

# NAVY

T O D A Y

EXPLOSIVE PART  
OF DIVER TRADE

ON THE JOB  
IN SINGAPORE

HOT MEALS FOR THE  
COLDEST EXERCISE



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*“I joined the Reserves because of my love of the sea, ships and general marine environment. It also felt good to be able to serve my country.”*

– Able Maritime Trade Operator Barry Dulieu,  
HMNZS OLPHERT



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**Front cover:**  
Midshipmen Tyler Simeon and Tevita Tu'uta (Tonga) during the 'longest day' for JOCT 21/02.

**Photographer:**  
CPL Vanessa Parker

**Back cover:**  
Acting LTCDR Archibald Richardson (far left) with other Fleet Air Arm pilots. 'Arch' Richardson, 27, was killed during his third mission against the Tirpitz on 24 August 1944.



New Zealand Government

# Yours Aye

Warrant Officer of the Navy



WODR Lance Graham  
Warrant Officer of the Navy

**Ngā mihi o te rangi nei a ko te tumanako kia noho haumarū ki ou koutou.** Daily greetings and I hope you are staying safe at home.

Once again COVID-19 has significantly impacted the lives of all in New Zealand, with the introduction of the Delta variant into our community. As we all work through the necessary restrictions to support the national elimination strategy, I am conscious of your sacrifice, dedication and service to move the Navy strategic development pathway forward.

The challenges of working in the virtual environment introduces an added dimension of complexity to move respective lines of effort forward, while remaining connected with friends and whānau. Those with school-aged children are reminded of the pressures of maintaining a work, part-time teacher and life balance. Our sailors deployed and preparing to deploy carry the burden of separation from whānau and friends.

In understanding the immense amount of work underway and the heavy load carried at all levels I wanted to share my pride and thanks for all you bring to the fight!

I believe now more than ever is the time for us all to pull together and execute within your respective functional areas to the highest level, to include supporting sailors up and down the chain, and whānau of those deployed.

Our journey to domain mastery is borne in pressure, challenge, sacrifice and service. We are all valued members of the Profession of Arms and as such are accountable to the highest ideals of society.

I wanted to share some thoughts I focused on during my Change of Watch ceremony in January, as I am keen to ensure everyone understands my perspective.

**HE WAKA EKE NOA**  
**WE ARE ALL IN THIS TOGETHER**

I need you to know that you are a part of something bigger than yourselves, and within this your actions are extremely important, your behaviours in alignment with our core values crucial, respect for each other and self essential and the virtues of humility and discipline fundamental... but most importantly, I need you to know that every sailor, unit, branch, platform, capability, functional area and non-uniformed member of the enterprise, are critical pieces of the puzzle to achieve our vision of being a world-class Navy for a large maritime nation.

**HAERE TAKA MUA, TAKA MURI;**  
**KAUA E WHAI**  
**BE A LEADER NOT A FOLLOWER**

Leaders create leaders, by passing on responsibility, creating ownership, accountability and trust. Shared responsibility means shared ownership.

I ask that that we collectively hold each other to account for our behaviours and actions, and embrace the pillars of trust... COMPETENCY, INTEGRITY, EMPATHY and PREDICTABILITY.

Within which I ask that we strive to be better versions of ourselves every day. I also issue a challenge to you... embrace and focus on one of our core values daily! Live that value and sew it into your consciousness every waking moment of that day. It will be harder than you think!

**NĀKU TE ROUROU, NĀU TE ROUROU KA ORA AI TE IWĪ**  
**WITH YOUR BASKET, AND MY BASKET, THE PEOPLE WILL PROSPER**

This speaks to me of the diversity you all bring to the Navy; Culture, Ethnicity, Race, Gender, Thought, Generation, Experiences, Upbringing and many more. Understanding and embracing this diverse kaleidoscope, and accepting differences, will only make us stronger!

I look forward to engaging in person in the near future, and wherever in the matrix you may be, I wish you and your whānau the very best.

**He heramana ahau**  
**I am a sailor.**



# A ROUGH RETURN

Heavy swells, at one point up to 14 metres, meant a punchy return to New Zealand for Offshore Patrol Vessel HMNZS WELLINGTON following her successful Operation Pacific Vaccinate mission to Tokelau, Palmerston Island and Rarotonga. The big seas meant WELLINGTON missed timing her arrival with HMCS CALGARY, who entered Auckland on August 4.



Photo: PO Chris Weissenborn.

# BOOM AND BANG

**Most of us know the expression IED – Improvised Explosive Device, but what if it's an MIED, a maritime IED?**

**The high-risk disposal of such items falls to the Royal New Zealand Navy's Clearance Diving Group (CDG) within HMNZS MATATAUA.**

It's a sandy, windy day at the Kaipara Air Weapons Range north of Auckland. It's raw, vast and deserted – the ideal location to train, and it's perfect for a high-risk and very specialised capability which deals with highly volatile materials.

In the dunes, 25 specialists and support staff from HMNZS MATATAUA are settling in for their biannual training exercise, Exercise Cluso, involving basic and advanced demolitions and the disposal of explosive ordnance. It is, in effect, training to use explosives to destroy explosives.

MATATAUA's Clearance Diving Group is the unit that is called upon to deal with Maritime Explosive Ordnance Disposal (MEOD) which include MIED. This could be unexploded ordnance in the water, such as an old projectile that failed to function – what is known as an Explosive Remnant of War. It could be an unstable industrial product that has to be disposed of via detonation with explosives. Or it could be something pretty sinister – a homemade bomb (MIED) attached to a vessel, wharf or other maritime infrastructure.





Photography: CPL Naomi James.

*“We need them to be able to transfer these skills to sub-surface environments, and apply them while at depth, in a dark, cold, non-life supporting battlespace such as the ocean. That’s the requirement for our RNZN Clearance Divers.”*





Which is why the CDG go to the bleak and deserted NZDF-controlled Air Weapons Range. Chief Petty Officer Diver Gary Galvin describes it as the 'crawl' part of the training for divers, where they get familiar with the basic and advanced techniques on land. It will be part of their training, at a later stage, to transfer this skill to an underwater environment.

"Basic demolitions include comprehensive theory to understand explosives and their use, and basic setups such as electrical or safety fuse initiation techniques. This is basically demolition charges connected and detonated in different configurations, joined by Detonating Cord which is a high explosive cable used to connect and initiate explosive charges across a different number of points and patterns."

It's a quick and easy way to achieve disposal when you're experienced at it, but there are a lot of considerations – risk areas, blast zones, and how the charges are placed.

The team also use commercial grade explosives, such as Powergel, in order to be able to understand the difference to military grade explosives. "It's used as the main charge for techniques that require more of a pushing effect as opposed to the shattering effect of military explosives."

A Clearance Diver's training in EOD will ultimately progress to doing this in the ocean. "We need them to be able to transfer these skills to sub-surface environments, and apply them while at depth, in a dark, cold, non-life supporting battlespace such as the ocean. That's the requirement for our RNZN Clearance Divers."

HMNZS MATATAUA and 1 EOD Squadron – an operational sub-unit of the New Zealand Special Air Service – are the two specialised NZDF units who provide domestic and expeditionary Explosive Ordnance Disposal for the Government. "Within the RNZN Clearance Diving Group there are four RNZN Maritime EOD teams held at short degrees of notice for high-risk tasks in support of the Defence Force and Government strategic outputs." Personnel from the Clearance Diving Group can also post to 1EODSQN in Papakura and Wellington and MEOD personnel within the CDG are on the national roster permanently.

It requires a high standard of physical and mental fortitude, agility and fitness, but for divers, that's something they're used to day in and day out.

# Selamat Datang Di Singapura

## Welcome to Singapore



HMNZS CANTERBURY arrived at Sembawang Naval Base in Singapore last month, ready to undertake her 15-year survey and docking maintenance period.

The Landing Ship Logistics vessel's crew had served its quarantine period during the two-week transit, but nonetheless a team of medical staff was on hand to conduct full COVID testing on the crew on arrival. All of the Ship's Company returned negative tests and were allowed to disembark without quarantining.

Ahead of CANTERBURY is a replacement of the underwater hull coatings, removal and maintenance of the propeller shafts, rubber stocks and underwater valves. The side and stern ramps will be removed for overhaul and the top sides and shell plating will receive a new paint scheme.

Accomplishing all of this will require the ship in a dry dock. The ship is too large to go into the Calliope dry dock in Auckland.

Lieutenant George Blackmore, the Ship's Information Officer and Deputy Supply Officer, says the entire Ship's Company will remain in Singapore for the duration of the works.

"We are being accommodated ashore within US Navy accommodation (serviced apartments). We are running a 24/7 duty watch on-board consisting of approximately 20 people, with the Heads of Departments, Technical Senior Rates and a shore based party working remotely and from the ship as required."

He says Singapore is open to go out and explore, including visits, bars and restaurants, but people must show evidence of a COVID vaccination – which all the crew have.

"Masks must be worn at all times when you are outside your accommodation but they can be removed for eating and drinking, and when you conduct 'vigorous' physical training.

"Another requirement is for Ship's Company to be tested on days 7, 14 and 21 by the Singaporean Ministry of Health. On completion of this the dockyard will carry on testing us. As far as I am aware this will also be weekly."

CANTERBURY is due back in New Zealand in mid-November.



# STAYING SAFE, MEETING TARGETS

New Zealand's COVID Alert Level 4 lockdown from 11.59pm, 17 September, meant adjustments for the safety of two ships working at sea.

While everyone else stayed at home, HMNZ Ships TE KAHA and AOTEAROA worked in the Hauraki Gulf. For AOTEAROA, the priority was the realisation of her aviation capabilities, which included the first embarkation of a Seasprite SH2-G(I) helicopter and the first flying serials from her flight deck.

When the vessels sailed, all crew were full vaccinated and there was no indication of close contacts with COVID-affected persons being on board. However, as the Ministry of Health updated their locations of interest, and pushed the date of original infection further back, the crew realised there were potential close contacts among them.

During the exercises, nobody was displaying COVID symptoms. But it was decided that anyone who had been a recent close contact of a positive COVID case, or had been to a place of interest, would be immediately isolated and tested.

The ships began a range of health protocols such as mask wearing, enhanced cleaning, social distancing where possible and a one-way system for moving around the ship to prevent any unintended contact.

Both ships returned to Devonport Naval Base in the last week of August. Every crew member was tested and with results coming back negative for both Ship's Companies, they were permitted to disembark for leave.

At time of writing the two ships were expected to depart this month for Guam and South East Asia, to join in the Singapore-hosted exercise Bersama Gold, which includes the commemoration of 50 years since the creation of the Five Powers Defence Arrangement between the United Kingdom, Australia, New Zealand, Malaysia and Singapore. The ships will return to New Zealand in November.

The Level 4 lockdown also affected the maintenance period for HMNZS MANAWANUI in Devonport's dry dock.

Essential maintenance - under strict COVID-19 safety guidelines - continued, but non-essential maintenance activity was postponed. The essential work means the Navy can maintain military capability options for the Government so any contingencies can be responded to.

*Above: HMNZS AOTEAROA in company with HMNZS TE KAHA.*

# ON WATCH WITH COMBINED TASK FORCE 150

■ By LTCDR Rebecca Hewson,  
CTF150

Since taking command in July, the Navy led team has been successfully integrating themselves into the job and life in Bahrain. *Navy Today* talks to some of the team members.

## What is New Zealand's role?

**LTCDR Malcolm Barry, CTF 150's N3,  
Operations Officer:**

Combined Task Force 150 (CTF 150) is one of three task forces operated by Combined Maritime Forces (CMF). Task Force 150 was originally a US Navy formation under the control of the US Naval Forces Central Command (CENTCOM). After the terrorist attacks of September 11 2001, it was re-established as a multinational coalition in order to undertake counter-terrorism operations at sea as part of Operation Enduring Freedom. The coalition has grown and evolved to encompass and address wider maritime security threats from mandated illicit non-state actors to member states. CTF 150 is a multinational task force. Participating nations have included: Australia, Canada, Denmark, France, Germany, Italy, Netherlands, New Zealand, Pakistan, Spain, Saudi Arabia, the United Kingdom and the United States.

CTF150 conducts Maritime Security Operations outside the Arabian Gulf to ensure that legitimate commercial shipping can transit the region, free from non-state threats. CTF 150's mission is to disrupt criminal and terrorist organisations through interdiction operations. These activities deny criminal and terrorist organisations a risk-free method of conducting operations or moving personnel, weapons or income-generating narcotics and charcoal across the ocean.

CTF 150's Area of Responsibility (AOR) includes some of the world's busiest shipping lanes and spans over two million square miles, covering the Red Sea, Gulf of Aden, Indian Ocean and Gulf of Oman (but not inside the Arabian Gulf, which is the responsibility of CTF 152). This area is a vital artery of world trade from the Far East to Europe and the US, with thousands of shipping movements per year including the transportation of over 27 million barrels of oil.



**Down from you is the N33 role, what does that involve?**

**Lieutenant Wes Moir RNZN:**

As 'N33' in CTF 150 battle staff, I provide the operations team a layer of command working for both the N3 and the Battle Watch Captains. The N33 supports the intent and direction from the N3 and oversees the coordination and management of the Common Operational Picture. We work closely with the Battle Watch team who are the first point of contact for communicating with ships in support of CTF 150 operations.

**What do the Battle Watch Captains do?**

**WOHST Karen Foster, a Battle Watch Captain for CTF 150:**

I'm the only Kiwi on the four-person, multinational battle watch team, the other members coming from Singapore, Australia and USA. We conduct 12-hour shifts and staff a combined maritime watch floor 24 hours, seven days a week. Although small, this very experienced and diverse team brings unique perspective and enables effective communications and operations to occur.

**How does this happen?**

Well firstly we are the conduit between the Combined Maritime Forces (CMF) and any vessels in the area that are working with or that report to the CMF.

We provide vessels with instructions and any relevant information surrounding missions or the area they may be in, or transiting through. Our interaction with vessels helps to provide the CMF with updated information and any trends or changes occurring within the area of operations; improving situational awareness and appreciation of the operational environment.

Another major part of our role is to ensure the intent from Commander Combined Task Force (CCTF) is communicated and conducted within our area of responsibility. We do this by compiling and sending out weekly intention messages to the vessels and headquarter elements. Additionally, we provide daily briefs to CCTF of planned operations and changes that have occurred overnight. Examples of this could be new vessels assigned to the CTF as they have come into the area, or changing weather conditions that may prevent effective operations from occurring.

The scope of the battle watch captain is fairly broad, but in simplistic terms, we provide information and options for the CTF to consider and develop further to accomplish our mission and objectives.

# Chills Before Dinner





*“I saw how they had to spend two nights out in the cold, in little double tents. They had shovels and were building snow walls to block the wind.”*

Leading Chef Megan Ward Hartstonge

When trainees emerge from a makeshift igloo on the side of Mt Ruapehu, it's probably nice to know there's a Navy chef waiting with soup and a roast dinner.

Leading Chef Megan Ward Hartstonge went to Whakapapa skifield for a week to support last month's Survive Evade Resist Escape (SERE) course, themed on cold weather survival techniques. But as well as cooking three meals a day, she couldn't resist trying out the techniques herself.

SERE trains members of the New Zealand Defence Force – mainly Air Force – in a range of skills to survive in different environments, including “non-permissive” situations, such as enemy territory. Air Force gets a lot of training in SERE because if things go wrong, an aircrew could find themselves in a very remote and harsh environment.

The course is for two weeks, and LCH Ward Hartstonge was there for the second week. “I saw how they had to spend two nights out in the cold, in little double tents. They had shovels and were building snow walls to block the wind. Boy, there was a wind, and I wasn't out with them that night.”

This evolved to building igloos, which fascinated LCH Ward Hartstonge. She tried one out with the team. “They are definitely better. It's cold, but you can block off the doors and keep the wind out. It was the most fun making it. I couldn't really imagine what an igloo would look like, and how they made it was pretty amazing.”

Unsurprisingly, the team were very appreciative of the hot meals she prepared in the nearby lodge, and the soup she brought them. “Beef stroganoff, roasts, apple crumble. And savouries, of course. You can't not have savouries.”

Anyone in the NZDF can do the course. She's thinking about it, but she is also about to start a new posting as an instructor at the Defence Catering School in Henderson.

LCH Ward Hartstonge, who is from Dunedin, joined the Navy in 2013 after finishing at Taieri College in Mosgiel. She did a programme through Defence Recruiting that involved her spending a week at Devonport Naval Base.

“I looked around and thought, why not?” She liked the idea of being a chef. “I enjoy making things, and seeing an outcome at the end of it.”

She has served in HMNZS CANTERBURY, and says it's definitely hard fitting in Navy and family; she and her partner have two children. “But the Navy is so supportive – they've been really good.”





# SAFETY

## THAT'S WHAT DRIVES ME

Anything is possible with the right attitude and a clear mind, says Able Logistics Supply Specialist Liam McLean.

The junior rate's passion for health and safety has recently seen him take advantage of a Navy Occupational Health and Safety (NAVOSH) initiative to provide one to four week billets for personnel wanting to learn more.

The initiative has seen him embedded with NAVOSH staff conducting inspections, readiness checks on ships, learning safety administration and furthering his professional development.

Last month his efforts earned him a 'White Belt Certificate' from Logistics Commander (Maritime), Captain Mark Worsfold.

"This award is a culmination of 'persistence, perseverance and curiosity' in gaining knowledge and wanting to improve safety," said CAPT Worsfold. "A job well done."

ALSS McLean's regular duties were in dispatch at the Supply Depot, doing deliveries and getting ships ready for sea. He got talking to Andrew Charnley, the Distribution Centre manager and the 2020 Civilian of the Year. "I saw his certificates on the wall. I was keen and eager to learn more about health and safety. I was told to do a Workplace Health and Safety Level 3 course, which I completed in May. I then emailed NAVOSH, saying I'd like some work experience. And now, here I am."

The billet requires applicants to discuss a recent Health and Safety initiative and have the approval of their one-up.

The move is perhaps unusual for a junior rate, but ALSS McLean says it's about getting people's attention and telling them, this is my interest, this is where I see my career getting developed.

"There are all these courses, and they're not intimidating. Senior rates and officers get enrolled in these courses. So can junior rates. We've been in a long time, and the opportunities are there. It took me nine years to get my voice out there."

***"Health and Safety is about problem-solving. I'm a Logistics Supply Specialist. We've been problem solving for years."***

He's now doing the Level 4 course through the Navy. "It doesn't matter what rank you are. It's a great opportunity to be part of a culture of operating smarter and efficiently, where you can have your say and opinion and be listened to. Health and Safety is about problem-solving. I'm a Logistics Supply Specialist. We've been problem-solving for years. But our branch is not just about counting blankets. We are more than that and this is a good opportunity to learn."

If he left the Navy, he could see himself in civilian Health and Safety roles. "There's a lot of legislation and policy, but it's about people coming home, to their families. That's what drives me."





# OUR PEOPLE

1. ACWS Lewis Holotau chats to All Black Ethan Blackadder in the Vince McGlone Galley.

2. LTCDR Scott McGregor, OTSO, talks to MID Adam Barron during the Longest Day at Tamaki Leadership Centre.

3. Greg Camburn is promoted to Commander.

4. Alan Kempzell is promoted to Warrant Officer at Defence House.

5. Aboard HMNZS CANTERBURY, ACH Lachlan Faulknor is promoted to Leading Hand by Commanding Officer, CDR Martin Walker and ACH Te Waa Spicer.

6. All Blacks Dane Coles, Brodie Retallick, Ethan Blackadder, Joe Moody and Scott Barrett get the full Devonport Base experience, pictured here on board HMNZS AOTEAROA.

7. ASCS Kaharau Mendes on watch on the bridge of HMNZS WELLINGTON.

8. HMNZS CANTERBURY sailor LWT Nicholas Wright is awarded the NZDF Long Service and Good Conduct Medal by CDRE Mat Williams, Maritime Component Commander.

9. ACWS Paruhi Peters and ACWS Keisha Ihimaera can be seen hoisting flag Golf during the CWS vs CSS Flag Hoisting race aboard HMNZS CANTERBURY.

10. LCWS Patrice Jackson, aboard HMNZS CANTERBURY, receives her third Good Conduct Badge from CDR Martin Walker during a ship's downtime.

11. Powhiri for the crew of HMCS CALGARY at Te Taua Moana marae.

12. AMT(P) Samuel Marsh is HMNZS AOTEAROA's Sailor of the Quarter (2) for 2021, with CAPT Simon Rooke, Commanding Officer, presenting the award.

13. CPOWTR Justine Tapsell re-attests at Defence House. She has re-joined in the role of Executive Assistant to the Deputy Chief of Navy.

# The Culture that drives excellence

Who are the people who grow our young men and women into commissioned officers? We meet  
Officer Training School Officer (OTSO)  
Lieutenant Commander Scott McGregor.

You don't have to be a head boy or girl, a captain of a sports team, or the kind of rock star that passes all the exams. What centres a midshipman is a lot deeper than that, says Lieutenant Commander Scott McGregor.

LTCDR McGregor is the head of department for a team of 10 people who plan the delivery of the 21-week Junior Officer Common Training (JOCT) course, run twice a year in Auckland.

He says it's been the most rewarding role in his career to date, which started in 2000 and led to a career as a marine engineering officer. He liked physics, chemistry and maths, desired to become an engineer, and especially liked the idea of paid university education.

"There was also the independence," he says. "I was the oldest son of a Taranaki farming family, with mum and dad working hard to make ends meet. I didn't like the thought of them funding me through university, and I really wanted to get out in the world, and do things on my own steam."

He enjoyed his own officer training and has had a great journey as an officer, he says. And while the course might have undergone a lot of changes since he did it, there are fundamentals that apply to today's classes.

"I was nowhere near the top of the class in JOCT. I might have been one of the ones the divisional officer talked about. You had the high performers, and you have those you have to keep prodding with a stick. I was somewhere in between. But the curious thing is, there are people who do amazingly well in JOCT, but don't end up being rock stars. And

there are some who aren't high fliers, who go on to have amazing careers. So what is important? The advice the course champion gave to the class recently is: be a good 'oppo', a good colleague."

That quality is part of the culture LTCDR McGregor wants to embed in midshipmen during the delivery of the course. "We are cultural guardians of the course. We make sure the culture that's being driven into the officer training programme is right. We want them to have a willingness to learn, to embrace new challenges. It really does come down to being a good 'oppo', where you understand the value of teamwork. Our people respect themselves, and respect each other. They look after themselves physically and in their mental health. If I see that in the trainees, then I know my staff are doing their job."



*“We are cultural guardians of the course. We make sure the culture that’s being driven into the officer training programme is right. We want them to have a willingness to learn, to embrace new challenges.”*

LTCDR Scott McGregor.

Photography: CPL Vanessa Parker.



The role as OTSO is LTCDR McGregor's first role with the Leadership Development Group. "My Malaysian staff course got cancelled due to COVID, and I was fortunate enough to land on my feet with this." One of his personal life statements is the desire to lead a team in pursuit of excellence, and when this came along, it was definitely a "put up or shut up" moment. "Here it was, the opportunity to live it and breathe it on a daily basis."

He and his team strive for the best result. "To see people walk in the gate knowing nearly nothing about the Navy, and then to watch their career progression under the expert tutelage of the Officer Training School staff over 21 weeks to graduation is something inspiring to behold. But these people are not coming to the Navy for us to define them. They are already defined. It's about giving them the opportunity to learn more about themselves in an accelerated and dedicated environment. We see them go from coveralls, to General Work Dress uniform, to 'boards' (stiff rank

epaulettes on white uniforms) to officer caps. Those milestones show all the professional growth that's gone into it."

One of his highlights is seeing the results of 'Lead Self' and 'Lead Teams' teaching, and the work-up cycle that goes towards the week-long Exercises Storm and Squall. The exercises put the midshipmen into a controlled stress scenario of being a reconstruction team in a troubled Pacific Island country. He gets to see that transformation in the trainees, knowing they wouldn't have had a hope of passing it three months earlier.

His enthusiasm and excitement for the work has to be tempered with the syllabus. "It's understanding that the instant gratification of a new idea isn't allowed to override the structure of the programme. Flashes of brilliance are all very well, but they have less value than having a well-thought-out syllabus. The course has to evolve – it's vastly different to what I did – but I can have great ideas and my colleagues will say, does it fit into the syllabus? And if it really is a good idea, is it sustainable?"

To those parents who were wondering whether officer training was a good route for their children, he would say: what have you got to lose? "We offer training, a chance to find your independence, the meaning, the purpose. If it's not the right thing, you've spent six months being paid and made a whole bunch of friends. But you might find it's the best thing in your life."

He also points out that it's a 'normal' job. "You're not tied down in military service for years. Sure, there might be a return of service if we paid for your education. But any concerns, we'd find someone that can talk to you. All we would like parents and recruits to be able to do, is get answers to all the questions that might hold them back."

*Top: LTCDR Scott McGregor oversees a training exercise with JOCT 21/02 at Tamaki Leadership Centre.*



Naval Reservist

## AMTO Barry Dulieu

# RESERVIST MAKING THE MOST OF HIS TIME IN THE NAVY

■ By **Samantha Stevenson**,  
Media Advisor – Defence  
Public Affairs

When Barry Dulieu was six, he travelled on the Interislander ferry on an Open Bridge Day and got a chance to steer the ship. It planted a seed that set him on a course for the rest of his life.

Today Able Maritime Trade Operator Dulieu is an active member of Wellington Reserves Unit HMNZS OLPHERT in Petone, Lower Hutt. Originally from Upper Hutt, he first enlisted in the reserves in 1972.

“I joined the Reserves because of my love of the sea, ships and general marine environment. It also felt good to be able to serve my country.”

Despite a recent move to Picton, he still looks to achieve the objectives of OLPHERT.

“I started in the reserves in the Seamanship branch but have moved to the Marine Trade Operations branch of the Reserves. I’m currently involved with collating reports on merchant shipping movements, for two of our regional ports.”

“I re-enlisted in the Naval Reserves in 2005. My wife is extremely supportive of my work and I have always had very good employers who have supported and encouraged me to fulfil my efforts in military training.”

He says he has been lucky to join the Ship’s Company on numerous Navy ships engaged on operations.

“In 2013 I spent six months on HMNZS TAUPU carrying out a variety of tasks along New Zealand’s coast. In 2020 I was on HMNZS WELLINGTON for two weeks while the Navy assisted the Ministry for Primary Industries investigate fishing vessels.”

“Serving in the Defence Force I have met some fine, interesting people. In 2017 I joined the Navy team on Exercise Southern Katipo. It is a combined exercise with all three services involved and in 2017 it was held at the top of the South Island. More recently being a part of RESERVEX in Auckland gave me more of an appreciation of my fellow Reservists. They are all loyal, dependable and motivated people.

“I have always been involved with some sort of training throughout the years. Courses like general seamanship, sea survival training, weapons training, the RHIB Coxswain’s course, law of armed conflict and other small courses have all helped shape my role as a Reservist,” said AMTO Dulieu.

# 100 YEAR

OLD VETERAN

*When sailor Jack Monaghan courted his wartime sweetheart Maureen in the north of England, marriage was the only way she was coming to New Zealand with him. 75 years later, Navy Today editor Andrew Bonallack catches up with Jack as he celebrates his century.*



It's been four days of birthday celebrations since Jack Monaghan turned 100 on 6 August, and when his wife Maureen invites me into their villa in Paraparaumu, there's an air of finally having a chance to wind down.

Jack doesn't seem tired, though. The high point was his Saturday birthday party at the Summerset Retirement Village's leisure centre with family, friends and the village community. The pair were delighted to welcome the Deputy Chief of Navy, Commodore Melissa Ross, who arrived with a substantial cake and a personal message from the Chief of Navy, as well as her own acknowledgements to Jack for his service.

Jack, from Mataura in Southland, says the Navy had always appealed to him. He could well be the only New Zealander still alive who has been aboard D-class cruiser HMS Dunedin, the flagship of the New Zealand Division of the Royal Navy from 1924. It was a school year and the memory of it stuck with him as he grew up.

As a 20-year-old in 1940, he was working with the railways in Wellington. One day he and his mates were passing a recruiting office on Willis Street, and they signed up on the spur of the moment. His call-up papers came but his manager was adamant. They were too short of staff. A lot of railwaymen were already overseas in North Africa, building rail lines across the desert for the Allied campaign.

"I was so frustrated," said Jack.

"The manager said, 'I'll think about it when Rommel is beaten.'" That did eventuate and railway men started coming home, allowing Jack to join the Navy in 1943. He started off, as thousands of others did, at HMNZS TAMAKI on Motuihe Island. "It was a place to knock you into shape," he says. "We were all young, didn't know much about the Navy. There must have been hundreds of us, and a big staff of Leading Hands."

The high spirits got the better of the youngsters at first. "The moment we got into the barracks and into our hammocks, someone yelled out: 'Up the North Islanders!' Others yelled out, 'Up the South Islanders! We were all in hammocks, kicking up a racket.'"



*Maureen and Jack Monaghan.*



In came the Leading Hand. "SHUT THIS BLOODY NOISE UP!"

The quiet was only momentary; everyone was wound up. The Leading Hand returned. "RIGHT! Roll up your hammocks!" he said.

Jack remembers how they had to run around the island, carrying their hammocks. "We were exhausted. Next night, we didn't make a sound. But it was all good natured, all good fun."

Jack's trade was a stoker, and after training at HMNZS PHILOMEL he went overseas, through the Panama Canal, on to New York and then travelled in a convoy to Britain. He would later reflect on that, because little did he know, he would be doing that Atlantic passage over and over again.

Jack was assigned as a stoker in Castle-class corvette HMS TINTAGEL CASTLE, one of many corvettes escorting the convoys running from the United States to Britain. "They were bringing all sorts of stuff, and the Americans had plenty of it. Food, tankers, aircraft fuel, munitions, and there were troops coming and going. It wasn't until after the war that I realised how well organised it was. There were rows and rows and rows of ships, and we were on the outside."

It was the corvettes' role to defend the convoy against U-boat attacks. The ships were equipped with Asdic, a sonar device used to detect submerged submarines. "We were like highly organised sheep dogs, keeping them all safe. Some of these convoys

were like 100 ships. The subs were in for the kill all the time. We were ready for them. We had the Asdic. We knew what to do. If we got onto a sub, a group of us would drop depth charges. If the sub surfaced, we'd give them hell. Everyone had a job to, and knew exactly what to do."

As well as working on the engines, Jack was in a depth charge team. "The depth charges were like big 12-gallon drums, full of high explosive. If you were on to a submarine, and you were on duty, you stayed on duty even if your shift was up. That was the thing, you couldn't get enough sleep. You would have just got into your hammock, then 'Bing Bong, Bing Bong', you would crawl out of the hammock and get the depth charges from the munitions room. It was a padded room to prevent knocks, and it was quite a job getting the charges up. The Germans would be listening too, trying to guess where the charges would drop, and they would shoot away, left or right, to try and dodge the charges. We had a new system, that could launch the depth charges left or right, and that would get them. They sank a lot of submarines that way."

After every second convoy Jack got a fortnight's leave. "Most cases, we would go to London. New Zealand House was there and New Zealanders wrote their names in the visitor's book. Other people would come and look in the book for people they knew." Jack's two brothers Charlie and Tom were also serving, and he met up with Tom, a navigator in the Royal Air Force. "He

had just finished a tour of 30 trips over enemy territory. Not many made that tour."

It was "just luck" who made it or who didn't, says Jack. "Life was sort of cheap, you know what I mean? Two people I went to school with were shot down and killed on their first trip away. I remember another leave, I was in a pub in London, and all of a sudden, there was this massive explosion. One of those V-rockets. We looked out and the whole block was flattened, just bricks everywhere. The locals seemed used to it."

Women were working everywhere, he says. "The men were all in the armed services. There were women driving trucks, welding, building, on production lines."

He can recall getting into bother on leave in Plymouth. "We were in a café and there were a couple of English girls and two sailors, I think they were French. My mate, a bit younger than me, had enough booze in him to go up and say: 'Helloooo daaarling!'" He got punched in the nose, the table upended, and it was on. The Shore Patrol were waiting outside and they were hauled off. "It was nothing to do with me!" says Jack. "We both got bundled into jail and the next day we were up in front of an officer." The pair had to do a prolonged run around a parade ground, holding a rifle in the air.

A far more auspicious leave event was meeting his future wife, Maureen. She was the only daughter in her family, living in Dewsberry in Yorkshire. One



*From Left: HMS TINTAGEL CASTLE; Jack Monaghan (left) with his brothers Charlie (middle) and Tom. All three survived the war. At Jack's birthday. From left, son Harris, Maureen, CDRE Melissa Ross, Jack and daughter Gracey; Maureen and Jack's wedding.*

day she went to Leeds with a friend for a dance. "It was busy," she says. "Heaps and heaps of servicemen and pretty girls, and lovely music. I saw Jack. He was quite handsome, quite dishy. It was an 'excuse me' dance, where people could tap someone on the shoulder and say, 'excuse me', and you could have a turn dancing with someone." Jack, with his blonde hair and blue eyes, was popular. "All these girls were rushing to Jack."

Jack says he can't remember who he was dancing with half the time. For him, it was a nice afternoon tea and a dance with girls. "There were a lot of girls. Boys like meeting girls and girls like meeting boys." And then he saw Maureen.

"She had long brown hair, big blue eyes. I was mesmerised. It was hook line and sinker." He went over and asked her to dance.

Their romance blossomed as Jack continued to visit her and her family when he was on leave. Jack was on duty at sea when the war in Europe was over, and was invited to the wardroom for drinks in the middle of the night on 7 May 1945. He remembers later how dozens of U-boats surfaced around them, ready to be escorted to Londonderry. "It was a sight to behold – dozens of those dreaded submarines tied up at the dock with the submariners standing to attention and, I might add, looking quite happy. They were obviously just as happy as we were that it was finally over."

Jack married Maureen on 24 September 1945 in Dewsberry. "My father insisted we get married," says Maureen. "They said they wouldn't allow me to come all the way to New Zealand without knowing what was going to happen."

Jack was very happy. "I thought it was the most normal thing in the world to get married. It was the best thing I ever did in my life."

For the wedding, Maureen borrowed a gown from a friend and they had 'bread and butter' tea, which due to war rationing meant a few sandwiches. "We had a honeymoon in Blackpool of all places, as it was easy to get on to the train," says Maureen.

The pair lived in Invercargill for 20 years, then moved to Christchurch and then Wellington after the Christchurch earthquakes. Jack, who had been an amateur wrestler in New Zealand in the forties, won many national titles between 1946 and 1959 and represented New Zealand at the Empire Games.

The couple have four children, seven grandchildren and nine great-grandchildren. Last year they celebrated 75 years of marriage.

"Maureen and I always just clicked," says Jack. "She's a treasure. Not only can she fix anything – her dad was an engineer and I'm sure she inherited those traits – she also makes the most beautiful porridge for breakfast!"

# AT THE 'HUB' IN SINGAPORE



In our series on our Naval personnel in diplomatic posts, we catch up with Lieutenant Commander Tuijo 'TJ' Thompson, Assistant Defence Adviser in Singapore.

LTCDR Thompson had been requesting a post in Singapore for a while. He thought he'd get a staff college stint, but since January 2020 he's been working in the brand new Assistant Defence Adviser role.

"Timing was on my side," says LTCDR Thompson. "The position was established in 2019, and I'm the first full-time person in the role." His wife, in particular, is delighted; she had previously worked in Singapore at an international school, and the pair of them met there when LTCDR Thompson was serving in HMNZS TE KAHAKA. The couple have now had their first child, a baby girl, 12 months into the posting.

They live in what is colloquially called a 'black and white', a building that dates back to the colonial pre-war era. The two-level houses, with the dark timber beams and whitewashed walls that give the buildings their name, were historically used for Singapore's elite. The houses have a lot of space, even by NZ standards, and are a profound contrast to

the immense high-rise, high-density apartments that typify Singapore.

LTCDR Thompson has two 'hats'; he's the Assistant Defence Adviser to Singapore, and New Zealand's Liaison Officer to the Information Fusion Centre (IFC) Singapore and Regional Humanitarian and Disaster Relief Coordination Centre. The IFC, a regional Maritime Security centre hosted by the Republic of Singapore Navy, is an information hub against piracy, sea robbery, weapon trafficking, drug smuggling and terrorism. He will be in the role for two years, then go on to the Singapore-based Command and Staff Course he was initially pitching for.

"It's worked out relatively well," he says. "There is a lot to do with the two jobs. The ADA role is very much in the operational and strategic space, assisting the Defence Adviser. The International Fusion Centre is at a very tactical level."

*Images courtesy of Littleones Photography; Rebecca McMillan Photography.*



What attracted him to the role was the opportunity to delve into the diplomatic world. "Before this, everything was operational for me, in my role on board ship. My experience as a warfare officer for 18 years has put me into a good place to do this role. I'm the only RNZN officer currently in posted to the country, and I can bring an RNZN perspective to an issue. I have worked with other navies, I've had exchanges with Australia and the UK, and served on the Royal Navy's Type 45 destroyers. I've been involved in various multinational exercises with the largest being RIMPAC. They have all given me an opportunity to understand other perspectives, and it helps me to negotiate some of the issues we seek to solve from time to time."

Singapore is traditionally a massive hub, but COVID-19 has slowed that down, he says. "Before COVID, most of our senior leaders would come through Singapore as they travelled internationally. But it's only been in the last few weeks that people are starting to re-engage with the world."

We're starting to host people more frequently as Singapore looks to live with COVID, rather than just keep it out. There is a high degree of COVID compliance and the populace as a whole are more likely to follow government direction without questioning it too much, and for good reason. They have dealt with health emergencies like SARs and swine flu. When everyone is told to wear masks, everyone does. Culturally, when you have a cold or flu, it's polite in Singapore to put a mask on to protect others, so it's not a great leap to do so during a pandemic."

In terms of military exercises in the region, there was always going to be a pause for New Zealand. "In the past, a frigate would call in, the tanker would do visits. But with the Frigate Systems Upgrade for TE KAHA and TE MANA, and the construction of AOTEAROA, there was always going to be a hiatus." That may improve this year with the prospect of the Singapore-hosted

Exercise Bersama Gold, which will celebrate the 50<sup>th</sup> year of the Five Powers Defence Arrangements between Australia, UK, Singapore, New Zealand and Malaysia.

HMNZS CANTERBURY, however, is now in Singapore for maintenance, and it's his first ship visit. "It's great to see them. I have been heavily involved in what this means for Singapore in terms of COVID risk. We have needed to convey to Singapore that this is low-risk where the health risk sits, with vaccinated sailors who have all tested negative to COVID, and we'll be complying in every way possible for ongoing testing and safeguards. This makes it easier to get some easing of restrictions that aren't afforded to every country. It's a great win for CANTERBURY, because they can allow the Ship's Company to get around and see some of the country, while wearing masks, and a great win for the New Zealand / Singapore relationship."

# Navigating the waves of tertiary study

Clocking up thousands of nautical miles and traversing oceans whilst serving fulltime in the Royal New Zealand Navy has not deterred Leading Electronic Technician Ryan Langford from working towards a degree.

LET Langford embarked on his study journey with Massey University in 2017 when he enrolled in a Bachelor of Science. As a qualified Electronic Technician in the Royal New Zealand Navy for more than five years, he was already technically savvy and enjoyed that line of work. When the opportunity arose to study, he chose computer science – an area he has a keen interest in and is relevant to his career in the Navy.

"I love working with computers, so I really wanted to study and know more about them," he says.

Studying while working fulltime and mostly via distance is no mean feat, especially in the Navy where you can spend extended periods of time away at sea. Working around other logistical problems, such as not having internet access when assignments were due or not being on solid ground around exam time, meant careful planning and preparation.

"At times when my assignments were due, and I knew I wouldn't have access to the internet, I'd have to contact my lecturers to ask for an extension. Luckily, they were really understanding and accommodating, and it all worked out."

Now in his final year of study, Ryan is able to complete the remainder of his degree fulltime on the Auckland campus, which he says he's "thoroughly enjoying".

When asked what advice he would give to others considering study, he says, "If you are going to be working fulltime and studying, it needs to be something that you're passionate about otherwise you won't make the time for it. You'll have to give up some of your free time including your weekends which isn't easy at times."

But he adds that the hard work and sacrifices are all worth it in the end. "My degree will open up opportunities for me that I hadn't considered before."

In 2020, Massey University and the New Zealand Defence Force signed a Relationship Agreement enabling NZDF personnel like Ryan, to access opportunities and benefits such as special tuition rates when enrolling in any qualification with Massey.

The NZDF/Massey partnership also offers these opportunities and benefits to immediate family members of NZDF personnel, ex-serving personnel and veterans.

FOR MORE INFORMATION

<https://force4families.mil.nz/massey-university>



Leading Electronic Technician

**Ryan Langford**

# PART-TIME EXPERT AT SEA

A Naval Reservist bridge watchkeeper has discovered the best of both worlds in providing an experienced hand on the bridge while fostering his boutique tourism business.

In August, Lieutenant Seagar Clarkson returned with HMNZS WELLINGTON from Operation Pacific Vaccinate, a 5,000 nautical-mile round trip to supply Pfizer COVID-19 vaccines to Tokelau and Palmerston Island, part of the Cook Island group.

A former regular force GLX officer, he makes himself available in the winter for crewing ships, leaving him the summer to concentrate on his electric motorbike tour business on Great Barrier Island.

His experience as a bridge watchkeeper, operations officer, navigator and boarding officer makes him invaluable if crew numbers are short.

LT Clarkson joined the Navy in 2009, aged 17, passing Junior Officer Common Training and then attending university to study geography and marine science, sponsored through the Navy's Tangaroa Scheme.

"I did my Officer of the Watch Bravo course, and every single university break, I was in an Inshore Patrol Vessel." He carried on through

his warfare courses, working in HMZNS TE MANA on counter-piracy operations and in HMNZS OTAGO in the Southern Ocean. He has also served in HMNZS ENDEAVOUR, deciding to 'decommission' at the same time as the tanker in 2017.

"I felt like a change," he says. "I had had a lot of time away without much sleep. I jumped on a super yacht for a few months, then I built a business of my own." He's now attached to Reserve Unit HMNZS NGAPONA but his work for the Navy is purely ship driving. "I tell them, I'm free between this date and this date, and they say, we need you here, to drive this ship."

He gets asked about this lifestyle a lot, he says. "The pay packet is pretty good, and I'm pretty happy to go a year on half of it, to give myself the free time. Sure, there are downsides. I want to do this side of the business – driving ships – really well. You can miss changes in policy, and there might be a skill fade. People say, you've been out for a while, you must have forgotten stuff. I say, I was driving a ship a couple of months ago."

It's great to be able to finish a job and think; that's done. "There's no burn-out. It's that posting churn. You're going here, going there, you're just getting fried."

It's a good compromise for everybody. "Command find it useful to have a person like me qualified in multiple roles, and be able to step into them with minimal impact. I'm a Lieutenant, people can see I've got experience, and I get listened to. Perhaps it's not ideal for the service, but it's helping out where I can, and it gives me a bit of freedom."



Naval Reservist

**LT Seagar Clarkson**

*Above: LT Seagar Clarkson (front) on the bridge of HMNZS WELLINGTON with Commanding Officer LTCDR Pip Davies.*



# RUGBY SUCCESS FOR THE NAVY



## DO YOU LIKE PLAYING COMPETITIVE RUGBY?

The RNZN Rugby Football Club exists to provide a platform for our people, from Basic Branch Trainee to Warrant Officer/Officer. We train from January to July every Tuesday and Thursday to prepare ourselves for battle every Saturday. We play in the North Harbour Rugby Championship Premier 2 grade. We aim to promote to the Premier 1 grade by winning the Premier 2 competition in 2022.

In 2021, your RNZN RFC Wulf Athletic Doggies, once again, made it to the quarter-finals, making it the second year in a row where the team has made it to the playoffs. The Doggies were beaten in the quarter-finals by a good North Shore team who were better on the day. 2021 saw several new players welcomed to the club, who immediately put their hands up for starting positions in the group. We encourage all players of whatever skill levels to come down and join our family, even if you haven't put the boots on for a few years.

The RNZN RFC has a well-established community that supports the development of our people both in and outside rugby. We host home game BBQs, which are open to all members' families, that enable not only the players to get to know each other but also partners. The RNZN RFC also hosts our annual prize-giving, quite appropriately, at-sea cruising around the Auckland Harbour.



### THIS YEAR'S PRIZE RECIPIENTS WERE:

**Most Valuable Player**  
LDR Josh Westerlund

**Baz Waerea Commitment Award**  
LCH Riki Gunn

**Best Rookie**  
OMT Tristen Read

**Best Back**  
ODR Dylan Macdonald

**Best Forward**  
LDR Ethan Shergold

**Most Improved**  
OMT Hunter Taylor

**Most Tries**  
LWT Tyler Reidy

Pre-season training will start in January 2022, with multiple warm-up matches throughout February and March. The season will begin in late March. However, to be competitive, we need everyone training now! The RNZN RFC Doggies of 2022, to win a championship, need to be stronger, fitter, faster, and wiser! If you are keen to challenge yourself and join our community, contact one of the management team: SLT Stevie Winikerei, POHST Greg Carter, LMT(P) Karl Furey or AMT(L) Cole Rumsey.

# JOINT MILITARY POLICE UNIT



## The NZDF Military Police (MP) has recently changed its name to the Joint Military Police Unit (JMPU) / Te Herenga Ope Pirhimana Toa.

Only the name has changed – the unit remains under command of the Army's Joint Support Group, delivering professional military policing operations to all of the NZDF.

### Why the change?

Changing the name to JMPU is the start of a number of changes happening within MP over the next five years as a result of the Military Police Remediation Project. It signals that the JMPU is a joint operational unit delivering real-time Military Police support to people across the Defence community. While the unit is the largest MP organisation in the Defence Force, there are other parts that make up the NZDF's MP capability so the name 'NZDF MP' is no longer relevant.

### Why Joint Military Police Unit as a name?

The JMPU name is simple and straightforward but carries specific meaning. "Joint" means three single-service police trades operating together

alongside civilians and non-MP. The unit delivers "MP" outputs centred on policing, investigations, and custodial functions; dealing with real incidents and events. As a military "unit", there is a well-understood structure of sub-units commanded by a CO supported by a CWO. The Te Reo translation for the JMPU is "Te Herenga Ope Pirhimana Toa".

### Why is the unit joint?

While there were some issues that arose from merging the three single-service police organisations in 2014, the joint approach is the right way to go for MP. Policing requires a connection to the community, so MP are needed from all three services. The three single-service police trades – Naval Police, Army's Military Police, and the RNZAF Police – share a common set of core policing skills but also maintain the environment-specific skills required of their respective services. Naval Police posted to ships for example, do a broad range of support duties which aren't done by the other service's MP.

### What's in the unit?

The Provost Squadron is the operational policing part of the JMPU, delivering front-line policing operations on nine camps and bases in New Zealand. The Serious Investigation Branch (SIB) has regional investigation teams to investigate the most serious criminal incidents affecting the NZDF. Services Corrective Establishment (SCE) provides corrective training and rehabilitation to service personnel sentenced to detention. The MP School delivers formal courses and professional

training on policing, investigation, and custodial functions. Once established, the Expeditionary Detachment will train and prepare MP groups for deployment on operations and exercises.

### What does the unit do?

The JMPU has people in all NZDF bases/camps throughout New Zealand providing law enforcement, crime prevention, investigation, and custody/correction support to the NZDF community. Fly-away teams are ready to provide that support to the NZDF anywhere else in the world if a serious incident occurs. The unit also prepares MP to provide specialist skills for deployment as part of a land mission or posted on board one of Navy's ships. MP maintain two deployed roles in Sinai: one doing policing for the coalition and one providing Close Protection for the Force Commander.

### What's the MP Remediation project about?

The Project was established in 2019 as a five-year change project for the NZDF's MP capability. It is designed to reshape the MP to deliver the outputs agreed by Defence Force's senior leaders, modernise MP processes, and address some of the issues from the merge to a joint unit in 2014.

## INFORMATION

For more information about MP, including recruiting, go to the JMPU intranet site (for service personnel) or

**Defence Recruiting website:**  
[www.defencecareers.mil.nz](http://www.defencecareers.mil.nz)

# MOTOR LAUNCH REUNION

In Easter (April) 2023 the Motor Launches celebrate 80 years of life in New Zealand waters. Planning is underway for the event with two possible venues, Auckland (unlikely) and Whangarei (probable as two surviving Harbour Defence Motor Launches make it their home).

This blog is dedicated to the reunion/celebration. Bulldust over a Kiwi BBQ: 2023 ML Celebration (rednaz1958.blogspot.com)

If you are keen to participate, contact me at zappydodah@hotmail.com.

The blog is a living entity and always updating. If you or family have any photos and Dits (Stories) feel free to forward them to me.

My name is Thane 'Zaps' Zander, 26 and ½ years Navy Vet. You can also find me (Thane W Zander) at EX RNZN NAVY CLUB Facebook page.

## Period Products in NZDF Bathrooms

The New Zealand Defence Force is to join a number of other Government departments and New Zealand businesses in the provision of period products for its employees.

This one-year pilot of routine provision will see period products being made available across all women's, unisex and disabled/accessible toilets in NZDF. Period products are an essential necessity item for at least a third of the NZDF workforce and unplanned menstruation without access to these products can cause unnecessary distress and workplace disruption. Provision of period products in bathrooms is no different to provision of toilet paper.

Throughout the one-year pilot, Directorate of Diversity and Inclusion's Wāhine Toa Programme Lead will canvas feedback and experiences of those who use these products and will undertake structured research on the impact it has on our people. The pilot will provide an indication of the costs and benefits associated with this activity and will inform future decision making.

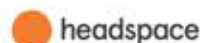
### Want to have your say?

Any feedback, questions or input you would like to have, go to <https://forms.gle/fvBZpYmyJozjsHEm7>. You can also contact wahine.toa@nzdf.mil.nz for more information.

## Headspace App is here. Sleep soundly.

Sleepcasts, music, and unique audio experiences that help you create the conditions for a more restful night's sleep.

Free for all NZDF Regular Force, NZDF Reservist and Civilian staff until 02 May 2022. Visit the Defence Health Intranet to get started.





# FAREWELL

TO OUR NELSONIAN SCHOLAR  
**DR LANCE BEATH**

*“Now I can do no more. We must trust to the Great Disposer of all events and the justice of our cause. I thank God for this opportunity of doing my duty.”*

The saying, popularly attributed to Vice Admiral Horatio Nelson at Trafalgar, sits well as a quote during the farewell to the Royal New Zealand Navy's Nelsonian Scholar, Dr Lance Beath.

Dr Beath died on 1 August following a sudden complication relating to the cancer he had been diagnosed with five years earlier.

He was a senior fellow at the Centre for Strategic Studies at Victoria University of Wellington and the co-founder of the New Zealand Oceans Foundation with Peter Cozens and former Chief of Navy Rear Admiral (rtd) John Martin.

But Dr Beath's particular connection to the Royal New Zealand Navy was as its inaugural Nelsonian scholar. His job was to explore what literature influenced Admiral Nelson's command leadership, develop insights into the RNZN's twin heritages of Polynesian/Maori and Royal Navy seafaring, and prepare a reading list of suitable books for young officers and sailors. He helped formulate the Navy's Maritime Doctrine, published in 2018. He told *Navy Today* in 2019 he wanted readers “to think about New Zealand's place in the world, and provide a broader, deeper education beyond the business of driving ships around the ocean”.

This aspiration would stay with him, evolving into the creation of the Royal New Zealand Navy Journal, a biannual publication for academic articles on the Navy. As general editor, Dr Beath was organising the final photography with Defence Public Affairs for the second edition, and working on the planning for the third, shortly before his death.

At St Andrew's on the Terrace, Wellington, on 9 August, Dr Beath was farewelled by family, colleagues, and a substantial contingent of New Zealand Defence Force staff, including the three service chiefs.

His oldest son, Colonel Pat Beath, told Chief of Navy Rear Admiral David Proctor that the projects for the Navy had gifted his father with a sense purpose and likely gave him good reason to fight hard against his cancer.

In a recorded message from the United States, COL Beath said his father was a man who followed his heart, was something of a charmer, and unfailingly optimistic. “He could hold a conversation with anyone, and always made you feel like he was really listening to you.”

Chief of Navy, Rear Admiral David Proctor, praised Dr Beath's courage, sense of service above self, and his commitment to professional engagement on naval affairs and maritime security. “I'm not alone in saying, I'm better for having known Lance.”



80  
1941-2021

