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COVER IMAGE:
LT BRENT DUFF TAKES AN ASTRONOMICAL READING FROM THE BRIDGE OF HMNZS WELLINGTON.
PHOTO: PO CHRIS WEISSENBORN
A Birthday Greeting and note of thanks

The beginning of this month marks our 77th Birthday. It provides an opportunity for reflection; when we can take some time out to acknowledge those that have gone before and on whose shoulders we stand. It’s a time to be proud about the Navy we are building; a Navy which more and more is valued by the people of New Zealand for the work we are doing within our community, the region and around the world. I suggest that our anniversary allows us to mark another year of service and with it, recall the huge support we get from the essential enablers that allow us to achieve our mission, whether we serve at sea or at home. I am referring to those who stand beside us and behind us as we serve our country, within our nation, in our neighbourhood and around the world. It is to our supporters that I dedicate this month’s Yours Aye.

Foremost, we must thank our family and whanau. With the most at stake in our success and failure, it is they upon whom we rely on to talk to, diffuse with and keep us grounded. They are often the crucial link between us and the rest of the family; perhaps taking on the burden of buying the birthday presents, managing the home and facilitating our ability to deploy, especially when we go to sea. Frequently our absences are prolonged and sustained over many years. Our morale, motivation and sense of purpose is held close by them. Like our Army and Air Force brethren, our families truly serve alongside us experiencing the highs and lows of service life.

An important group of supporters are those in the NZDF, Navy, Army and Air Force and Headquarters Personnel. In the Defence Force we operate in, more and more we find that the crucial services that enable the conduct of Naval operations depend on the effort and energy of those who are not directly linked to the sea. We can only sustain their interest through great communication and a fair degree of humility.

Another group of supporters are those within the NZDF that work to ensure our success but sit outside the Naval System. Specifically, I am referring to our industry colleagues, community groups and partner agencies. Their support often goes unremarked yet without their interest, passion and drive we would not be able to sustain our level of operations.

It’s also timely to acknowledge the support of our international partners with whom we work to defend the international rules-based order upon which the wealth and well-being of our country depends. We have some excellent friends—mainly in the shape of other Navies with whom we work to deliver a safe and secure region. We train, exercise and operate together. It’s a place where the basic requirement is trust – and we must be vigilant to ensure that our partners’ trust in us remains undiminished.

Finally, it is said that a Navy reflects the Nation’s Strategy and the Nation’s Strategy reflects its Navy. The recent Strategic Defence Policy Statement not only continues that line of commitment but also strengthens it. The support of the people of New Zealand, measured in more than just dollars, is critical to our success.

In all cases, we neglect our supporters at our peril. It often takes just a quiet word of thanks or an appreciative acknowledgement. We as a Navy are not an organisation that only sends ships to sea. We are a national institution of, for and in our community. Our work directly impacts them and their support fuels our endeavours, gives us a sense of purpose and sustains our Navy.

For the support we enjoy from Family, Whanau, the rest of the defence force, our international partnerships and those who sustain the means by which we are successful – we are grateful.

Yours Aye
Rear Admiral John Martin,
Chief of Navy
The year 2019 will be pivotal for the Royal New Zealand Navy, with the arrival of HMNZS MANAWANUI, the return of HMNZS TE KAHA following her combat upgrade in Canada, and the beginning of the same upgrade for HMNZS TE MANA. In addition, work on building HMNZS AOTEAROA, a 26,000-tonne ice-strengthened tanker, will continue not only in Korea where she is rapidly taking form but also in terms of preparing the sailors who will crew her.

The Navy has been preparing for these modified and new ships for some time. Bringing new ships and capabilities on line requires a great deal of effort from the Navy’s sailors and our strategic partners who will be learning new skills, adapting previous ones and most importantly breathing life into the ships themselves. Operation Next Navy is a way of encompassing all the efforts that are ongoing and focussing them to ensure this happens successfully.

This ambitious programme of renewal and regeneration presents the Navy and wider New Zealand Defence Force with an array of exciting opportunities and organisational challenges. A culture that embraces transformational and innovative leadership is crucial at every level of our organisation.

In embarking on this new journey, the Navy will need focused people, the right tools and a culture of doing the job right. In addition to ensuring that introduction of new capabilities is balanced with the demands of running current operations, the Navy is also focussing on ensuring that the right infrastructure and the supporting organisations are in place to meet the increasingly complex challenges of operating a modern fleet of ships. This cannot be done in isolation but only by collaborating with the other services within the wider Defence Force and our strategic partners.

2019 will be an exciting year for the sailors of the RNZN and another step in developing a Navy that supports a modern fleet capable of advancing New Zealand’s interests from the sea.
Raoul Island has historically been a stopping point for shipping, particularly before its nature reserve status. But its lack of a natural harbour discourages easy access.

It can make for a “complex evolution” to get personnel and supplies onto the largest of the Kermadec Islands, says HMNZS WELLINGTON’s supply officer, Lieutenant Bryce Morgan. WELLINGTON conducted Raoul Island’s latest resupply mission in September, spending four days transferring food and equipment to support the Department of Conservation team based on the island and the ongoing scientific work of MetService and GNS Science.
“It went pretty smoothly,”
says LT Morgan. “It’s an interesting transfer, involving a derrick and flying fox. We take the seaboat to the rocks, where a derrick and crane lifts the goods out. It’s completely manual, there’s a massive counter-lever. Then the flying fox is used to winch the goods to the top of the tree line. From there a tractor-trailer takes the supplies to the DOC buildings.”

It’s not an easy evolution at sea, either. WELLINGTON is not at anchor, so the seaboat is tied to WELLINGTON with steadying lines, while WELLINGTON’s crane lowers the supplies into the boat.

It took four days to complete the transfer, which also included taking home five DOC staff and dropping off two replacements. Four Navy personnel went ashore to conduct maintenance work, while four MetService staff and three GNS Science staff got busy with their duties, which included installing the largest and most awkward item transferred by boat – a satellite dish. Raoul Island has tsunami gauges maintained by GNS Science, there to provide an early-warning alert if a tsunami is heading to New Zealand.

WELLINGTON can embark two shipping containers, one refrigerated, to handle the food stores required for the resupply, but also for a Ship’s Company of 64.

With Raoul Island beset with the fungal disease Myrtle Rust, personnel and equipment, including their equipment, had to be decontaminated before entry back into New Zealand.

Department of Conservation communication adviser Steve Brightwell says seasonal vegetables are grown by DOC staff, and workers and sailors could avail themselves of the famous “Sunday Island” oranges, from orchards planted by settler families and a nod to the island’s previous name. Beer and wine brewing is also an island tradition which continues with each influx of new staff.

Electronic Technicians have a lengthy Basic Branch Training after graduation, and that can be hard, she says, when you watch classmates finish sooner in other trades. “It’s like, great, you’re in the Navy now, getting closer to all these cool places.” But it was worth it. “The Kermadec operation was busy and fun, although you were tired a lot of the time. It was the first time doing watches. We were watching out for whales, and there were so many! There could be 30 of them at a time, it was amazing.”

She reckons she got two full nights’ sleep during the operation. “But when you sign up for being in the military, you don’t expect to be going to bed on time every night. To be honest, that’s what makes the job exciting.”
This year’s Exercise Bluebird was more than just mountain-flying training for No. 6 Squadron personnel, it was also a perfect opportunity to work with LandSAR and NZ Police, as well as squeezing in a couple of school visits at the same time. It was a busy two weeks for the squadron, who were based at RNZAF Base Woodbourne, but perfect conditions and well-maintained helicopters meant each day was ripe for training.

Three SH-2G(I) Seasprites left their marine comfort zone to train among the South Island Alps. The mountains bring different flying challenges, but the crew need to understand the conditions when they undertake tasks including bringing supplies to the mountainous Raoul Island in the Kermadecs.

Seasprite pilot, Acting Squadron Leader Taylor Berriman joked it was like being “a fish out of water”.

“Mountain flying is definitely not at the top of our list of one of the things that we regularly do in a Seasprite, but it’s quite important – particularly for the pilots to practise the skills you need in the mountains because there are times when we’re on board a ship and have to fly in areas that have similar conditions.”

Working with LandSAR and NZ Police personnel also contributed with training, A/SQNLDR Berriman said.

“It’s landing near DOC huts, so we’re getting training out of the mountain flying techniques. It’s also quite good to practise flying more people on board too. There’s also the additional consideration that we’re not only flying in the mountains, but we’re doing a job in the mountains.”

By Rebecca Quilliam
LandSAR Group Training Officer Shaun Crabbe said the benefit of using the Air Force or Navy helicopters gave them wider capability to get to harder-to-reach areas.

“It’s also good to keep up communication between LandSAR and the Air Force and the Navy. It gives our members more exposure to operational training that we wouldn’t normally get.

“It’s all about working together as a team – especially during disasters like the Kaikoura earthquake where we had a training weekend with the Base Contingency Force at St Arnaud that very weekend and then on the Monday we were working together again doing welfare checks.”

LandSAR chairman Peter Hamill said they never know where they’re going to be deployed and what the circumstances are on any given day, so keeping up with the helicopter training was vital.

“So this is a good opportunity, especially if there is a full-on disaster and the resources are there to be used. Hopefully it doesn’t happen, but this is why we train – just in case it does.”

Senior Constable Al Hendrickson from Blenheim Police said it was important for different agencies to work together because everyone has different assets that can be brought to an emergency situation.

“So it’s handy to know what resources can be provided. It’s good that we work together and I think we should work more together.”

It was also helpful to understand the capacity of the different military helicopters, he said.

No. 6 Squadron Observer, Lieutenant Sarah McWilliam, is an additional commander in the helicopter.

“I’m in charge of what we’re doing and how we’re doing it – if we were flying off the back of a ship over water then it’s all about tactics and warfare, if we’re flying around here it’s the timings and navigation,” she said.

“It’s quite exciting being here because it’s so phenomenally different from what we normally do. The challenges for us is around the recce of the landing sites before we go, so it’s understanding what’s happening weather-wise, what’s happening with the density and pressure altitude and wind directions.”

The Seasprites also visited Marlborough Girls’ College and Lake Rotoiti School, which helped educate the students about the squadron, LT McWilliam said.

“With the Navy we’re up in Auckland and on top of that not many people know we’re based at an Air Force base and when we do go flying we’re off the back of a ship.

“The North Island sees and hears a little bit more of us but the South Island is where we really need to be seen.”

The children at Rotoiti School had been studying aviation over the last few months, so it was a good opportunity for them to see the helicopters in the mountains, she said.

“The principal told us the children grow up assuming they’ll be farmers because they have never been exposed to anything else. It’s about showing them there are other options out there as well as farming.”

LT Sarah McWilliam talks about the Seasprite at Marlborough Girls’ College.
HMNZS TE MANA manoeuvres during a warfare exercise, as viewed from a French Naval Aviation Falcon 200 surveillance aircraft.

“Air threat is red! Incoming raid, brace, brace, brace! Approach gun line!”

KAKADU SHOWS NEW ZEALAND’S COMMITMENT

From the largest maritime exercise in the world, to the largest naval exercise in Australia. Last month HMNZS TE MANA took part in Exercise KAKADU over two weeks, offshore of Australia’s Northern Territory. And it comes at a propitious time, says Commodore Tony Millar, Maritime Component Commander, as both New Zealand and Australia have signalled ongoing commitments to the Pacific region.

More than 3000 personnel, 23 ships, 21 aircraft and a submarine from 27 Asia-Pacific countries took part in this year’s exercise, which included live-firing exercises, submarine detection and deterrence and anti-air warfare operations. Participating nations included China, India, Japan, Malaysia, Philippines, Singapore, Tonga and the United States.

Held every two years, the exercise is designed to enhance the ability of maritime forces to operate in a coalition environment.

Commander Lisa Hunn, the Commanding Officer of TE MANA, said the exercise provided the frigate’s 178-strong crew an opportunity to train for the delivery of maritime security and improve their ability to operate with other regional maritime forces.

TE MANA’s Ship’s Company completed a lot of training on conducting Air Defence, through Officer of the Watch manoeuvres, simulated firing and live firing. It included two five-inch gun shoots, one against a surface-towed target, and another against an air-towed target.

“The activities included harbour and force integration training and high-end warfare in a complex environment, which will enhance maritime war-fighting capabilities, as well as general mariner skills,” Commander Hunn said.

Commodore Millar said the exercise provided an opportunity to enhance regional security.

“Multinational maritime warfare activities such as Exercise KAKADU promote greater levels of cooperation and understanding between militaries, and allows us to effectively operate together should the need arise,” Commodore Millar said.
**FOUR COUNTRIES SHARE FISHERIES ENFORCEMENT**

MNZS OTAGO’s long deployment to the South West Pacific kicked off with a contribution last month to a multi-national surveillance operation against illegal, unregulated and unreported fishing, before undertaking patrols inside Fiji’s Exclusive Economic Zone. OTAGO, which departed New Zealand on 3 August, inspected 23 foreign-flagged fishing vessels on the high seas as part of joint maritime patrols with the three other member-countries of the Quadrilateral Defence Coordination Group (QUAD) – Australia, France and the United States. A Royal New Zealand Air Force P-3K2 Orion aircraft supported the effort.

Fishing vessels were targeted on the seas surrounding New Zealand’s northern Exclusive Economic Zone boundaries.

Lieutenant Commander Lorna Gray, the Commanding Officer of OTAGO, said the vessels were inspected by an inter-agency team that included authorised inspectors from New Zealand’s Ministry for Primary Industries and the United States Coast Guard.

“It was a big boost to have a United States Coast Guard authorised inspector who could speak five languages on board,” she said. His presence maximised the use of Western and Central Pacific Fisheries Commission (WCPFC) -trained inspectors and enhanced the effectiveness of the WCPFC boarding and inspection procedures.

“This year’s operation was an opportunity to further develop information sharing and provide a coordinated approach to high-seas boarding and inspections with our QUAD partners,” she said.

MPI Manager for Fisheries Compliance Greg Keys said the key objective of the operation was to better understand fishing practices and ensure compliance with the Convention on the Conservation and Management of the Highly Migratory Fish Stocks in the Western and Central Pacific Ocean and the conservation and management measures adopted by WCPFC.

Later, during the first nine days of Fijian patrols, OTAGO intercepted and boarded 10 fishing vessels, with embarked Fijian Customs Officers conducting the investigations. Combined with HMNZS TAUPO’s patrols earlier, this totals 160 vessels inspected during Operation Wasawasa to mid-September.

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**KAKADU: MTO PROVIDES VITAL LINK**

Masters of commercial ships operating in the vicinity of Exercise KAKADU welcomed the briefings provided by New Zealand and Australian Maritime Trade Operations personnel. The five-member team briefed merchant ships on a regular basis, assisting them in the passage of trade with minimal interruption. The liaison equally benefitted the exercise, allowing warships to proceed without interference from the wide variety of merchant traffic that routinely transits the North Australian Exercise Area.

MTO personnel are predominantly Reservist officers and ratings with strong ties to the commercial maritime industry, and can be called on when required for a liaison role, particularly around major exercises.

Sub Lieutenant Scott Clemens RNZNVR said it was easy for the two countries to work together as they shared the same procedures.

“Exercise KAKADU is a great opportunity for New Zealand MTO because we don’t often get to operate during an exercise of this scale. We also regularly host our Australian MTO counterparts,” SLT Clemens said.

Lieutenant Timothy Martin RAN said the team averaged three to four briefings a day. “Commercial maritime shipping through the Port of Darwin is typically high-value trade such as liquefied natural gas and liquefied petroleum gas exports, so there is a strong commercial incentive to ensure the trade proceeds unhindered,” LEUT Martin said.
In August this year the Minister of Defence announced the purchase of the Norwegian survey vessel EDDA FONN to close the capability gap created with the decommissioning of the survey ship HMNZS RESOLUTION and the dive tender HMNZS MANAWANUI. This announcement came after eight busy months for the Diving and Hydrographic Vessel (DHV) project team of business case writing and undertaking a robust but rapid selection process that would enable the purchase of a vessel to meet the NZDF requirements within the set budget.

The Diving and Hydrographic Vessel (DHV) project was previously known as the Littoral Operations Support Capability (LOSC) project, which aimed to procure a vessel for advanced force operations in the littoral environment. At the end of 2017 $148 Million was reprioritised from the project within the defence capability portfolio, thereby reducing the available budget for the project. As a consequence of the reprioritisation of funds, the project was re-scoped and the LOSC project deferred. In order to fill the capability gap from the decommissioning of HMNZS RESOLUTION and MANAWANUI, $103 Million was allocated to the project to purchase a diving and hydrographic vessel. This essentially meant putting on hold the advanced forces role associated with the LOSC and instead focusing solely on diving, hydrography, search and recovery, maritime presence and naval training outputs.

Recent years have seen a downturn in the oil and gas industry and a subsequent surplus of survey and offshore support vessels due to falling demand for that particular type of vessel. This presented an opportunity for the project to acquire a good quality second-hand vessel at a competitive price. It also presented the challenge of selecting and purchasing a suitable vessel in a relatively short period of time in anticipation of a rebound within the oil and gas industry.

The project engaged with a world-leading shipbroker to narrow down potential options. This resulted in a shortlist of 25 options from an initial list of 2500 ships. These 25 ships were then reduced down even further (based on the project requirements) to eight ships. In February this year the project visited six of the eight options (two were removed when it was confirmed they were no longer for sale). Out of these final six options, one particular vessel came out as a clear contender due to its configuration, capability, materiel state, size and likely cost. This vessel was the EDDA FONN.

The work did not stop there though. In order to ensure that we were getting a suitable ship in good condition, further investigation was conducted. This involved ongoing meetings with the current owners to determine a suitable purchase and modification package as well as independent survey of the ship’s condition both internally, externally and underwater. While the vessel is 15 years old, it was pleasing to note the surveyor specifically commented that the ship was in a condition expected of a vessel five years younger. This confirmed the project’s understanding that the Norwegians build good ships and they look after them really well. With all the due diligence
done on the purchase of the vessel, a contract was signed with the current owners in late August to purchase the vessel and for them to undertake the first stage of modifications to the EDDA FONN to make it mission capable for the RNZN.

The EDDA FONN will undergo the first stage of modifications in Europe in January 2019, which is expected to take up to two months. The first stage modifications involve the fitting of the hydrographic systems, the Surface Supply Breathing Apparatus (SSBA) system and wet bell, dive recompression chamber, underwater Remotely Operated Vehicle (ROV), boats davits and a new engine as well as some minor superstructure work. On completion of these modifications the ship will sail to New Zealand under a commercial crew but with RNZN personnel embarked to gain experience operating the ship. On arrival in New Zealand, currently planned for May 2019, the ship will be formally handed over to the NZDF and commissioned as HMNZS MANAWANUI. The ship will then undergo a second stage of modifications to fit it out with military-specific equipment such as the armoury, magazines, communications, damage control equipment and any other equipment required for the ship to conduct military operations.

The stage 2 modifications will complete in October 2019, signalling the significant milestone of the ship being ready to proceed to sea under the NZ White Ensign and RNZN crew. The remainder of 2019 will be dedicated to acceptance trials and developing core mariner skills operating the new vessel. The rubber will really meet the road in 2020 when MANAWANUI will start releasing capability in conjunction with HMNZS MATATAUA. The capability release programme will see the release of hydrographic operations, diving (SSBA and detached diving), Maritime Explosive Ordnance Disposal (MEOD), salvage operations and limited Mine Counter Measure (MCM) operations. The aim is to fully release MANAWANUI’s capability by the end of 2020.

While the new MANAWANUI has been purchased to fill the capability gap left by the decommissioning of the previous MANAWANUI and RESOLUTION, developments in technology mean that the new MANAWANUI will be a ‘step up’ in capability. A key feature is its Dynamic Positioning (DP) system. This means that the ship can “hover” over the sea bed and remain in position whilst the ship conducts operations such as SSBA diving or underwater ROV operations. This is a significant enhancement from the previous requirement to anchor the ship using a four point anchoring system. The SSBA diving will be conducted through a moon pool arrangement which is essentially access to the sea through a pool built through the hull. This provides protection from the elements for the divers whilst conducting SSBA operations. The hydrographic systems will also be modern and state of the art, able to cover large areas in a short period of time and will allow the RNZN to survey to greater depths with more accuracy than ever before. The ship also comes with a 100-tonne subsea crane, giving the MANAWANUI a significant ability to lift objects from the sea floor.

To put this in perspective, the old MANAWANUI had a nine-tonne crane and the OPVs have a 15-tonne crane. CANTERBURY has a 60-tonne crane.

The next ship to bear the proud name MANAWANUI represents an exciting opportunity for the RNZN to revitalise the capabilities that were lost with the decommissioning of MANAWANUI and RESOLUTION. Once MANAWANUI’s capabilities have been released it promises to be a very busy and versatile ship and a key asset for the Royal New Zealand Navy.

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**AOTEAROA BADGE AND MOTTO FINALISED**

The badge design for our new replenishment vessel, AOTEAROA, has been finalised. It is based on the design submitted by Chief Petty Officer Electronics Technician Steven Knight, which won the badge design competition and has since been refined and approved with the New Zealand Herald of Arms Extraordinary. The design reflects the different roles and expected areas of operation for AOTEAROA, her connection to the people of New Zealand and her ability to represent New Zealand in the Pacific and the Ross Sea. It shows the blue of the Pacific sky, the white of the ice shelf and long white cloud, the oceans we sail upon, our people and the active role of the ship in sustainment.

The motto for the ship will be Kōkiritia: Onward. Kōkiritia means to thrust forward, champion a cause, advance, lead or advocate. Onward was the motto that was adopted by HMS NEW ZEALAND. Bringing the two together in Te Reo and English reinforces the bicultural nature of the RNZN, while referencing our history.
By Andrew Bonallack

The Commanding Officer’s role for the new Dive and Hydrographic Vessel came as a complete surprise for Lieutenant Commander Andy Mahoney. LTCDR Mahoney, formally the Fleet Warfare Officer for the Maritime Operational Evaluation Team, has just returned from a deployment as Operations Officer for the Sea Combat Command team at Exercise RIMPAC in Hawaii. Completing his Master’s Degree in Science and Technology is on his “to do” list, but his immediate focus will be the preparation for HMNZS MANAWANUI, due in New Zealand in March.

“I was called and told the Navy leadership had sat, and wished to appoint me as commissioning Commanding Officer of the DHV, MANAWANUI. It’s a huge honour considering the short period of time I’ve been here, and I’m privileged and excited to take command of such a vessel.”

LTCDR Mahoney, from Surrey, UK, joined the Royal Navy in 1996 and enjoyed an exchange with the RNZN from 2013 to 2015. He returned to the UK for a year and deployed with the UK Maritime Battle Staff before deciding to make the New Zealand experience permanent. “The Navy was something I had always considered; my father’s side are all naval people, travel and new horizons are in my blood. The exchange was too good an opportunity to miss, and the quality of life for my children is much better than the UK. I was also attracted by the exciting opportunities offered by the RNZN.”

The challenge for 2019 is getting prepared for the ship’s arrival from Norway. “It has a huge breadth of capability,” he says. “It’s the fact that the ship is going to offer so much from one platform. It’s replacing MANAWANUI and RESOLUTION, but it’s three ships from one, offering an integrated package of diving, hydrography and salvage.

“The way I describe our challenge to others is that we have to work out the full range of routines and procedures; from how, when and where we serve breakfast, to how we deploy divers and support hydrographers.” Ship’s Company are being identified, and later this year LTCDR Mahoney and his Engineering Officer, Lieutenant Commander Cam Field, will travel to Europe and spend time at sea on the vessel, currently the EDDA FONN. “That will provide huge benefits. When we come back, we’ll be better informed to start writing Standard Operating Procedures, to inform us how we will operate this exciting and capable vessel.”

“The Navy was something I had always considered; my father’s side are all naval people, travel and new horizons are in my blood.”
Lieutenant Commander Andy Mahoney

HUGE HONOUR AS COMMISSIONING CO

He was the Fleet Warfare Officer for the Maritime Operations Evaluation team for two years, his first job for the RNZN after his exchange. He credits that appointment to the breadth of experience gained while on exchange. “I had been Principal Warfare Officer in TE MANA and finished as her Executive Officer after a pretty busy two years; doing a Work Up and deploying on operations followed by a maintenance period and getting it ready for its platform systems upgrade.”

He can relate to the diving aspect of the new ship, being a ship’s diver in the UK some years ago. “I’ve had two shore jobs, including MOET, in 22 years in the Navy. Everything else has been operational or sea jobs.”

The challenge for 2019 is getting prepared for the ship’s arrival from Norway. “It has a huge breadth of capability,” he says. “It’s the fact that the ship is going to offer so much from one platform. It’s replacing MANAWANUI and RESOLUTION, but it’s three ships from one, offering an integrated package of diving, hydrography and salvage.

“The way I describe our challenge to others is that we have to work out the full range of routines and procedures; from how, when and where we serve breakfast, to how we deploy divers and support hydrographers.” Ship’s Company are being identified, and later this year LTCDR Mahoney and his Engineering Officer, Lieutenant Commander Cam Field, will travel to Europe and spend time at sea on the vessel, currently the EDDA FONN. “That will provide huge benefits. When we come back, we’ll be better informed to start writing Standard Operating Procedures, to inform us how we will operate this exciting and capable vessel.”
A ship’s Public Relations Officer has to fit in stories, interviews, filming and photographs in addition to their regular duties. HMNZS TE MANA’s Lieutenant Alexandra “Pere” Pereyslavets knows it contributes to the public’s understanding of the Navy – and provides that link for families.

You would think the role of Assistant Weapon Engineer Officer in HMNZS TE MANA, during a six-month deployment across the Pacific and Asia, would be plenty for a young officer – and you would be right.

But when she’s not involved in that role, Lieutenant Alexandra Pereyslavets is like a reporter with a nose for a story, looking for the angles, the colour and the excitement that will appeal to an audience back in New Zealand.

LT Pereyslavets, a former Hillcrest High School student from Hamilton, joined the Navy in 2014, midway through university. “It offered me good opportunities, such as travel, career progression, and technical expertise. I also had the remainder of my university studies funded, which was a big plus.”

As the AWEO, she needs to learn how to manage the Weapon Engineering Department in TE MANA. She has to know the systems, the people and the administration. “I have to be able to confidently inform Command of any limitations on the capability of the ship and what outputs we can achieve.” She is also a Damage Control Training Officer, and works with instructors to develop training scenarios to test the Ship’s Company.

Being on a frigate is being at the “sharp” end of the Navy, she says. “We get to do the awesome long trips, see lots of the world, participate in some of the biggest military exercises, and do diplomatic work. It’s everything you get sold when you are being recruited.”

But as the Public Relations Officer, she ensures families, friends and the general public get to see a lot of what TE MANA does during those long times away.

“This involves taking lots of photos of varying themes, from gunnery to cleaning stations, writing articles, and editing videos.” The material supports a ship’s closed Facebook group, for family and friends, but also supports NZDF press releases and Navy social media. Many of her stories are “hometowners”, and her work frequently features in regional print and online media.

“The role is pretty important with us being away for so long. I think it is really important that New Zealand sees what our Naval Combat Force achieves, how this is vital for New Zealand’s security and diplomatic relationships, and showing families what their loved ones are experiencing.” She says prior to joining, she had no idea what the Navy did.

She likes being an “enthusiasm lifter” for the ship. “I get some really funny photos and the Ship’s Company and their families love them. The hard thing is sometimes it’s hard to set up opportunities. People are naturally camera-shy, even though everyone loves them afterwards. In the daily Command Brief I add a bit of light-heartedness to the serious planning picture, like “Yes, we are pretending to be fighting a submarine, but have you all seen the soft toy mascot Slushy going to Hands to Bathe?”

She is particularly proud of capturing video footage of TE MANA firing the rounds that won the ship the title of best gunnery at the world’s largest maritime exercise, RIMPAC, in Hawaii. “But it’s the stories on the people I’ve written about. It is cool hearing their life stories and then sharing that with the wider Navy and the general public. Everyone on TE MANA is so passionate and hard-working. Everyone really wants the ship to succeed, which is reflected through us performing so well on multinational exercises.”

Her advice to other ship’s PROs, when things get busy, is to consider the families who are waiting to hear what their loved ones are up to. “It is an extra duty, and sometimes you feel that your primary role is taking up too much time to focus on public relations. However, sometimes you are the only link family and friends will have with Ship’s Company. A lot of people don’t understand what happens in the day-to-day life on board, so it helps to see photos and stories. So imagine you are the family member who hasn’t seen any photos or stories for weeks and think, what would you want them to read?”
The Royal New Zealand Navy has jumped leaps and bounds in its ability to deliver and enhance naval capability with the opening of the new Combat System Trainer last year. The war fighting capability of the RNZN has been bought into the new millennium with the CMS 330 combat system.

This trainer is a significant improvement on the previous trainer, SS2000, providing multiple simulated scenarios that we can control, from basic surface surveillance to advanced multi-threat warfare scenarios. It has allowed us to fully integrate BSAPS sonar, which is a stand-alone system.

CMS 330 is a Windows-based programme which allows us to utilise online publications instead of having paper publications sitting next to the operator. Therefore training can be done on CMS 330 with students and operators being able to combine theory and practical.

Its intelligence capabilities mean operators become more than just plotters and trackers. They become analysts as well as data is displayed on the console in front of them.

The CST has been utilised by all ranks since it was officially opened in February 2017, with a range of courses passing through and being taught in the new trainer. The first course to be taught was Train the Trainer, a guideline course on how to run the behind-the-scenes practice in order to run the scenarios and learn the basics of CMS 330. Lockheed Martin Canada, the main contractor for CMS 330, provided the teaching.

“It was a very advanced system with some new challenging concepts to get my head around, but it was a great new environment and system to learn. I can’t wait to get more knowledge on the system and put it to use in the sea lanes.” says ACSS Heamasi Leameivaka.

The second course, and the first true test of our new combat system and trainer, was the Helicopter Approach Controllers’ course. This provided valuable continuation training for the personnel who conducted the Train the Trainer course months beforehand, and proved the training to be effective. The HAC course requires individual operators to track a helicopter as if they were at sea on a frigate and guide her back to mother with synthetic injected faults and emergencies to give the operators an appreciation of what might happen.

“Having done the course on both SS2000 and CMS 330, the HAC course was a great learning experience especially to compare how different the two systems match up to each other.” says ACSS Mele Moala Smith.

The LCSS course and ACSS Phase 2 course are the latest courses to go through. These two courses involve the students to go through all areas of their job on new equipment, which takes some adjustment. “Having done my basic course on the SS2000 I found it difficult having to change my frame of thinking and learning to trust the system,” says LCSS Sean Pritchard. “In saying this it is more user-friendly once I got confident in my knowledge and abilities on the system.”

Newcomers to the system handily had no basis for comparison. “Having no prior knowledge on what the ‘old’ system did. I found it an interesting experience learning more about my job, and just expanding my wealth of knowledge on the warfare world in general,” says ACSS Jayce McLuskie-Wheeler.

What is in the pipeline for the CST? An opportunity we may have in the future is to connect with other shore establishments throughout the world. This means that although we might not be at sea 24/7, we can still participate and conduct exercises with our allies and not lose the skills we have gained while alongside.

“It will be a great opportunity for all operators to not necessarily have to go to sea to get some valuable training,” says ACSS George Longhurst. “The only thing I can see from my perspective is that the one thing we cannot simulate in the trainer is the sea state and swell that you feel when you are in the sea lanes and maybe the feeling of actually going outside to breathe in the nice ocean air. It might even be possible for work ups to be shorter as we can simulate the war fighting side and then once you go to sea you focus on more of the seamanship, damage control and all that good stuff.”
NAVAL WAR-FIGHTING AND SAFETY – A CONTRADICTION?

By CDR Ray McLaughlin, Director Naval Safety and Health

The title question is often asked of me, by both members of civilian safety communities and within our Defence community. I am asked this because many consider that the purpose of Armed Forces is at odds with the contemporary concept promoted by New Zealand Worksafe, the NZ primary workplace health and safety regulator. This concept is well summed up by the Babcock slogan - “Home Safe, every day”. This is a focused safety goal, with a great outcome for the Dockyard and is even ideal for the vast majority of New Zealand workplaces, but what applies to each of us in the Navy and as members of the New Zealand Defence Force?

To answer the title question we must first consider the new Chief of Defence Force’s Safety Policy Statement (released on the ILP Intranet Announcements page on 29 August and which should be prominently displayed on your nearest Safety Notice board).

CDF states that our NZDF safety vision is: “Everyone in the NZDF is responsible for safety in everything we do”.

He then goes on to state that: “The NZDF is a military organisation. Our core purpose is the preparation and availability of credible and effective armed forces, capable of meeting the Government’s defence and national security objectives. This can mean responding to tough situations, in challenging environments, both in New Zealand and abroad. Given these realities, sometimes our people will be placed into situations where there will be risks that cannot be avoided.”

So how does the Navy contribute to the accomplishment of the NZDF’s core purpose while also looking through a safety, health and wellbeing lens?

The answer to this question is explicitly stated in NZBR 48 – The RNZN Plan 2017–2025 ‘To be a World-Class Navy for a large Maritime Nation’ located on the Navy ILP front page. In NZBR 48 are listed the Chief of Navy’s Guiding Principles, amongst which is stated that:

‘Our primary purpose is warfighting at sea and we are the masters of our domain.’

The CN’s Guiding Principles also states that: ‘We place the safety, health and wellbeing of our people at the forefront.’

If these two principles are considered as being mutually interconnected, then placing the safety, health and wellbeing of our people at the forefront will enable our Navy to generate and sustain the most effective and required maritime capabilities for the primary purpose of warfighting at sea.

Safety, health and the wellbeing of our people should not be considered as a handbrake on NZDF and Naval Operations. Instead they must be considered as a key element in the preparation and availability of credible and effective armed forces, capable of meeting the Government’s defence and national security objectives.

It is through the lens of being a capability enabler for warfighting at sea that we must consider safety, health and wellbeing as a Navy and as members of the NZDF. Therefore, when it comes to Naval Warfighting and Safety – there is no contradiction.
THE MAN WHO NEVER LEFT

By Andrew Bonallack

She might have her topsides stripped off, holes in her side, and largely unrecognisable above one deck, but the man who has never left HMNZS TE KAHA runs a team of 19 to keep the ship alive.

The “Keep Alive” team (KAT) is literally just that. While TE KAHA undergoes her Frigate Systems Upgrade (FSU) in Victoria Shipyard in Esquimalt, Canada, the remaining ship’s systems can’t be allowed to degrade through inactivity, or be adversely affected by the upgrade. This is particularly true of the ship’s platform systems and legacy weapons systems, which is why Lieutenant Commander Ben Langley, the ship’s Marine Engineer Officer, has remained in situ.

His command aim is to provide integrated support to the FSU project through professional conduct of all Keep Alive Team activities.

“My team and I are not part of the FSU project but believe we are a key component in ensuring that this project is a success on multiple levels. I am still the MEO of the ship but also manage a team of 19 personnel in Canada, which comprises of highly competent technicians and logisticians from within HMNZS TE KAHA’s Ship’s Company. In 2008 I was involved in the Platform Systems Upgrade (PSU) Phase One for TE KAHA when I was going through my training, which was a significant project but was conducted alongside DNB in New Zealand. Completing a project of this size, in a foreign country, with a shipyard of this magnitude, is very exciting but also presents a number of challenges for myself and my team – it adds a new level of complexity”.

At any one time there are usually around 150 contractors in TE KAHA. Victoria Shipyard Limited (VSL) contractors have been focussed on removing legacy items (ready for the install of new equipment), removing and terminating cable runs, constructing new compartment layouts, and building two new mast modules. Lockheed Martin Canada (LMC) has been acquiring the new equipment and systems to be installed by VSL contractors in the coming months.

In the meantime, LTCDR Langley and his team undertake periodic turning and preservation routines on the platform systems and the legacy weapons systems that will remain onboard after the FSU concludes. In addition, the KAT support a number of technical enquiries by the project, have coordinated the return to New Zealand of six containers of stores to be reused or destroyed, and have been refurbishing a number of the legacy systems removed from the ship that are identified for reuse by the FSU project. Based on lessons learnt from the PSU project they are also completing a significant amount of maintenance activities on existing ship’s systems. “By continuing the maintenance regimes we will not only ensure that equipment remains functional, but also allows defects to be identified and rectified in good time. We don’t want to turn the key next year and discover that things don’t work. Everything we do as a KAT in Canada is focussed on ensuring the project is a success, and the true measure of that is how the ship regenerates in February (after the installation phase of the project is complete) and transitions into the next phase.”

He says the relationships that the KAT have formed with the shipyard, the FSU project team and the wider Royal Canadian Navy (RCN) will ensure an easy transition for the remainder of TE KAHA’s Ship’s Company when they return in February next year. In the meantime, the KAT, who rotate on a five-month basis, also take the time to soak up the foreign industrial environment, progress their own careers, and embed themselves into the RCN way of life. “We’ve got personnel on the RCN gas turbine course for four days, entered teams in the RCN inter-ship sports days, shared information on how both the RCN and RNZN conduct their activities, and made a lot of good friends and colleagues along the way. There are a couple of guys playing for a local rugby club, and another is refereeing. Since the KAT was established on 27 April 18 the team have been extremely busy, but noting the nature of these tours, variety and downtime is also a key component to maintaining a successful team”.

The FSU industrial phase will conclude in late February, and TE KAHA will be handed back to the Ship’s Company on 28 Feb 19. “From that point on the focus will be on regeneration of legacy systems, set to work on the new equipment, harbour and sea trials. That will carry on into late November, then we’ll sail and – per current plan – arrive back in New Zealand just before Christmas.”
1. Prime Minister Jacinda Ardern greets AWT Kendyll Duncan, a member of the Te Auraki bearer party for the repatriation of the servicemen’s bodies from Malaysia.  
2. POET Sam Beachen, POMED Jason Whittingham, and POET Damien Meredith enjoy the food selection on TE MANA during Father’s Day.  
3. The trainees of BCT 18/02 are still smiling part way through Shakedown Week at Tamaki Leadership Centre.  
4. Loyalist Division of JOCT 18/02 wins the cake for having the cleanest accommodation following Officer Training School Officer rounds.  
5. WOMT(P) Ken Bancroft stands beside the grave of Sailor Philip Short in St Mary Cray, Kent, as the Te Auraki
repatriation team prepare to bring the body back to New Zealand. 6. WOWT Nicholas Rowe, Fleet Operational Safety Officer, in NAVOSH mode. 7. LCWS Rhys Davis and AWT Kendyll Duncan collect for Daffodil Day at Devonport Wharf. 8. LTCDR Phil Rowe, with his wife Karen, receives his NZ Armed Forces Award during a conference in Wellington, for 15 years’ service. 9. CDR Jennie Hoadley displays TS GODLEY’s redesigned unit badge beside CPO Cadet Logan McDonald, during an International Sea Cadet Exchange afternoon tea at Defence HQ. 10. Chief of Defence Force Air Marshal Kevin Short talks to the guard during his visit to Devonport Naval Base.
CHURCH SERVICE REFLECTIONS

By Andrew Bonallack
A letter home:

**Week One:** Get me out of here!

**Week Two:** Yeah, ready to come home now.

**Week Three:** ...barely surviving...

**Week Four:** I know why I’m here now.

These were the opening reflections of Ordinary Communications Warfare Specialist Amelia-Jade Anderson, of Patea, as she recounted from her letters to her parents in a speech at the Family Church Service for BCT 18/02.

She was among 32 women and 67 men, including four reservists, meeting their families and friends for the first time at St Christopher’s Chapel, Devonport Naval Base, after five weeks of Basic Common Training.

“If you asked Amelia why she joined, the answer would be, I like swimming and I get to travel. If you asked OCWS Anderson, the answer would be, I’m here to be part of something bigger.” Things have definitely changed, she said. “Five weeks ago I could stay in bed until one in the afternoon, I partied all weekend and took my washing to my mum. Now there’s 100 reasons why this has been the best decision of my life.”

Ordinary Logistics Supply Specialist Shayden Toka, Whangarei, says five weeks ago some might have described him “as the biggest muppet you have ever met. I joined to grow myself, to become a better person, to make my parents proud and do something they would back 100 per cent.” He said after walking through the gate, it was pretty cruisy at first. “Once we signed on the line... I’m clean shaven by 0600 every day. I make my bed. I even know how to iron. And mum and dad, the Navy spent $5500 on me for my kit, so I can’t wait to see what you’re getting me for Christmas.”

Ordinary Seaman Combat Specialist Kahurangi Devonshire, Palmerston North, says it was a “scary but exciting time”, and he did consider dropping out in the first week. “The guys encouraged me to stay, and that demonstrated one of the core values – comradeship. We learned from week one not to muck around, doing things quickly, and ironing your rig to an immaculate standard. The Lead Self programme has taught me that if I can’t lead myself, I can’t lead others. I can’t wait for the next 13 weeks. I know we can handle it.”

Recruit Training Officer Lieutenant Commander Stephen Barker says the Church Service is an emotional day. “The Lead Self programme is accepting the responsibilities of self-leadership. Leadership in the Navy is 24/7. We teach recruits to allocate time appropriately, complete tasks in time frames, control their emotions and work as a team.”

The Church Service is the first time the recruits wear formal uniform. “That’s a huge milestone for them.”

The recruits are given Sunday afternoon off to spend with their families, before returning to base that evening.

Five weeks earlier 114 persons started BCT 18/02. 104 signed on the line, and 99 recruits were at the service with their families. It was the end of training for four Naval Volunteer Reservists, who will go on to train in Maritime Trade Operations.
“I can promise all parents here today – we are in sure, safe hands. We are excited to see this through to the end.”

Ordinary Logistics Supply Specialist Merenia Hepi
For Commander Philip Richardson, Royal Navy, visiting the wreckage of his grandfather’s fighter plane completes a picture that extends from Gisborne, New Zealand, to a mountain above a Norwegian fjord.

CDR Richardson and his family recently travelled to Norway from the UK to hike to the wreckage of a Grumman Hellcat, which locals believe to be the plane flown by his New Zealand grandfather, Acting Lieutenant Commander Archibald Ronald Richardson.

Born in Gisborne, A/LTCDR Richardson flew with the Fleet Air Arm during World War 2. In August 1944, as a fighter pilot with 1840 Squadron flying Grumman Hellcats, Richardson was posted to carrier HMS INDEFATIGABLE for operations against German battleship TIRPITZ, which was stationed in Kafjord, Norway.

‘Arch’ Richardson, 27, died during his third mission against the TIRPITZ on 24 August 1944, reportedly struck down by a hail of flak and bullets. He was considered for a posthumous Victoria Cross but eventually received a Mention-in-Despatches.

CDR Richardson, with his father (A/LTCDR Richardson’s son) Alistair and family, visited the crash site on Sakkobadne mountain in August, guided by local historians and Norwegian journalist Allan Klo, who in 2015 had written a web article on the attacks on the TIRPITZ. The wreckage and its origins appears to have not circulated outside of the local community, and it was only when CDR Richardson saw a YouTube post that he explored further, making contact with Mr Klo.

Speaking to Navy Today, Mr Klo said in the local community of Alta, the wreck site has been known to be the place where A/LTCDR Richardson crashed. CDR Richardson, a helicopter pilot, shares that belief, saying the site ties in with all the reports of where his grandfather was shot down.

“We are aware there were two other Hellcats that were lost during Operation Goodwood but we understand one was over the water and one was much further away,” says CDR Richardson. “Serial numbers of parts are still visible on the wreckage, but linking these to Archibald’s aircraft JV203 still remains to be confirmed. However our confidence in where this wreck lies and the dates involved give us sufficient confidence to link this to Archibald Richardson.”

Sadly, there is no knowledge of what happened to the pilot’s body. Commander Richardson says the historian showed the family what they believe was an initial grave for the pilot, a depression near the aircraft, but his final resting place remains a mystery. Mr Klo says locals believe the body was moved to Tromso, and CDR Richardson has paid a visit there. “There is a grave of an unknown person there, with a headstone with a NZ fern on it, alongside other gravestones that identify people who died at a similar time.”
The family have placed a grave marker at the depression near the crash, with CDR Richardson placing his old Naval officer’s cap beside it.

CDR Richardson says it is an incredible story and aligns a piece of New Zealand history alongside a legacy family connection to the UK.

In a filmed interview at the crash site with Mr Klo, Alistair Richardson says A/LTC DR Richardson met his wife, Sheila, in England in 1942 and got married. “When my stepfather died 20 years ago, my mother opened up a bit about my father, and she had a renewed interest in his history.” Mr Richardson has since discovered cousins in New Zealand, and has been in contact. “It’s a feeling of completeness for me. This is what happened. This is where his life ended. If he had lived, what sort of life would we have had as a family? From what I hear, he was an energetic go-getter who enjoyed life.”

The Gisborne pilot definitely influenced CDR Richardson’s career choice. “Sheila told me the story of how he died, leading an attack. I really wanted to join the Navy, emulate him, and follow his footsteps.”

Mr Klo’s article includes A/LTC DR Richardson’s attack on the German radio transmitter in Ingoy, two days before he died. He tracked down a witness, Henrik Pettersen, who told the journalist he saw what A/LTC DR Richardson would be later be commended for courage. “He lowered the plane’s landing hook, he flies between the antenna masts, and the wires were destroyed. It was not exactly a technique out of an aircraft manual, but this New Zealander did not fear. And the technique worked!”

The crew of HMS INDEFATIGABLE never forgot A/LTC DR Richardson. After the war, the fleet carrier visited New Zealand and made a special visit to the Gisborne area. It flew a large formation of its Seafires, Fireflies and Avengers over the town in remembrance of their lost pilot. In 2002, Sheila, now Sheila Thomson, visited relatives of Archibald in Gisborne and Devonport Naval Base, where Archibald Richardson’s name is carved on its memorial wall. Sheila is still alive, and on 16 September a commemoration service for A/LTC DR Richardson was held on in her church, the Church of St Mary in Shrawley Village. The New Zealand Naval Attache to London, Commander David Crossman, attended on behalf of the RNZN.

“Sheila told me the story of how he died, leading an attack. I really wanted to join the Navy, emulate him, and follow his footsteps.”
By Andrew Bonallack

It was a hot day in 1968 in Pearl Harbour, Hawaii, when a call went out for help with loading stores in HMNZS Otago. Nigel Foster, an 18-year-old junior electrician recruit, grumbled his way up from the radar workshop and took his shirt off to lend a hand. Job complete, he put his shirt back on, but couldn’t figure out where his Naval ID card had gone.

Last month dredging contractor Charles Morton, working on removing unexploded ordnance from the harbour floor at Waipio Point, just across from Ford Island, plucked the battered card from the mud and sludge. It was his company’s policy, if they discovered old dog tags, to try and find the owner, or at least the family, and this was no different. He contacted the Royal New Zealand Navy with photos, saying he hoped the card’s owner was still alive.

He was. An image of the card was posted on Navy social media, with a query for help to track down the card’s owner. It was a query that went viral, with the post shared over 24,000 times. Family of Mr Foster were quickly tagged in, and in a matter of a day Defence Public Affairs were speaking to Nigel Foster and his wife Lynne, now living in Manurewa, Auckland.

When the card was returned to NZDF, the Navy Today editor, Warrant Officer Logistics Supply Specialist Johno Johnson and Warrant Officer Marine Technician (Electrician) Brent Lusis travelled to Mr Foster’s home to deliver it to him personally. WOLSS Johnson, HMNZS Philomel’s Base Facilities Officer, had also served on the frigate Otago, while WOMT(L) Lusis, a marine superintendent at PHILOMEL, shared the same trade as Mr Foster.

Mr Foster, who is originally from Whanganui, shared the fascination of the two Warrant Officers in the card being in such good condition after so long. He joined the Navy in January 1963 for nine years, saying he wanted “an interesting job and a different life”. The travel was the really enjoyable part, with the deployment to Hawaii coming during March and October 1968 – he can’t remember exactly when. Otago was in Pearl Harbour for refuelling, taking on supplies and training.

“I spent two days looking for the card, went through all my gear. I realised I had lost it, so I reported it to the MPs. They said, okay, we’ll get you another one.”

The two Warrant Officers looked at each other. “That was a chargeable offence for us,” says WOMT(L) Lusis. Mr Foster showed the two sailors his records of service, with all of them marvelling at the similarities to their paperwork over their time. He rose to Petty Officer Radio Mechanic, having served on numerous vessels, with HMNZS HINCKLETON being his favourite because of the compact size and crew.

Mr Foster worked in electronics after the Navy, then developed a charter business for social cruises and fishing trips. He has been a ferry captain for a Waiheke passenger ferry, and at one point the master of the historic Waitemata tugboat WILLIAM C DALDY.

Speaking to Navy Today, the dredger who found the card, Mr Morton, says his company dredges Pearl Harbour frequently, so lots of interesting objects are found.

“We have found several bells from small boats, several propellers from 10 inches to five feet across, a Danforth anchor that stands eight feet tall. We’ve found enough anti-aircraft ammo to shoot down half the WWII Zeros.”

Coffee cups, mess trays, silverware, tools and dozens of lead weights from fishing nets are common. “We find the occasional dog tag, and they are forwarded to the Navy to be returned to their owners or next of kin.”
A recent ceremony in Perth, Australia, the family of a River Plate veteran presented a number of photo albums and personal diaries to the RNZN Naval Adviser, Commander Mark Chadwick (Navy Today April 2018). Mrs Stephanie Mitchell, a fellow member of the Defence team at the New Zealand High Commission in Canberra mentioned that her grandfather also served in HMS ACHILLES during the Battle of the River Plate and was subsequently killed in action off Guadalcanal in January 1943.

So the story emerged of how Stephanie’s Granddad (Ply/22053 Colour Sgt Frank Thomas Saunders) was born in Bristol in 1905, joined the Royal Marines in 1924 and transferred to the New Zealand Division in the Atlantic Fleet on 31 May 1927. He posted to HMS ACHILLES in Portsmouth on 27 Jan 1939 as the RM gunner Colour Sgt in X Turret and was awarded the Distinguished Service Medal at the Battle of the River Plate. He remained in HMS ACHILLES when she returned to New Zealand and met his future wife, Ivy from Wellington. They married in Auckland in October 1941 and settled at 8 Alexander Street in the married quarters in Devonport.

On 5 January 1943, the now HMNZS ACHILLES was attacked by Japanese bombers while escorting troop convoys and operating against Japanese forces in the Southwest Pacific. Colour Sgt Frank Saunders, in charge of X Turret, and twelve of his gun crew were killed instantly when X Turret took a direct hit. They were all buried at sea. Tragically, Stephanie’s grandmother had only recently learned that she was pregnant when advised of her husband’s death. She was also left unaware if her letters advising him of the pregnancy had been received.

Heavily pregnant, Mrs Ivy Saunders was presented with her husband’s personal kit when HMNZS ACHILLES returned to Devonport along with a letter from the Navy Housing Officer giving two weeks’ notice to vacate the Married Quarters as she was not in the Navy any more. That was the procedure back then for Navy widows in the Devonport Married Quarters.

In her grief, Ivy wanted little more to do with the Navy again. All Navy mail was returned to sender and so she never received her husband’s Second World War medal entitlement or his George VI NZ Memorial Cross. She did however apply for and receive the War Gratuity of 160 pounds in 1947 that helped buy a home in Devonport.

Stephanie’s father, Keith, was born on 16 June 1943, five months after his father was killed in action. Ivy spoke little of her husband’s military service, much of which has remained a mystery to her family until now. Ivy later remarried and spent the remainder of her life in Devonport. She passed away in 2000.

CDR Mark Chadwick approached the NZDF Personnel Archives and Medals team at Trentham and asked if they could help to fill in the gaps and assist with identifying Colour Sgt Saunders’ medal entitlement.

His military service files were very detailed, showing all of his Royal Marine service, including confirmation that he had been awarded the RN&RM Long Service and Good Conduct Medal on 6 Feb 1939.

The unclaimed medal entitlement and Service details were sent to the New Zealand High Commission in Canberra and was presented to Colour Sgt Saunders’ only son, Keith and family at a ceremony at the New Zealand Defence Force Memorial at Kings Park, Perth.
REVITALISED AT WAKEFIELD

The support networks of the wider Navy family can overcome a lot of adversity, says a Navy driver posted to HMNZS WAKEFIELD.

So much so that Able Chef Andréa Giovanni Falchi has described his posting at HMNZS WAKEFIELD, Defence HQ, as one of the highlights of his career so far. He completed a three-month posting, as a driver for the Chief of Navy, feeling revitalised and ready for the next challenge as he changes trade from chef to steward and works towards promotion.

Like many sailors, ACH Falchi has relied on the Navy “family” for support at critical moments. He is honest about some of the tough times, having been raised in foster homes as a child. He came to the Navy late in life, full of excitement, and the oldest in his BCT class at 36 and a father. “Helping out the younger recruits with their daily activities gave me a sense of being back at home with my own kids.” It was a great environment, hard work and close comradeship. “We read letters from home out to each other, cracking jokes.”

He needed the support of his oppos when his sister wrote during his BCT training to say his father had cancer. He had been long estranged from his dad, but recently the pair had mended some bridges. His father had promised him he’d be there for the graduation. One of his oppos said, “It’s okay, bro, we’re here for you”. The others agreed.

His father died the next day. To Falchi, it felt like it was just another lie, just another promise gone south. He says he owed it to himself, and to his family, to keep going and graduate.

A vibrant trade, and good mentors, made the difference for ACH Falchi, but there had been hard times as well. After two years he felt like he needed a new direction and a change of trade. He was in the throes of organising this when he was asked if he could be the Chief of Navy’s driver for three months. It meant a posting to Wellington, to WAKEFIELD.

“What I discovered is that WAKEFIELD is not just a job, it’s a family that I can be proud of being part of. It’s a family that doesn’t judge me, tells me when I’ve done something wrong, and helps me correct it. Staff have always asked how I am, and listen. They have involved me and respected my decisions and ideas.

“Not only am I going back to Auckland with all the knowledge of how things work behind the scenes at Defence HQ, but also going back knowing I have made the whole of Office of Chief of Navy my lifelong friends.

“This has been the second best journey of my life right next to having my children and I would like to thank all the personnel at WAKEFIELD OCN for their time and friendship.”

CURIOUS OBJECT

CUTE OR CREEPY?

As you wander around the Navy Museum’s World War Two gallery you may feel you’re being watched. Two small sailor dolls take pride of place in a display focused on HMNZS LEANDER. Dolls such as these were commonly sold as souvenirs from the ship’s canteen. One in blue and the other in white carrying a Union Jack, both with HMS LEANDER cap tallies. They may have been purchased by a sailor to send home to a loved one. The blue sailor was purchased whilst LEANDER was in England attending the Coronation Review at Spithead in 1937. His friend in white was purchased on board LEANDER in the late 1930s and was donated to the Museum by K.R. Cowie in 1989.
MENTAL HEALTH AWARENESS WEEK IS OCCURING THIS MONTH (8–12 OCTOBER)

Each year the Mental Health Foundation (MHF) focuses on one of the ‘Five Ways to Wellbeing’. Research shows that there are five simple things you can do as part of your daily life – at work and at home – to boost your wellbeing. Think about how you can introduce these actions into your life to feel the benefits.

This year the theme is Connect with Nature. Connecting might mean:

- Making time for a walk with a friend or work colleague
- Getting outside – take part in a team activity eg. kapa haka, touch, volleyball; or do something with a mate
- Office lock out – everyone takes a break outside of the office
- Packing up the family or a group of friends and having a picnic / BBQ at the beach or the park.

For more ideas check out the MHF Toolkit: www.mentalhealth.org.nz/home/our-work/category/42.

Keep an eye out for locally organised activities and show your support by taking part.

What’s all the fuss? Why is this important to me?

This week provides a timely reminder to take stock of our own mental health, and also to check on our loved ones and work mates to see how they are doing. Sometimes we don’t recognise the signs that things are not going ok, or how this is affecting us and those around us.

Sometimes when someone is going through a hard time, it can be difficult to think clearly. This often makes it hard for them to recognise they have a problem. This is where mates and family come in. We need to keep an eye out for our mates and loved ones, as they would do for us.

If you are concerned about how you or someone you know is going call 0800NZDF4U for 24/7 confidential advice and support.

POSTER COMPETITION

With your help, we want to spread the word about mental health. We want material that you believe will connect with you, your friends and whanau. Here’s the chance to design an A3 sized poster with your own creative twist to promote Mental Health! You don’t have to be a great artist, just the passion to pass the message. So head to: Health.nzdf.mil.nz for more!
USEFUL RESOURCES

Staying At The Top of Your Game
This resource can be found on our website or in hard copy at our defence libraries and Health Treatment Centres. SATOYG provides a range of health information and tools that span the four domains of health - Mind, Body, Soul and Whanau. You can read about common life challenges and diverse topics such as nutrition tips, why exercise is important, sleeping well, living life with meaning and purpose, and maintaining healthy relationships and finances. At the back of the resource you’ll find links to a range of apps and other health websites.

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

Leaders guide for building and maintaining positive mental health
We don’t need to be in a formal leadership role to be a leader. Included in this guide is information about how to recognise the signs that people are not going ok and what you can do to support them.

Transition Guide
A resource for supporting people through transition to help prepare for transition and make it a positive experience. You can find a copy at our libraries or electronically on the HR toolkit.

Mental Health Pocketbook
We now have a new version for families as well as defence personnel. This has a list of signs to look out for that might indicate when we are not going ok (changes in behaviour, mood, thoughts etc), as well as tips and help resources. You can find a copy on our websites and at libraries and Health Treatment Centres.

Force for Families
http://nzdf.mil.nz/families/
A website for friends and families.

Defence Health Website
http://health.nzdf.mil.nz
Here you can find a range of health information and tools spanning the four domains of health – Mind, Body, Soul and Whanau. There are also links to a range of self-management resources and support options.

Mental Health Website
http://orgs/sites/nzdf-mh/default.aspx
Here you can find a range of self-management resources and information about recognising the signs of mental health issues, how to take action, and where to go for help if we need it.

Veterans
www.veteransaffairs.mil.nz
Here you can find out more about your eligibility and entitlements for support as a veteran. The RSA also offers a range of support services to current and former service personnel and their families. No Duff is a volunteer group of veterans offering immediate welfare assistance to past and present members of the NZDF. Call 022 307 1557.

One App, all the tools
Coming soon...
Our new Res Co App is designed specifically to allow you to use our NZDF resilience tools on the go.

- Mental Health Continuum
- Tactical Breathing
- Self-Talk
- Goal Setting
- Visualisation
- Attention Control
- Memory
Navy Today talks to Warrant Officer Seaman Combat Specialist Ricky Derksen, our Navy Technical Adviser to the Royal Fijian Navy.

After over 40 years in the Navy, there would not be much WOSCS Ricky Derksen hasn’t experienced. But “Island time” in Fiji takes some getting used to. He is not unfamiliar with warm, coastal environments, having grown up in Northland and spending every weekend close to the water, or hunting in the bush. He watched the sailors and ships every Waitangi Day from the Treaty Grounds, and in February 1978 signed on the dotted line in Devonport Naval Base.

“I’ve never looked back since. I’ve travelled the world and been part of a great organisation, and been deployed on most of the RNZN ships to date.”

But the role of Technical Adviser to the Royal Fijian Navy was something out of the ordinary. “It was something I had never done before and I really wanted to give it a go.” He applied last year and was successful. He and his partner, Karen, had to be in Suva by March. “It was full on, we had to pack, sell boats, rent the house, put gear in storage, sort the sheep and cattle out, medical / dental exams and then attend all the Christmas functions. For three months our life was upside down.”

He travelled to Fiji on a preliminary trip to scope out houses and meet personnel from the Fijian Navy. He was, effectively, reinventing a historic position. There had been technical advisers before, but they had been dissolved following the Fijian coup.

“The first thing I had to get used to was the hot and humid weather and a little thing called island time. But the way I looked at it, I’m here for three years and I will get used to it.

“As a Technical Adviser to the RFN I work alongside the training team at the Training Base Tongalevu in Suva. There is a small team of trainers who work hard to develop courses, run courses, and conduct sea training, sea checks and the numerous other tasks handed out. The base has a Damage Control school which is used by a number of other agencies, a Dive Team which is always busy, a Hydrographic Team which is always out surveying and a number of smaller schools.”

He describes the Fijian Navy as “very small but everyone has a big heart”. Training is conducted anywhere you can find a space. “My big job at the moment is to go through all the training that is being conducted and find out what is relevant to their Navy today or the future. They have a number of different classes of ships from a number of countries so we need to learn the new equipment and design the training around that.”

He says one big surprise to him was the use of drones. “One day we had a small boat end up on the reef just beside the harbour entrance. The Command Centre at the base sent out a drone to find the boat and through the live camera feed back to the command centre they were able to coordinate a rescue using a two-man team in a rubber boat and a handheld radio.”

The people in the Royal Fijian Navy are proud people who work hard with what they have, and are keen to help and assist. “On the first Sunday of each month they hold a church service at the base. Everyone attends and the Monday after is fleet divisions. It’s a good time for the Chief of Navy to talk to his Navy, and he does.”

After two months in the role, he has identified training problems and how they can be fixed. “The list of challenges grows every day but the attitude of the people with me makes every challenge worthwhile.”
A small party of HMNZS NGAPONA personnel provided a honour guard at the service of Geoffrey Douglas Attrill, likely the last surviving crewmember from HMNZS MOA. Attrill featured in August’s Navy Today magazine. As a gunner aboard MOA, he was involved in the defeat of Japanese submarine I-1, with sister ship HMNZS KIWI, and later leapt clear of the sinking MOA after she was bombed by the Japanese in Tulagi, Solomon Islands.

The service was on 5 September in Tauranga. Warrant Officer Seaman Combat Specialist Reece Golding, HMNZS NGAPONA, said it was a moving ceremony “of a former sailor who achieved much, lead a balanced and successful life right up to his 95th year. The family were very grateful for Navy presence which added markedly to the ceremony”.

His daughter, Viv, said he is now joined with Audrey, his beloved wife of 74 years.

A naval reservist has been acknowledged for her outstanding service to the Dietetic profession after receiving the Young Achiever Award at the Dietitians New Zealand 75th Jubilee conference.

Sub-Lieutenant Rebecca Smeele, a Canterbury DHB Foodservice Dietitian, is responsible for five hospital sites in Canterbury that operate an in-house foodservice system. She works collaboratively to link not only clinical dietitians and food services but also nursing and other allied health professionals.

SLT Smeele has previously worked for the New Zealand Defence Force, joining in 2014. Her nominator for the award, Major Nicola Martin, said SLT Smeele helped develop and implement the Catering Nutrition Standards for Foodservice options both in New Zealand and overseas. She has presented NZDF’s work to the Australian Defence Force, who have subsequently used the standards as a basis for their own review. “She approaches complex tasks with exceptional initiative, innovation and professionalism to challenge long-held practices where they do not meet the rigor of evidence-based health and lifestyle practice.”

SLT Smeele became a Naval Volunteer Reservist in 2017 and began working for Canterbury DHB. MAJ Martin says it is clear her military training and experiences complement and enhance her dietetic practice and teaching.

“She is a natural and proven leader who has a bright future ahead and is a worthy recipient of the Young Achiever Award.”
NAVY’S LAST POST FOR ARMY

The Navy are stepping up for the Auckland Regimental Association on November 11, who found themselves short of a regimental bugler for Armistice Day.

As part of the Armistice Day commemorations, the Association is borrowing the skills of Petty Officer Musician Colin Clark, who will play the Last Post on the Association’s prized possession, a bugle that was used at Gallipoli.

POMUS Clark will divert from the main Armistice ceremony at the Auckland War Memorial Museum to play the bugle at the Regimental cairn, comprised of stones from Gallipoli. According to the Honorary Archivist for the association, Blake Herbert, the bugle was taken to Gallipoli by the Navy’s Last Post for Army.

Auckland Regiment, in the charge of Sergeant Sydney Postleweight, the senior bugler. As well as its age and provenance, the bugle has campaign etching on it, detailing the ships, camps and staging posts the Sergeant experienced. It had literally “come home” to the Association after a plumber discovered it under a house in Auckland in 1963. It was given to the Association in 2013 and has been used for commemorations ever since.

ENGAGING WITH OUR PACIFIC PARTNERS

By CDR Andrew Law, Director Strategic Engagement (Navy)

During the period 21-23 Aug 18, CN attended the annual South West Pacific Heads of Maritime Forces (SWPHMF) Meeting in Nuku’alofa, Tonga. This was the second meeting, with NZ having hosted the inaugural meeting last year. The objective of the meeting was to establish and maintain enduring relationships between the heads of maritime forces in the SW Pacific region, both Police and Navy, in order to facilitate better communication, cooperation and coordination within the SW Pacific maritime domain. Furthermore, the intent for the meeting was that the heads of maritime forces could forge a collective relationship which would ensure that respective maritime forces would work together for the benefit of all nations, as seafarers and guardians of the Pacific.

Countries represented at the SWPHMF Meeting were Australia, Cook Islands, Fiji, France, New Zealand, Niue, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu. New Zealand was represented by Chief of Navy Rear Admiral John Martin, and Assistant Commissioner Mike Rusbatch from the NZ Police.

Discussions during the two-day conference highlighted a number of common issues and concerns within the SW Pacific region. These included: the importance of regional relationships; acknowledging common issues, challenges and the need to work better together; the requirement for improved maritime domain awareness; climate change, transnational organised crime; integration of women into Pacific maritime forces; and access to training. There was a strong sense of independence, and of ownership of the issues and challenges, as well as their potential solutions. As stated by one delegation head, “give us the opportunity to help ourselves, and the opportunity to help each other”.

There was an ongoing commitment from the heads of maritime forces, both Police and Navy, to continue to work more closely together. Fiji will host the meeting in 2019.
A successful International Sea Cadet Exchange to New Zealand concluded last month, involving 19 Navy and Sea Cadets from Hong Kong, UK, Australia, United States and Canada.

The exchange included a visit to Defence Headquarters in Wellington. It was a highlight for the exchange, according to the tour’s Officer In Charge, Lieutenant Helen Ray, TS TAMATOA Commanding Officer. Commanding Officer HMNZS WAKEFIELD, Commander Jennie Hoadley, with Warrant Officer of the Navy, WOCWS Wayne Dyke, handed out DCN Challenge Coins and welcomed the cadets to the building. “They were amazed at the level of support from the Navy personnel present.”

Last month involved a rebranding of the Sea Cadets’ title in New Zealand. They are now known as Navy Cadets.

“Navy Cadets is a fantastic youth programme with a military flavour,” says CDR Hoadley. “It can significantly change the lives of young people and give them a positive experience of the Defence Force that stays with them for life.”

A NAVY PHOTO COMPETITION

Comradeship, camaraderie and plenty of sunshine are showcased perfectly in a moment captured by Sub-Lieutenant Morgan Puru aboard HMNZS TE MANA. This month’s winning shot was taken in Jervis Bay, Australia, during some downtime for TE MANA’s Ship’s Company during Australia’s largest maritime exercise, Exercise KAKADU.

SLT Morgan’s photo will be displayed in the Vince McGlone Galley until replaced by next month’s winner. She is now in the running for Photo of the Year.

WANT TO ENTER?

The competition is open to NZDF amateur photographers – civilian or uniform.

Send your photo(s) with:

• Your name
• A detailed description of the image
• Where and when it was taken
• The names of key people in the photo
• Your contact number, to navyphoto@nzdf.mil.nz

Each photo must be no less than 3mb, portrait or landscape. Every photo not chosen will carry over to subsequent months.
By Sharon Lundy

Petty Officer Electronics Technician Ihaka Matairangi was just 25 when he was told he had a 50 percent chance of dying from the testicular and lung cancer he had ignored for three years.

Eleven years on he’s not only alive but has married, has three children and is heading to Australia to represent the New Zealand Defence Force in the Invictus Games Sydney 2018, from October 20–27.

The Invictus Games, presented by Jaguar Land Rover, are the only international adaptive sporting event for wounded, injured or ill active duty and former service members. This year’s event will involve competitors from 18 allied nations in 11 different adaptive sports.

POET Matairangi knows he’s lucky, and he’s keen to share his story to encourage others to act sooner than he did.

“What I shouldn’t have done and I was doing was I hid my testicular cancer for three years [before being diagnosed]. It was the size of an avocado but I was in denial,” he says.

“A piece broke off, travelled through my bloodstream and lodged into my left lung. It grew so large it filled my lung and pushed my heart to the right side. The doctor said it had progressed so far ‘either this chemotherapy is going to work or you’re going to die.’"

It worked but left POET Matairangi minus a testicle and with significantly reduced lung capacity. It took him several years to get back to the level of fitness required by the Navy and last year he competed in the Invictus Games Toronto, where he took team bronze in the archery.

In Sydney he’ll compete in archery, sailing and discus but he’s quick to point out that it’s not about winning; just getting to the starting line is a win for some of the competitors. He tells of watching one such competitor in Toronto – a man with no arms and no legs who was running the 1500m.

“By the time he was finished I was standing and crying. I couldn’t believe how proud I was of this stranger I didn’t even know. For those few moments when they’re running that race and crossing that line, you see people just glow. It is magic.”

Chief Petty Officer Writer Bart Couprie can relate to that magic; the prostate cancer survivor competed in the Invictus Games Orlando 2016 and says it’s a huge honour to be selected again this year. He’ll compete in sailing, rowing, discus, wheelchair basketball and wheelchair rugby.

“The real soul of the Games is not who wins the most medals but who has had the greatest journey. We’re talking about people who have been told they will never walk again, but you don’t need to define yourself by what you can’t do anymore, you get to define yourself by what you can do,” he says.

The team had the chance to share this message with Canterbury’s Rolleston College during a recent team training weekend, and CPOWTR Couprie says meeting the students was an eye opener.

Students at the college have been studying adaptive sport, and the visit gave them a chance to hear the NZDF team’s stories and see them training.

“When we realised that there were so many young people at that school who were having their own struggles that mirrored our own in so many ways, it just strengthened what it means to be able to look to the future, to have goals, to see that what is coming doesn’t always have to be a reflection of what has passed,” CPOWTR Couprie says.

“We showed them the power of potential, the huge strength that comes from telling your stories and we let them know that anything is possible.”

The NZDF team is sponsored by Auckland RSA, Christchurch Memorial RSA, Fulton Hogan, Jaguar Land Rover and Direct Sport.

Throughout the Games the team’s journey can be followed on:
Facebook: facebook.com/NZInvictusTeam
Instagram: @NZInvictusTeam
Twitter: @nzdefenceforce
This year’s Fleet Warfare Forum is planned for the 29 & 30 October 2018 and will take place in the HMNZS PHILOMEL Seminar Centre.

All personnel from the Operations trade and those interested are encouraged to be a part of this event and are welcome to attend. It is your chance to find out what is happening within our Navy’s strategic area of interest as we move toward the Next Navy and the Navy after Next. The seminar is aimed at enhancing our operational understanding as professional warfighters.

Guest Speakers include the RNZN senior leadership of CN and MCC JFNZ plus senior fleet commanders from the USA – COMMANDER US 7TH FLEET, from Canada – CDR MARPAC, from Australia – COMWAR, as well as other Senior Academics, Foreign Navy visitors and speakers plus COMJFNZ and other NZDF and civilian speakers.

The two days will include a Powhiri to welcome our foreign guests and a social event on completion of Monday’s presentations.

Spaces are limited and registrations of interest should be made through your parent units. Pencil the date in your diary, outlook or calendar. More information on the event as well as the programme will be published shortly.

RADAR PLOTTERS’ REUNION
An ex-RNZN radar plotters’ reunion will be held in Taupo on 3–5 May 2019. Registration forms and programme are available on Facebook pages EX RNZN Radar Plotters and EX RNZN Navy Club, or from Graeme Pearce at pearcegc@xtra.co.nz

50 YEAR REUNION
A 50th year reunion for the BCT Intake of January 1969 will be held on the weekend 25–27 January 2019. The reunion will be held at Devonport Naval Base and Ngataringa Sports Complex. For any further information please contact Bill Peni 0210630577, or Ian Stewart 0274523358, or Fred Wilkins 021442430 or join us on our Facebook page. CLASS OF 22 JAN 69 REUNION

RNZN ARTICIFER APPRENTICES ASSOCIATION REUNION LUNCH 2019
The Biannual Lunch is being held at the RNZN Ngataringa Bay Sports Complex in Devonport, Auckland on Saturday 25 May 2019 from 1100 to 1430.

All those who joined the RNZN as an Artificer Apprentice are cordially invited to the Luncheon. Wives, partners and widows are also most welcome to attend.

For Registration forms please contact either: Andy Francis Email: andy.francis@xtra.co.nz Mobile: 0274 740 050
or Chris Cooper Email: cmcooper@xtra.co.nz Mobile: 021 078 5769

HMNZS OTAGO ASSOCIATION 2019 REUNION
Including All Ships, to be held at Birkenhead RSA, Auckland on Saturday 6 April 2019. Note this is a one day event. Program will be along lines of 1500 Muster; 1600 Otago AGM; 1700 Pre-dinner drinks; 1800 Buffet dinner; Pipe down on completion.

Details to be further promulgated in Claymore Newsletter and www.hmnzsotago.org.

RNZN ANTARCTIC VETERANS’ REUNION
A proposed reunion of all naval personnel who have taken part in Operation Deep Freeze and Southern Ocean operations to be held at the Rangiora RSA over Queen’s Birthday weekend 2019.

Those most welcome are crew from HMNZ Ships ENDEAVOURs 1 and 2, Loch Class Frigates PUKAKI and ROTOITI, OPVs WELLINGTON and OTAGO, TE KAHA and those on TARANAKI’s Medevac May/June 1966. The intent is to gather old and serving hands under one roof, to swap tales of icebergs and rough seas.

WARNING ORDER FLEET WARFARE FORUM 2018

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WE WANT YOUR COMRADESHIP

SEE ROLES NOW AT MYPURPOSE.MIL.NZ

A FORCE FOR NEW ZEALAND

NAVY TETA MOKA O AO TAEKO