day onboard HMNZS CANTERBURY, time was made to award POSCS Gan Elphick-Moon his third Good Conduct Badge at a Ship’s Company clear lower deck.

Clockwise from top: CANTERBURY boat’s crew to the aid of the yacht CDR CANTERBURY CDR Simon Rooke presents POSCS Gan Elphick-Moon with his third Good Conduct Badge.
CDR Simon Griffiths has assumed command of the Anzac frigate HMNZS TE KAHA from CDR David McEwan, who had been Commanding Officer since February 2013. The Change of Command ceremony took place at Devonport Naval Base on 5 December, presided over by Chief of Navy RADM Jack Steer. Immediately after the ceremony, Commander McEwan was promoted to Captain to take up his new post of Captain Fleet Operational Support.

TE KAHA has a very busy year ahead including being at Gallipoli for the 100th Anniversary commemoration of Anzac Day on April 25.

CDR Griffiths was educated at Gore and Otago Boys High schools before joining the Royal New Zealand Navy as a Midshipman in January 1992. In 1995, after a year of initial and specialist training and two years' study at Auckland University he commenced his seagoing career.

Over the next six years CDR Griffiths served as a trainee onboard the frigate HMNZS WELLINGTON throughout its 1995/96 Arabian Gulf Patrol, as a Bridge Watchkeeper onboard the tanker HMNZS ENDEAVOUR, as the Executive Officer onboard the hydrographic survey patrol vessel HMNZS TARAPUNGA, and as the Navigating Officer of the hydrographic survey vessel HMNZS RESOLUTION. During the summer of 1996/97, he was attached to the US Coast Guard Icebreaker POLAR SEA during her Antarctic resupply operations to McMurdo and Scott Bases. In August 1998, CDR Griffiths began a two-and-a-half year posting as the Navigating Officer of the frigate HMNZS CANTERBURY, which included operations in late 1999 in support of International Forces East Timor (INTERFET) during the East Timor conflict.

In 2001, CDR Griffiths took study leave to complete his Bachelor of Arts degree at the University of Canterbury. In January 2003, he was posted to HMAS WATSON Sydney, Australia and completed back-to-back the Royal Australian Navy Principal Warfare Officer, Long Navigation and Advance Navigation courses, to qualify as both a naval warfare and navigation specialist. After returning to New Zealand he was promoted to Lieutenant Commander and served as Operations Officer, first in the frigate CANTERBURY, and then with the Anzac-class frigate HMNZS TE KAHA.

CDR Griffiths was appointed as the inaugural Commanding Officer of the Offshore Patrol Vessel HMNZS WELLINGTON in June 2010. During his time in command of WELLINGTON he successfully brought the ship into operational service, before completing several sub-Antarctic island resupply operations, the RNZN’s first deployment to Antarctica in many years, and the RNZN’s first ever high seas fisheries patrol in the South West Pacific. He was awarded a Distinguished Service Decoration in the 2011 New Year Honours List for his leadership during WELLINGTON’s inaugural Antarctica deployment.

He was promoted to Commander in March 2012, and served as the Base Support Commander at Devonport Naval Base until September 2013. He was then appointed as the Lead Planner for the Western Pacific Naval Symposium Mine Counter Measures Exercise, which was hosted by the RNZN in February and March of 2014. For his performance and leadership in organising the exercise CDR Griffiths was awarded a Chief of Navy Commendation.

Above: CDR Griffiths (left) accepts TE KAHA’s Symbol of Command from CDR McEwan.
In November 2014, I graduated from the University of Tasmania with a Bachelor of Engineering (Naval Architecture) degree with first class honours and was awarded the university medal—the highest academic honour awarded to an undergraduate.

The BE(NA) degree course is taught at the Australian Maritime College (AMC) which is a specialist institute of the University of Tasmania. It is aimed at delivering a combination of theoretical and practical knowledge in naval architecture and hydrodynamics with a focus on marine craft design, construction and technology.

The course is generally offered to post-charge GLE(ME) Lieutenants, however recently it has also been opened to GLE(ME) Midshipman as part of the tertiary schemes.

I first became interested in the discipline of naval architecture during my time onboard HMNZS TE KAHA as AMEO/DMEO. My interest in naval architecture and the desire to undertake the BE(NA) degree course was further cemented during my time as a Technical Development Officer at the Engineering Change Group where I was also fortunate enough to be mentored by CDR Robert Ochtman-Corfe, a graduate of the BE(NA) course himself.

The course spanned the final two years of a four-year bachelor degree and focused on naval architecture aspects such as steel and composite ship structure, finite element analysis, ship resistance, propulsion, sea keeping, computational fluid dynamics and model ship experiments.

The course not only provided the theoretical grounding and practical knowledge required for designing a ship, but also focused on using mathematical simulations and physical model experiments.

**ENGINEERING OFFICER DESIGNS NEW OPV WHILE STUDYING NAVAL ARCHITECTURE IN TASMANIA**

By LT Kenny Bhosale, RNZN, Deputy Hull Systems Engineer, Operational Support Group, Logistic Command (Maritime)
to analyse vessel characteristics such as intact and damage stability, sea keeping and manoeuvring in different environmental conditions, and structural integrity under varying loads and sea states. Along with surface vessels such as monohulls, catamarans, trimarans and sailing yachts, the course also covered aspects of remote and autonomous underwater vehicles and submarine design.

For me, one of the most enjoyable parts of the course was the final year ship design project, where our team chose to develop a conceptual design for the RNZN’s next generation Offshore Patrol Vessel. A vessel 91m in length and displacing 2,350 tonnes, the next generation OPV concept was aimed at enhancing operational and mission capabilities. The vessel was particularly designed with southern ocean deployments in mind and included capabilities such as a range of 10,000nm (a major design challenge in itself!), top speed of 23kts, cruising speed of 15kts, structural compliance to Lloyds ice class 1AS and features such as a fully enclosed cargo deck with the capability of air lifting containers on and off the ship.

Working through a design spiral approach, I got a taste of the significant number of challenges and considerations that go into developing a new class of ship. From determining the hull shape and size, calculating the structural requirements and designing the general arrangement, to the estimations of required installed power, propulsion plant design, seakeeping analysis, weight estimation, stability assessment and class compliance. Other interesting parts of the course included the final research project which involved ten days of model ship testing in the AMC towing tank and the two separate stints at sea onboard the AMC training vessel FTV BLUEFIN in order to consolidate the theoretical knowledge learned on the course and put it into practice.

For the duration of the course, I was posted to Tasmania and was based in the city of Launceston in the north of the state. Studying at the AMC campus in Launceston gave me access to facilities such as the cavitation tunnel, towing tank and the model test basin which form a major part of the experimental fluid dynamics aspects of the course.

Additionally, the AMC has long-standing links with the Royal Australian Navy (RAN) and a number of industry partners, businesses and service providers in Australia, New Zealand and abroad. As such, the course also gave me the opportunity to establish professional networks within the naval architecture and wider maritime industry.

On a personal note, having graduated with first class honours and being awarded the university medal was very rewarding as it was a culmination of a number of big and small sacrifices made by my family, as well as wanting to make the best of the opportunity presented to me by the Navy.

I am now looking forward to applying the knowledge and skills I have gained on the course to make further contributions towards providing operational, maintenance and life support to our ships, both in my current role as the Deputy Hull and Systems Engineer and in my impending role as a Naval Architect in the new Prime Systems Integrator (PSI) organisation.

The naval architecture course is a unique and excellent opportunity not only for further academic and professional development, but can also open new postings and opportunities within the Navy.

I thoroughly enjoyed the course and in particular relished the academic and technical challenges that went with it. I would highly recommend the course to all engineers interested in the field of naval architecture.
**HMNZS CANTERBURY F 421, First Commission, Mess Members of S L**

These members are holding a reunion on 20, 21 and 22 March 2015 at the Lakeland Resort, 282 Lake Terrace, Taupo. Activities include meet and greet Friday, Saturday evening dinner, and Sunday ‘Tot Time’. Any of the frigate CANTERBURY’s crew, or in fact any ex-RNZN personnel, are welcome to join us. Contact Bob McKenzie, 23 Truro Road, Camborne 0606, Wellington. Phone 04 223 2188 or email bamick@xtra.co.nz

**HMNZS OTAGO Association 55th Reunion**

Friday 27 – Sunday 29 March 2015, Whangarei

All members and all other ship’s matelots and partners are warmly invited to attend. Based at the Whangarei RSA. For further details either go to www.hmnzsotago.org, email the Claymore Editor/Vice Pres (Terry Whimp) at whimp@vodafone.co.nz or ring (09)475-8854 (during office hours!)

A registration form will be included with the December 2014 Claymore and posted on the website.

**Christchurch Boys’ High Old Boys Anzac Day Service**

Saturday 25 April 2015

All Old Boys of Christchurch Boys’ High School are invited to attend the OBOA ANZAC Day service at the Shrine on the Anzac Day service on Saturday 25 April 2015. Details of the service will be on the invitation. Covered seating is planned for 1000 guests. For an invitation please forward your postal address to Old Boys Executive member, jim.blain@clear.net.nz.

**HMNZS NGAPONA 90th Anniversary Dinner**

Saturday 9 May 2015, Auckland

An invitation to all serving and retired Ship’s Company of HMNZS NGAPONA and their partners to attend a formal function to be held at the Pt. Chevalier RSA from 1830 to 2359. Dress for non serving personnel will be jacket and tie/cocktail dress. Expressions of interest in attending should be forwarded to either Miss Lisa Bean: lisa.bean@nzdf.mil.nz or Mr Jerry Payne: jerry@lihu.co.nz. Please advise your service number and details of the event only so you will be served when you email. Tickets $40 per person going on sale from 1 March 2015. There will be a limited number of tickets.

**RNZN May 1980 Intake “35 Year” Reunion**

Friday 29 May 2015 to Sunday 31 May 2015, Auckland, venue TBC

Calling all BCTs who enlisted on 28 or 29 May 1980 plus Instructors and Divisional Officers who were involved with this group. Registration forms are available from Sandy Hiku at sandra.hiku2@nzdf.mil.nz or on our FB page (RNZN Intake 28.05.1980). The FB page is by invitation only so to be added as a member, please send Sandy Hiku a FB friend request. Completed forms (including confirmation of payment(s) made) are to be returned to LT Cdr Chris Smith at christopher.smith@nzdf.mil.nz by 28 February 2015. Further details, proposed programme, and event costs will be advised in due course.

**Reunion for all serving and ex RNZN Stewards**

**Weekend of 9–11 October 2015, Ngataringa Sports Complex/Birkenhead RSA.**

The celebrations will include a get-together on Friday night with lots of catching up and story sharing. On Saturday, an optional tour of the new-look naval base, wardrobe and a ship visit will be arranged for those who wish to see the base as it is today. The tour will include a lunch at the Vince McGlone Galley. A dinner will be held that evening followed by dancing and more storytelling! A family BBQ will be held at the Birkenhead RSA on the Sunday. Partners, wives and husbands are welcome to join us for the weekend – the more the merrier!!! Cost $110.00 per person for the whole weekend or $35.00 per person for the Friday, $88.10 per person for the Saturday including lunch, $75.00 per person for the Sunday. Final date for registration is 1 September 2015. Contact Jon Walker on 021 103 5856, Denise Kingi on 021215910 or Neville Sutton on 02102451038, email stewardsreunion@hotmail.com or join us in the Royal New Zealand Navy Stewards Reunion Group on Facebook.

**RNZN Engine Room Branch Reunion**

6–8 November 2015, Napier

This Reunion will be held in Napier on the weekend of 6–8 November 2015. For details please contact: Dennis Zachan, 12 Norrie Place, Tamatea, Napier PH: Home: 06 8442201 Mob: 021 673 242 Email: exstokers@gmail.com

**RNZN Diver Trade Reunion 2015**

4–5 December 2015, Devonport

For details please contact: Trevor Leslie – trevor.leslie@nzdf.mil.nz or Brendon Johnson – brendon.johnson@nzdf.mil.nz

**SELECTED RNZN RANK ABBREVIATIONS**

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

**RADM:** Rear Admiral

**CDRE:** Commodore

**CAPT:** Captain

**CDR:** Commander

**LT CDR:** Lieutenant Commander

**LT:** Lieutenant

**SLT:** Sub Lieutenant

**ENS:** Ensign

**MID:** Midshipman

**WOCH:** Warrant Officer Chef

**WOMED:** Warrant Officer Medic

**CPOWR:** Chief Petty Officer Writer

**CPOEWS:** Chief Petty Officer Electronic Warfare Specialist

**P0PT1:** Petty Officer Physical Training Instructor

**P0CSS:** Petty Officer Combat System Specialist

**LSCS:** Leading Seaman Combat Specialist

**LSA:** Leading Stores Accountant

**LMT (P):** Leading Marine Technician (Propulsion)

**AMUS:** Able Musician

**ADR:** Able Diver

**AHCM:** Able Helicopter Crewman

**OSTD:** Ordinary Steward

**OMT (L):** Ordinary Marine Technician (Electrical)

**OCWS:** Ordinary Communications Warfare Specialist

**JACKSPEAK—NAVY SLANG**

**BZ:** The flag signal Bravo Zulu, meaning “well done”

**Brow:** Gangway between ship and wharf

**Crossing the bar:** To die

**Dit:** A Navy yarn

**EMAS:** Early Morning Activities—running, swimming etc for new recruits

**Gash:** Rubbish

**Goffas:** Non-alcoholic drink

**Heads:** Toilets. In sail days they were under the figurehead.

**MOET:** Maritime Operational Evaluation Team

**Oppos:** Shipmates

**Oscar:** The flag signal for “man overboard.” The name of the man-overboard dummy used for drills.

**RHB:** Rigid hull inflatable boat, jetboat carried on our ships

**Rig:** Uniform

**Roughers:** As it looks, rough seas

**Scran:** Food

**Work-up:** Intense exercises working a ship up to its full operational capabilities, conducted by MOET.
You will all have noticed that the “Yours Aye” for this edition of Navy Today was provided by the Chief of Defence Force. As I write this I have no idea what he will write about, but given the significance of 2015 for our Defence Force, I thought that it would be good for you all to hear from him.

This will be a year for all of us to remember the deeds of those who went before us, especially in World War One. It is important to remember the incredible contribution these men and women made so many years ago. There will be a focus on land battles but we must also remember the contributions that navies made to these conflicts of the past.

HMS PHILOMEL was provided as a training ship but its shakedown cruise was interrupted by the outbreak of WWI. When New Zealand found itself at war PHILOMEL was returned to British control where it accompanied the New Zealand Expeditionary Force on its passage to Suez, as well as being used in the Pacific, the Eastern Mediterranean and the Persian Gulf.

Naval reservists were dispatched to bolster the ranks of the Royal Navy. William Sanders was awarded the Victoria Cross for his actions in the Q-ship HMS PRIZE— the only New Zealand-born person to win a VC while serving at sea. In all about 500 New Zealanders served in the Royal Navy in WWI.

Perhaps our most spectacular contribution was made by HMS NEW ZEALAND, which had been paid for by New Zealand. NEW ZEALAND took part in all the major engagements between the British and German fleets during the war, including the Battle of Jutland on 31 May 1916.

So, you see that there is a great history for our Navy, even back in WWI. As we move through 2015 and beyond it is important to remember this history. The Royal New Zealand Navy of today is a far cry from the Navy of 1915, but many things remain the same.

The sea is still the most challenging battlefield of all, but it is one we must master. Leadership remains a vital component of everything we do. The people who make up our Navy remain the key to our future.

Our Navy remains a vital component of the New Zealand Defence Force. We are a maritime nation that depends on the sea for its livelihood. It remains our task, along with our colleagues from the Army and the Air Force, to provide the best maritime capability we can.

We finished 2014 with a fantastic parade down Queen Street to honour our veterans of the Battle of the River Plate. What was significant to me was that an enormous number of you volunteered to be part of this parade. This year we began with charter parades on Waitangi Day to re-affirm our charters with Te Tai Tokerau and Paihia. As you meet the many challenges 2015 will throw at you remember the sacrifices and contributions of those who have gone before you. Like you, our predecessors went boldly into harm’s way; they stood beside their shipmates to meet whatever was thrown at them. I know that if you, the men and women of today’s Navy, stand firm with your shipmates, you will be well able to meet the challenges of 2015 and beyond. I wish you all the very best for 2015 and really look forward to seeing you throughout the year.

He heramana ahau, I am a sailor

---

Above: CN at the promotion ceremony of CDR Richard Walker to CAPT. Present are Richard’s wife Anita, son Michael and daughters Sophia and Caitlin.
JOIN A WORK PLACE
THAT'S REALLY
OPEN-PLAN.

NAVY

RECRUITING NOW
DEFENCECAREERS.MIL.NZ