

NAVY

T O D A Y

HMNZS TE MANA
MOVES ACROSS

CHEF OF THE
YEAR 2020

INTERNATIONAL
WOMENS DAY

FOURTH GENERATION SAILORS



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“Be the comrade that praises, coaches, mentors and uplifts others by supporting initiatives that add value to your team. Make every mistake a lesson to learn and allow growth to sprout from it.”

- LCWS Christina Sola #Choosetochange



Navy Today is the official magazine of the Royal New Zealand Navy. Established to inform, inspire and entertain serving and former members of the RNZN, their families, friends and the wider Navy Community.

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Editor:
Andrew Bonallack
Email: navytoday@nzdf.mil.nz

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Front cover:
Sister and brother AMT(P) Anelies Duffy and AMT(P) Matt Duffy on board HMNZS MANAWANUI.

Photographer:
PO Chris Weissenborn

Back cover:
Knot board at HMNZS NGAPONA



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New Zealand Government

Yours Aye

Commander Logistics



What a privilege to be asked again to provide this Yours Aye. It has been over 12 months since I last wrote one and as I write I look at our Navy in terms of the capabilities we have both in-service and introducing into service. I have the luxury to view these capabilities both through a Navy and Logistics Command lens and I find myself thinking, “wow”.

In HMNZS MANAWANUI we introduce into service possibly one of the most sophisticated ships and set of capabilities that I have seen for many years. The ‘systems within systems’ that make up or exist within MANAWANUI form a very complex challenge to our Navy and wider Defence Force. In HMNZS AOTEAROA we re-introduce the replenishment at sea capability, and the new challenges of operating a tanker in the Antarctic region. And finally the re-introduction into service of HMNZS TE KAHA, post the Frigate Systems Upgrade, brings some very sophisticated capability to deal with the threats that exist in the maritime environment.

These capabilities are of great importance to the Navy and hold as much importance to the Defence Logistics Command (DLC). It's DLC's privilege to be the centre of expertise for the sustainment aspects of these new and upgraded platforms. The Defence Logistics Command (Maritime) (DLC(M)), alongside our strategic partner Babcock and their industry partners, will be intricately involved in supporting the Navy as it operates these platforms. Further, the DLC are involved in the support of our Navy whanau via the services we provide through the Defence Shared Services Group. DLC is also involved in supporting the maritime supply chain via the Defence Supply Chain Group and equipment across the Navy through the Defence Equipment Management Organisation. The focus of these two groups is introducing more effective and efficient processes through continuous improvement across all three operating environments.

With the excitement of new capability comes new work. It means that since 2020/21, the Defence Logistics Command (Maritime) outputs will have almost doubled. DLC saw this coming and planned for it, but we were always conscious and aware of any impact on people and funding resources. DLC has to be effective and efficient and work very closely with our enabling colleagues in Communications and Information Systems (CIS) and Defence Estate and Infrastructure (DE&I) branches.

The Introduction into Service phase our Navy see ourselves in is a familiar pattern for any Navy. When you receive new capability, or re-introduce capability, you have to be ready. Experience has taught us that you have to be reliably agile and have a level of flexibility in your processes. I think back to when the Anzac frigate capability was introduced and we shifted from the analogue to the high-tech digital era. I remember also the transformation that came with the Protector vessels and the receipt of a more commercial product.

“It’s our privilege to be the centre of excellence for the sustainment aspects of these new and upgraded vessels.”

Today our Operations Rooms and ships bridges look more like something out of Star Trek – complex and absolutely fascinating. Our equipment is more high-tech and our level of agility needs to grow with it. I know there's no way I'm doing business today like I was doing 10 years ago, and won't be in 10 years time.

COVID-19, of course, has made things even more interesting! We've been influenced by our contribution to the fight against COVID-19. It's had an effect on our outputs, but this is another way we've had to be agile. It has been a privilege to watch our people adapt to provide the support to Government that is required.

Recently I was in Auckland for a board meeting and I took the opportunity to ‘go home’ to Te Taua Moana Marae and, alongside my shipmates, welcome the Minister of Defence and representatives of our services onto the marae to celebrate the marae's 21st birthday. I always feel so connected with our sailors, our whānau, and also with those who have passed whenever I am on our marae. The RNZN's acceptance and embrace of the marae and the centrality of the Māori culture is perhaps another example of agility.

He heramana ahau

Commodore Andrew Brown
Commander Logistics



THE BIG MOVE

HMNZS TE MANA showed off her new superstructure last month as she undertook a 'cold move', crossing 400m across Canada's Esquimalt Harbour from the Victoria Shipyards to the Fleet Maintenance Facility of Canadian Forces Base Esquimalt. There she begins her next stage of her Frigate Systems Upgrade.

See TE MANA's story on page 10.





Vital resupply follows Kermadec quake

HMNZS CANTERBURY's resupply mission to the Kermadec Islands last month had to be drastically scaled back as an Auckland Level 3 COVID-19 lockdown delayed departure for a week.

The irony was the delay meant HMNZS CANTERBURY was not in the Kermadecs when the magnitude 8.1 quake occurred in the vicinity of the islands on 5 March, causing minor tsunamis in New Zealand and prompting coastal populations to move to higher ground.

CANTERBURY's mission, over 8 to 19 March, was to support MetService and GNS Science to carry out essential tasks, including maintenance of critical weather and tsunami warning systems. The ship embarked a Navy Seasprite helicopter and a Royal New Zealand Air Force NH90 helicopter to fly staff, equipment and provisions to shore.

"Friday's earthquakes and tsunami warnings were a reminder of how important these early warning systems are," said Maritime Component Commander Commodore Mat Williams.

"We will continue to monitor the situation in the Kermadec Islands, including consulting with our colleagues in GNS Science."

There was high interest in finding out what damage the earthquake had caused. A RNZAF P-3K2 Orion had flown over Raoul Island a few days before CANTERBURY arrived. The aircrew saw landslips and water discolouration but no significant damage to equipment or structures.

On the ground, a structural engineer working for GNS checked the buildings over before people could enter.

Apart from this, it was a typical resupply mission. GNS Science Remote Infrastructure Operations Coordinator Kris O'Brien said technicians made critical repairs to their equipment and attempted to improve the power systems.



“Raoul Island’s strategic location makes it one of New Zealand’s most integral sites for monitoring earthquakes and tsunami. The two tsunami gauges located on Raoul will give us information about any tsunami caused by an earthquake and act as an early warning system.”

Steve Knowles, MetService’s Network Observations Manager, said MetService staff carried out routine maintenance work on the automatic weather station and replaced a 60-year-old weather balloon launching facility.

“It will improve safety for Raoul Island Department of Conservation staff who launch meteorological balloons on behalf of MetService. The balloon data contributes to global weather models and adds another layer of data to help in the tracking of tropical cyclones.

“MetService’s Raoul Island Automatic Weather Station, which measures atmospheric pressure, rainfall, solar radiation, bright sunshine hours, temperature, wind speed and direction, will also be checked and serviced to ensure continued trouble-free operation and transmission of data back to our Wellington HQ.”

The tsunami risk on 5 March meant HMNZS MANAWANUI and HMNZS TE KAHA, due to berth that Friday, remained at sea until the risk had passed. CANTERBURY, sitting at Devonport Naval Base, tripled her lines.

Options for survival

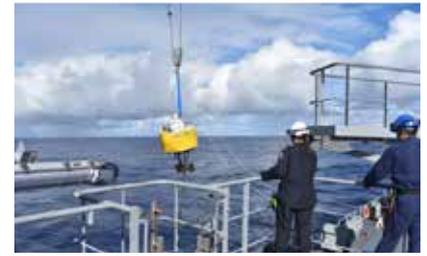
It's definitely a bad day when you ditch a helicopter at sea, and it's all about survival from that point on.

No. 6 Squadron's aircrew undertake regular 'Role-Related Survival Equipment Training' in the RNZAF Auckland pool using equipment specific to the Seasprite SH-2G(I) helicopter.

Each person needs to be able to:

- Operate the Single Person life raft and configure it as a shelter
- Operate the Multi Person life raft, collect the survival aids, get into the raft and assemble the roof section
- Enter the water safely from an aircraft floating on the surface, or from a low hover
- Operate the Armour Capable Life Preserver (ALP), deploy the life jacket, demonstrate the Heat Escape Lessening Position (HELP) and rendezvous with other survivors
- Describe the use of the Personnel Locator Beacon (PLB) to alert Search and Rescue to survivors' location
- Operate the Survival Egress Air (SEA) LV-2 breathing assembly. Training is done with a kayak. The student does drills getting comfortable being upside down, underwater in the kayak. They then progress through breathing under water with the assembly, culminating in locating a dislodged mouth piece while wearing blacked-out goggles.





Navy retrieves drifting Pacific tsunami buoy

In favourable sea conditions, 250 nautical miles south east of Tonga, the crew of HMNZS AOTEAROA retrieved a Deep Ocean Assessment and Reporting of Tsunami (DART) buoy that had been drifting since it broke its mooring in December last year. The buoy was part of a network managed by the National Emergency Management Agency that provides tsunami monitoring and detection coverage for New Zealand and the south-west Pacific.

AOTEAROA was sailing back to New Zealand last month after three weeks of exercises with the Royal Australian Navy off the New South Wales coast, when she was tasked by the National Maritime Coordination Centre (NMCC) to locate and retrieve the 2.5m x 2m buoy weighing in at just over a tonne. It is thought a summer storm of significant intensity caused the buoy to break free from its mooring. The buoy was reporting its GPS co-ordinates every 24 hours and its position was being tracked while the recovery was planned.

Once tasked, AOTEAROA altered course to intersect the last reported position of the buoy. On Wednesday this week, AOTEAROA located it and her Commanding officer, Captain Simon Rooke, carefully positioned the ship so its crane was over the buoy

that had been secured by a crew in a Rigid Hull Inflatable Boat (RHIB). Matching the movement of the ship and buoy, the RHIB crew timed the movement correctly to attach the buoy to the hook of the crane and it was lifted aboard.

The successful recovery took four hours from location of the buoy to its secure storage on the flight deck of the ship. It was brought back to New Zealand once the ship had undergone its mandatory 14-day quarantine period at sea.

“As the Navy’s new maritime sustainment vessel, HMNZS AOTEAROA was designed to undertake a wide range of tasks,” said Maritime Component Commander Commodore Mat Williams. “These include refuelling ships and helicopters, transporting equipment and supplies, assisting government agency partners in their scientific and research work as well as helping in Humanitarian Aid and Disaster Relief efforts. Now we can add retrieval of tsunami buoys to that ever-growing list.”

Paul Smith, Director of the National Maritime Coordination Centre, applauded the successful retrieval as an excellent example of the diverse range of support that the New Zealand Defence Force provides to civilian agencies across a broad spectrum of maritime activities. “The NZDF and NMCC work very closely together with other agencies to support the effective and efficient use of maritime assets for the benefit of New Zealand,” he said.

“Very, very welcome news,” was how Roger Ball, Acting Director Civil Defence Emergency Management, described hearing about the buoy retrieval. “We are very grateful for the assistance of the Navy and the professionalism of officers and crew in HMNZS AOTEAROA in diverting the 2,200 nautical miles to retrieve the buoy and bring it home,” he said. “These buoys are located in one of the harshest oceans in the world so we always factor in that there will be some percentage of downtime. This is why our network has multiple deployed DART buoys to ensure the system is never compromised and continues to operate and provide the highly useful data we require when we experience the very rare sort of issue we’ve just had.”

TE MANA: from building site to Navy ship

In Frigate Systems Upgrade terms, HMNZS TE MANA could be said to be on the homeward stretch. *Navy Today* Editor Andrew Bonallack catches up with the team in Canada as TE MANA is returned to the Navy.



She might not be a new ship, but HMNZS TE MANA has to be treated like one for her Harbour Assurance Readiness Check (HARC) and her centre of gravity.

TE MANA, which arrived in Esquimalt, Canada on 12 March 2019, is following in the footsteps of her sister ship HMNZS TE KAHA in undertaking her Frigate Systems Upgrade by Lockheed Martin Canada. Her new fore and aft masts, radars, electronic detection equipment, self-defence missile system, decoys and sonar upgrades are now substantially complete. Last month the contractors signed over the ship to the custody of Commanding Officer, Commander Mike Peebles, and the ship moved across Esquimalt Harbour to the Fleet Maintenance Facility. In doing so TE MANA transitions from a building site to a warship – with a lot of work ahead before she heads to sea.

The HARC assessment is a milestone in the generation of a ‘new’ ship and time has to be given to the Ship’s Company to get familiar with the vessel again and develop their Standard Operating Procedures. Over the course of a week, and under the direction of the Navy’s Maritime Operational Evaluation Team (MOET),



the crew demonstrate their ability to conduct Damage Control and Casualty Removal Handling. MOET then test them with simulated galley fire, fuel spill and toxic gas exercises.

Upcoming work at Fleet Maintenance will include work on her propulsion systems and generators, numerous tank inspections, touch-ups, re-certification of all magazines prior to embarking her armament and incline experiments. With the latter, the ship is tested to determine its stability, lightship weight and coordinates of its centre of gravity. It is done on new ships greater than 24 metres in length, or on ships that have had alterations with the potential to affect the centre of balance.



At time of writing the Ship's Company could not move back on board, due to lack of 'hotel' services – working galley and running water. Once Fleet Maintenance have ticked that off, the crew will work towards the ship's Sea Assurance Readiness Checks, with TE MANA going to sea for trials later in the year.

TE MANA's Executive Officer, Lieutenant Commander Paddy Baker, has served in TE MANA for the majority of his naval career. "I'm really looking forward to getting some more miles under the keel," he says. "Frigates are an essential part of the RNZN fleet in that they are a key training platform for the full spectrum of naval operations, and most of all" I am looking forward to training a new Ship's Company in how a combatant operates, as well as learning the capability that the new systems will allow us to bring."

COVID-19 restrictions in Canada were a huge culture shock to the New Zealanders, he says. "Mask wearing and physical distancing are just everyday requirements now. Canada continues to see the impact of additional COVID 'waves'. This has resulted in restrictions tightening at times in an attempt to limit the community spread."

He says it's when you are deployed that you really get a sense of a Ship's Company's character and fortitude. "We're certainly seeing both in spades. For some of our personnel, they have been in Canada for years, for the majority it has been three months. We have had to develop new ways of safely conducting our roles on board ship, and had to work within the restrictions to find our own fun when and where we can. On a daily basis, I can also see young leaders standing up and bringing TE MANA back to life, in a lot of cases when they are learning about the ship and systems for the very first time.

"I am immensely proud of TE MANA and her Ship's Company, as well as my role within it. I can't wait to shortly welcome the remainder of our Ship's Company, and to progress our collective capability to restore TE MANA as the foremost fighting frigate.

"I am looking forward to training a new Ship's Company in how a combatant operates, as well as learning the capability that the new systems will allow us to bring."

~ Lieutenant Commander Paddy Baker

Partners in Canada

OET Sean Keven



With the regeneration of HMNZS TE MANA taking up much of 2021, sailors had the option of having their partners with them in Canada.

Ordinary Electrical Technician Sean Keven and his partner arrived in Canada on 8 January and are housed in a two-bedroom furnished apartment in Esquimalt, where TE MANA is berthed.

As a junior rating, OET Keven says he feels very fortunate and supported in being able to have his partner with him. The Defence Force covered her travel expenses and have given the pair subsidised housing. OET Keven also receives Non-Operational Posting Allowances (NOPA) which helps cover their costs.

“To allow her to accompany me, we had to get our relationship recognised beforehand, which requires writing a Minute and getting permission from the ship’s Commanding Officer. With the help of my supervisors we got this completed on time, and then it was a case of getting visas and travel documents sorted.”

The crew had to isolate for two weeks in their quarters before they could work. “The rules here feel similar to New Zealand’s level 2.5. Masks are required indoors and on public transport, and gatherings are limited to 10 people. We work from 0745 to 1545 Monday to Friday, our daily routine is quite varied, between working on our task books, and doing section work like setting up computers, or fixing equipment.”

Even with COVID restrictions, there’s plenty of room to move in Canada. “Since isolation, my partner and I have made a snowman, climbed Bear Mountain and checked out an old castle. We’ve got plans to hit the slopes. When I first joined the RNZN two years ago, I had only heard rumours of posting to Canada. But now I’m here, living and working. This is a great opportunity, not only to experience another country, but to learn from my superiors and push my career forward.”



A team of Defence Technology Agency (DTA) scientists is on a mission to help mitigate one of the biggest risks to vessels travelling in the Southern Ocean and Ross Sea: the threat of hitting an undetected iceberg.

The specialists, including a Royal New Zealand Navy Combat System Specialist, recently carried out a preliminary ice detection trial at Tasman Lake in Aoraki/Mount Cook National Park, with support from Department of Conservation and local tour boat operator Glacier Explorers.

The five-day trial was undertaken to test current and new ice detection systems, ahead of a vessel-based trial in HMNZS AOTEAROA on its first voyage to Antarctica in January 2022.

Tasman Lake is a large glacier lake with floating pieces of ice and also has a lake shore suitable for installing temporary sensors, making it the ideal testing ground.

Floating pieces of ice, which are often too small to see at a distance but large enough to cause substantial damage, pose a very real threat to the success of NZDF maritime operations in the Southern Ocean and Ross Sea.

There have been multiple collisions with icebergs in the past 15 years in Antarctic waters. Two recent incidents include vessels Xue Long (Snow Dragon) and Explorer. In 2019 Xue Long, a Chinese Polar Research Ship, sustained significant damage after hitting an iceberg in foggy conditions, while in 2007 the Canadian Cruise Ship MS Explorer sank after ploughing into an icy mass. More than 100 passengers and crew were successfully rescued before the ship went down.

It is hoped sensor-based ice detection, coupled with sea ice forecasting, will reduce or even prevent future incidents.

The AOTEAROA trial will involve ice detection sensors as well as drones, ice tracking devices, atmospheric measurements and data collection and is expected to take around two days to complete.



The recent Tasman Trial has meant the team has been able to thoroughly test all systems, de-risking and allowing detailed planning for the AOTEAROA trial.

Growing a family and a career

“You can have lots these days. You can have more than you used to be able to have, but I don’t think you can have it all, all at once. Everything is about compromise. But there is great choice, and it’s yours. You can decide what you want and go for it, and that wasn’t always the case. The way the Navy and wider NZDF has matured, and the conversations we’re having, show that there’s a lot more value and thought given to the priorities of people as people.”

Commander Alex Haughey says she feels “valued and appreciated” in receiving her promotion to Commander while on maternity leave.

CDR Haughey was joined by her husband Simon and daughters Grace and Annie in her promotion at Defence House last month. She pointed out to *Navy Today* that she wasn’t coming to work during leave, but was using some of her 64 allocated paid hours of ‘keeping in touch’ available whilst still receiving Paid Parental Leave.

That’s a relatively new initiative for maternity leave for New Zealanders, but the culture of maternity leave, of having a family while serving, is now well established. “No-one rolls their eyes at you when you give a valid reason for not being able to do something,” she says. “There’s an understanding that you are just as valuable to the organisation, that you haven’t stopped your ability to contribute even though you’re working flexibly and your priorities have changed. The other day, when I came in for my pre-promotion meeting, I brought my five-month old in, and people including DCN (Deputy Chief of Navy) were lining up to look after her for me.”

That’s a contrast to the world view of CDR Haughey when she was 27, then Lieutenant Alexandra Hansen and receiving a reasonable amount of national publicity as one of the Navy’s newest female Commanding Officers. Joining the Navy in 2005, she was the first female appointed in command of an RNZN vessel when she took command of HMNZS PUKAKI, an Inshore Patrol Vessel, in 2010. It came out in a newspaper article that she would like to have a family at some stage, but wasn’t sure if it was “compatible” with naval service.

“I’m going to have to find that article,” she says. “I was 27, 28, and I didn’t see a pathway [to family] necessarily. I was really only just starting to think about it. But I do remember that the Chief of Navy at the time was concerned about what I had said.”

She thinks she was probably a bit institutionalised and focused on her career. “I joined the Navy to go to sea, and a big requirement is to spend a lot of time away from home. And that isn’t necessarily conducive to having a family.”



Her career has been an exciting one. She duxed both her Officer of the Watch Basic and Advanced courses and received a posting to the Royal Navy for a year-long exchange, serving in HM Ships EXETER and EDINBURGH on Atlantic patrols to the Falkland Islands.

As Commanding Officer of PUKAKI, up until December 2011, she was involved in the RV RENA recovery operation and the Christchurch earthquake recovery.

She has been part of Combined Task Force 151 (Counter Piracy) in Bahrain, before joining HMNZS TE KAHA as a Principal Warfare Officer in 2015, becoming the Operations Officer. This was a time when TE KAHA was conducting successful counter-narcotics operations in the Indian Ocean.

Today, she feels enormously supported, and acknowledges she has been privileged to have great family support as well as Navy support. "It's always been there. There's never been any negative conversations, and no bad treatment." She acknowledges that she has had to be deliberate about planning a family. "I really wanted the bulk of my sea service out of the way before having children. I didn't want to be in a position of needing to do too many sea jobs after having kids."

She acknowledges you can't have it all. "You can have lots these days. You can have more than you used to be able to have, but I don't think you can have it all, all at once. Everything is about compromise. But there is great choice, and it's yours. You can decide what you want and go for it, and that wasn't always the case. The way the Navy and wider NZDF has matured, and the conversations we're having, show that there's a lot more value and thought given to the priorities of people as people."

She says it's not just about mothers, but fathers – families – as well. "We want people to return to work and contribute. I've definitely had the most flexible return-to-work experience, and I've been lucky, but at the same time, our biggest challenge as a family is yet to come. I have aspirations to head back to sea and command a Major Fleet Unit. I have seen other mums and dads do this successfully and I'm up for the challenge when the time comes."



New Command of WELLINGTON



Philip Davies wasn't sure what was ahead of him when he contemplated a Navy career. Give it a couple of years, he thought, and at least he'd have some worthwhile experience.

Nearly 20 years later, he's found a very satisfying niche in hydrographic surveying, and a new challenge as Commanding Officer of Offshore Patrol Vessel HMNZS WELLINGTON.

Lieutenant Commander Davies, from Blenheim, declared 'I have the ship' during a Change of Command ceremony on board WELLINGTON at Devonport Naval Base on 26 March.

He says his family has always had a connection to the sea through membership of the Queen Charlotte Yacht Club, and sailing was a big part of growing up. While at Marlborough Boys' High School, he attended a careers fair in year-13 and got talking to a recruiter. "I wasn't really sure what I was going to be doing. I was planning on going to university. The recruiter put me down for some tests. Before I knew it, I was going before a selection board. My father said to me, take this opportunity."

He wasn't sure if he would be in the Navy for long. "I didn't have any expectations. I thought, gain some experience, stay a year or two."

He joined the Navy in 2002, and two years later the Navy sponsored him to attend university and achieve a Business degree under the Tangaroa Scheme.

He stayed because the challenges of being in the Navy, and the opportunities, have always satisfied him, he says. He started off as a warfare officer, achieving his qualifications in both New Zealand and the United Kingdom. "Early on, in my first deployment, the people I was working for really taught me what I was capable of. They taught me to knuckle down, work harder. I had been a bit lazy up to that point, and coasted through things a bit. You're always striving to get qualified when you are starting out, and there's always a new challenge on the horizon."

In 2010 he specialised in hydrographic surveying, undertaking courses in England and receiving the Institute of Maritime Engineering Science and Technology Prize as the top student. While in the United Kingdom he also completed the Royal Navy Mine Warfare Officers Course at HMS Collingwood. He has led military hydrographic units on exercise in Hawaii and was surveyor in charge for the Navy's post-earthquake survey of Kaikoura in 2017.

He likes the analytical side of the trade. "The requirements of the trade rely heavily on the scientific and the analytical which fits with my personality and how I operate. You take time to deliberate on things. You work in small teams. And aside from getting to use a lot of interesting equipment and doing some really cool things with it, it's the people within the trade."

It's not unusual for a hydrographer to get command. LTCDR Davies takes over WELLINGTON from LTCDR Tim Hall, also a hydrographer. "There's also been Commander Tim Garvan and LTCDR Phil Rowe."

What's it like to have command, asks *Navy Today*. "Busy," says LTCDR Davies. "There hasn't much time to dwell. There's been the nice side to things, like the Change of Command ceremony, that's something special. But then it's straight to work. It's that reality, and the enormous responsibility."

Ahead of him is bringing WELLINGTON out of maintenance, working the ship up and preparing for a Pacific deployment.

His advice to year-13s contemplating their careers is definitely consider the Navy. "You might not think it fits you or interests you but have a look. You might change your mind."

Those moments of pride



From Lieutenant Commander Tim Hall's departure speech:

Welcome on board and thank you, thank you for coming today.

Today will be the third time I have departed an OTAGO-class Offshore Patrol Vessel "for the last time" in the last nine months. Crucially, however, today will be the only time that there has been cakes and pies afterwards, or that my wife gets the flowers.

When I thought about what I wanted to say today, all I could really come up with was a huge, and genuine, 'Thank you'. Thank you to SO many people: Thank you to the leadership who gave me the opportunity. Sea Command was something I never really thought I would achieve in this Navy, and it has been without a doubt, the absolute highlight of my career so far. When I took command, the MCC at the time, Commodore Millar, took me aside afterwards and asked me to remember that day, because it feels good on a day like today.

And man, was he right – there are some amazing feelings of pride in the ship and her company – on those days where everything comes up trumps – the weather is within limits, the drills have gone well, the range is clear, and the gun goes bang or the boat hits the water, or the aircraft

takes off at serial start. Or the days where the ordinary or able rate puts their hand up to admit a mistake, that they could have hidden, but because of the culture surrounding them, they knew they would not be punished for making a mistake; or when you turn up to a bar and the whole Ship's Company are there, then the owner finds out you are the CO and she buys you a drink because your crew have been such a pleasure to host – those moments are the ones that have really made me so proud.

But not all days will be good. There will be days, Commodore Millar said, when you feel like you've done everything you can and you are just not winning. And he was. So. Right. But the people around you, your ship mates, your mentors, and your family, will be there when you need them. And they were.

To my sisters and parents who've looked after me my whole life, my kids who've looked after me for their whole lives so far, my wife's parents who have looked after me for what must feel like a lifetime, and of course to my wife Natalie, who has loved and supported me more than she thought she would ever need to and who has given more than I deserve. Thank you.

To the ship's company of HMNZS WELLINGTON, some of you were here, just over two years ago when I first took command, some of you I met in Opuia on board that other ship when I turned up that time for a surprise visit, and some of you have posted on so recently that we've not had the chance to really get to know each other. Two years ago when I took command of WELLINGTON, I talked about how the support of our families was fundamental to our ability to serve our country and I think we have really seen how true that is, even more so during a global pandemic. I have tried to prioritise the well-being of our people and their families wherever I could and that has worked well. Because when you look after each other, good things will flow from that. And you all have a busy road ahead to make those good things great, but it is you people who will make it great, a great place to live, and to serve, and I know it will be, when you continue to look after each other, and your new CO, just as I know he will look after you.

It has been an absolute honor to call myself "Wellington", and to serve as your Commanding Officer, and I would do it again in a heartbeat.





Our People

1. Chief of Navy RADM David Proctor shows off his red socks in support of Team New Zealand at the America's Cup.

2. A cheerful BCT 21/01 Class 2 after a sailing session on the Hauraki Gulf.

3. HMNZS AOTEAROA shipmates AMT(P) Kody Wilson, AMT(P) Sam Marsh and AMT(P) Matthew Steedman are all concentration as they take part in a Whole Ship's Quiz Night in the Junior Rates' Mess.

4. OHSO Elise Verkuil (left) and OET Angus Wallace get to grips with tent construction during Shakedown Week at Tamaki Leadership Centre.

5. The Ship's Company of HMNZS WELLINGTON farewell departing Commanding Officer LTCDR Tim Hall at the Change of Command ceremony.

6. LTCDR Cuong Huynh and CDRE Melissa Ross, Deputy Chief of Navy, pose for a photo with German Ambassador Stefan Krawielicki at Ōtaki College.

7. Achilles Division trainees with BCT 21/01 show off their new divisional badges as they wear General Work Dress for the first time. From left, OCWS Grace Russell, OCWS Arie Dargaville, OCWS Samantha Knight, OCT Georgia Brouwer and OCH Moesha Kelly-Paki.

8. AYDS Melissa Gilmartin-Kara, of Youth Development Unit (North) is promoted to Leading Hand by Officer Commanding SQNLDR Paul White and Unit Warrant Officer WO2 Greg Molloy.

9. Recipients of the Royal New Zealand Navy Long Service and Good Conduct Medal, pictured with CDRE Mat Williams. From left, CPOSTD Aimee Morrissey, LSTD Iritana Kirk and POSTD Reilly Brown.

10. LTCDR Terry Rawhiti stands beside CDRE Mat Williams, Maritime Component Commander, as he receives his MCC commendation.

11. Personnel from HMNZS CANTERBURY take a break in the heat during the resupply of Raoul Island.

12. HMNZS AOTEAROA's Engineering Officer LTCDR Louis Munden-Hooper and Navigating Officer LT Jeffrey Handcock provide their contribution towards a Whole Ship's effort to row 100km in the fastest time.



CHEF OF THE YEAR

“A very busy year” is what Leading Chef Danielle Swart reckons earned her the title of Chef of the Year 2020.

It still came as a complete surprise to her last month during a Chefs’ trade photo and a promotion ceremony. “Then they read out the nominations for Chef of the Year. And there was my name. I was, what the heck?”

At the start of 2020 she had been posted to the United Kingdom to serve as a chef on the Royal Navy’s newest aircraft carrier, HMS PRINCE OF WALES. She had been part of a RNZN programme to help the Royal Navy with chef and steward shortages on their aircraft carriers. “It was an incredible experience, an amazing time.” She was posted to the ship’s catering office team as a Storeroom Manager and instantly made an impact with her “fresh perspective, intelligent ideas and boundless enthusiasm”, says her citation. Although not part of the cooking team, she volunteered in the galley in her spare time. Then COVID-19 struck.

“There was so much uncertainty and we thought, we better get home, and at least we’d be home during the pandemic.”

She later went to Canada in June for six months as part of HMNZS TE KAHA’s regeneration crew, but there had been personnel changes and they were short-staffed. “The senior chef posted off the ship and we lost a leading chef. It was a very tough time on the other side of the world. There’s usually a team of eight excluding the senior chef and it initially it was me and five or six others. Then we got another Leading Chef, which was great.”

Her citation describes how her strong work ethic and enthusiasm was tested when she stepped up to assume the role of Galley Manager in TE KAHA, operating at a level two ranks above. She was awarded a Commanding Officer’s commendation for outstanding leadership and motivation to succeed.

LCH Swart is from South Africa and joined the Navy in 2015 after finishing at Botany Downs Secondary College. “I was a bit lost in terms of what to study at university. One of my good friends joined the Navy a year before me. I’ve always liked cooking and got really interested in what it would entail to feed sailors with the correct nutrition required.”

As a chef, you set the tone for the day on a ship. “Everyone perks up a little bit if you do something fun with the cooking. You have a purpose, three times a day. Regardless of how rough one of the seven seas are, you have to put up food for everybody. Coming back on TE KAHA, between Canada and Hawaii, they were the roughest seas I have ever had. The ship’s programme can change all the time, but a chef’s programme cannot. Our aim never changes. You’ve got to be pretty adaptable – with lots of non-slip surfaces. If you don’t hold onto things with both hands, it’s gone.”

She says it’s almost a sigh of relief seeing TE KAHA in dry dock last month. “I can catch my breath and have a bit of stability. Then we’ll get TE KAHA out of dry dock, go back to sea. Fingers crossed, we’re going to Bersama Lima [Malaysia] this year.”

Her advice to students considering the next step is to consider year-13 as the year you learn to back yourself. “The next step is up to you. It’s the time to take risks. You’re young enough, and you have more support now than later in life. If you’re thinking of joining the Navy, be prepared to be challenged. Overcoming the challenges in the Defence Force is one of the most rewarding things to experience.”

WĀHINE TOA



The NZDF Wāhine Toa programme has been making great strides this year with a number of events and milestones achieved.

For those unaware, this programme is part of the Diversity and Inclusion work programme at HQNZDF and has four key focus areas of focus to Attract, Recruit, Retain, and Advance women in the NZDF.

Wāhine Toa is important to the NZDF, as increasing the number of women in the organisation is linked to:

- Improved operational effectiveness
- A safer and more inclusive work environment
- Better and more effective decision making on Boards
- Value for Money (getting the best out of the NZDF talent pool)
- A wider range of leadership styles and techniques
- Overall improved morale and retention

Last year, the NZDF became the first military in the world to become a signatory to the United Nations Women's Empowerment Principles (UN WEPs). Wāhine Toa utilises these principles as the guiding framework for its work plan to provide greater equality for men and women in the organisation.

The Wāhine Toa programme also works with the regional Gender Equality Networks (GEN) to host networking and speaker events. Recent presentations by Dr Kaisa Wilson on 'Managing Resistance and Backlash in the Workplace', and Lieutenant Commander Linda Bruce on 'Why women are failing to reach senior leadership appointments', have been well received and serve to increase understanding on gendered perspectives within the NZDF. Over the last twelve months, Wāhine Toa has also supported the growth of Senior Female Leaders within NZDF through the establishment of service specific groups called 'Kawau Mārō'.

Last month Wāhine Toa celebrated International Women's Day (IWD) with a morning tea held at Defence House on 8 March. This year's theme of #choosetochallenge is a call to arms for brave men and women to challenge the status quo, and look to increase their awareness and understanding of how important gender is in the workplace and on military operations.

26%

of the Navy uniformed population are female.



OMA Mikaela Jamieson

Finally, this month Wāhine Toa hosted its first Gender Champions Hui in Ohakea (7–8 April). Here a range of individuals working in the gender space met to kōrero, network, and knowledge-share their findings. This was a great couple of days and a way for those already involved in the progression of gender in the NZDF to collaborate.

If you would like to be involved or hear more about the Wāhine Toa programme, including updates on upcoming courses and events, please email: Wahine.Toa@nzdf.mil.nz

Update – Royal New Zealand Navy

The RNZN recently hit the milestone of 26 percent of the Navy uniformed population being female. This is an historic landmark for us and the broader NZDF and puts us on track to reach the target of 30 percent gender participation by 2025.

One key piece of work that we've been involved in has been working in support of the Defence Recruiting Organisation to ensure that the story we tell is up to date. This includes making sure that we have images and stories that reflect our current people, as we know that you can't join an organisation if you don't see yourself in it. We've also trialled conducting webinars with female candidates – the main presenter in the webinars was profiled in *Navy Today* November 2020.

With support from Wāhine Toa, Navy has stood up an informal senior women's network – Kawau Mārō and is in the process of reinvigorating our Gender Equality Network (GEN), what used to be known as the women's development steering group.

We've started conversations about what careers could look like in the future as we recognise that mobility and flexibility along with the ability to plan breaks is something that all our people are looking for. We know that this may not sound different to what we wanted in the past, but many of our trade models are still based on 'up and out'. We're in the process of piloting a tool called Gender Based Analysis Plus (GBA+) to look at our career processes to understand where biases and barriers sit within careers.

We're fortunate to have a number of junior personnel contribute to the work that has been done under the gender strategy umbrella to date.

Many people have asked "do we have a gender strategy because we have to, or because it's the right thing to do?" The answer is simple. Yes, it is the right thing to do. But also, the RNZN recognises that when all people feel welcome, safe, and supported both the Navy and the individual thrives, and that is how we truly become the best small Navy in the world.

BE THE ONE TO TAKE THE FIRST STEP

Christina Sola says she gets the best of both worlds. She's a mother, and she gets to travel the world for the Royal New Zealand Navy.



LCWS Christina Sola

Leading Communication Warfare Specialist Sola is the only Tokelauan female sailor in the Royal New Zealand Navy. It is a true honour, she says, to represent her family.

She's been to South East Asia, Australia, New Caledonia, United States and all over New Zealand multiple times. She had an emotional trip to Tokelau during an infrastructure mission last year with HMNZS CANTERBURY, where she could see family but couldn't greet them due to COVID restrictions.

She has served for nearly 13 years, but it's in recent times that she feels like she's creating history.

"I'm supporting the progress of the NZDF Pacific People's Strategy and sharing my story about why this strategy is important for all of us, due to the sacrifices our families made when leaving their island, their home and families, in order for us to get to where we are today."

This year's #ChooseToChallenge message has prompted her to reflect on how she aligns herself with that theme and the values of the New Zealand Defence Force: Courage, Commitment, Comradeship and Integrity.

"Our people are the most important asset to our organisation. I choose to challenge my peers when it comes to wanting change and often find myself thinking of this quote:

"We cannot change what we are not aware of, and once we are aware, we cannot help but change."
- Sheryl Sandberg."

Have the courage to be the one who takes the first step, so that others may follow, she says. "Be the comrade that praises, coaches, mentors and uplifts others by supporting initiatives that add value to your team. Make every mistake a lesson to learn and allow growth to sprout from it. Commit time to yourself, family and your team in order to be present and the best version of yourself. Demonstrate

your intent and integrity; have difficult conversations about what are acceptable and unacceptable behaviours around different scenarios or protocols where culture may be compromised. Understand your role and acknowledge how far our Defence Force has come over the last 10 years or more."

It is these principles that make her feel she has found her true 'calling'.

"It's to help empower our Defence Force by identifying, embracing and sharing diversity and inclusion, in order to grow and develop a more open-minded and positive culture that supports and highlights our people and the assets they bring and contribute towards our operational outputs."



Ordinary Medical Assistant Rose Linton

“I think it’s important to be well read up on the facts to do with current inequality problems in our society, knowing what’s happening in the world which has been caused by inequality and always pushing to do better and be better, because we are not our past and we can always make room for change.

“I haven’t been serving as long as a lot of other people have, but I’ve been able to go aboard HMNZS CANTERBURY as a part of their work-up week while I was in basic training, which was a really cool experience because I got to see what life on a ship was like, and how much comradeship there is among the crew and how they work together as a team.

“I think one of the biggest misconceptions you will hear in civilian life is that women have a hard time achieving success in the military. I heard this a lot when I decided that I was going to serve in the Defence Force, it was a lot of “you’re too petite”, “you’re not strong enough”, “you won’t survive in there” or “it’s a male-dominated career”. When in reality no matter what gender you are, or how small you may be, as long as you put your mind to it, you can really achieve anything.

“I think the best thing about working for the NZDF personally would be the close bond you make with your peers. In the Defence Force, there’s a high possibility you may be required to spend quite a bit of time away from where home is for you, but everyone becomes a second family to you here and everyone has each other’s backs and understands what you’re going through, because they’re also in the same environment and circumstances as you.”

Commander Lynette Marchant

CDR Marchant is deployed to one of the Managed Isolation and Quarantine Facilities (MIQ).

“I frequently check myself and my assumptions and ask others to do that. We all see the world through our own experiences. We also sometimes forget that not everyone has the same experiences so have to stop and check that we’re not making incorrect assessments of the situation.

“One of the best things about working in the NZDF are the people and the experiences I have been exposed to. My current role in the MIQ is a classic example of this – I’m working with an amazing team from across sectors, all delivering the same intent for the NZ Government.”



“I was asked yesterday - am I too old to join the Navy? The person was only 29, but thought they were too old. You’re never too old to try!”

- CDR Lynette Marchant



“Some of the coolest opportunities I’ve had in service would be getting to go on the HMNZ Ships CANTERBURY and AOTEAROA.”

- OMA Mikaela Jamieson

Ordinary Medical Assistant

Mikaela Jamieson

“Something I think I do to challenge and take action against inequality would be promoting joining the Defence Force to girls in my community to help contribute to creating a balance. If more females were to join, it could lead to more females having higher leadership roles within the Defence Force, which you don’t see too often.

“Some of the coolest opportunities I’ve had in service would be getting to go on HMNZ Ships CANTERBURY and AOTEAROA, experiencing Basic Common Training and the cool things we got to do and see while in the 16-week recruit course.

“For me, the best things about working in the Defence Force is the family culture and all the opportunities I have been offered while only being in the Defence Force a short amount of time. It’s also really cool to feel like your job has a purpose and serving your country.”



Able Communications Warfare Specialist
Jordi Kotuhi-Brown

“I think it’s important to talk about equality. Not being afraid to talk about it. I’m still learning and understanding how big of a deal inequality is especially in Defence.

“There are so many opportunities in the NZDF from sport, travel and friendships. My favourite would be the friendships you make in such a small amount of time. Life-long friends that you will go through experiences together, that not many can relate to. It’s not just your average job.”



Siblings make it four generations

A Taupō brother and sister serving in HMNZS MANAWANUI are the fourth generation in their family to embrace a career in the Royal New Zealand Navy.

Anelies and Matt Duffy are both Able Marine Technicians (Propulsion) posted to MANAWANUI. Their father was also a Marine Technician before commissioning as a Marine Engineer Officer. Their grandfather was a Navy engineer and their great-grandfather a Navy gunnery officer. Their mother was a Navy musician.

The pair went through Taupō-nui-a-Tia College and Anelies, the oldest at 25, joined the Navy in 2015.

“When I left high school, I had a gap year to work and think about university,” she says. “But I couldn’t think of anything to go to university for. Growing up, I didn’t have a lot of interest in engineering until I left school. Dad has got this massive shed and he had this old V8 engine which I started pulling apart. I found I quite enjoyed it. Then, six months through a diploma in marine engineering, I was offered a spot in the next Navy intake. I hated study and was keen to get into the practical side of things.”



Their parents certainly talked up the good aspects. “They said, they’ll look after you, and that the job is rewarding. But they never pushed it. We’ve had so many generations do it, it seemed a natural fit.”

Anelies, who posted to MANAWANUI at the start of 2021, is starting her Leading Rates Development Course, the “final tick in the box” towards promotion to Leading Rate. “You’re constantly working, constantly learning on the job. I was in HMNZS OTAGO before this, and I’m still learning the systems in MANAWANUI. The other engineers look after you, as someone fresh to the ship. It’s a cool ship and there’s a real sense of family. You make life-long friendships. And it’s a very rewarding job when you are at sea.”

Then Matt, 22, joined the Navy in 2018. The pair are close and while they might poke fun at one another, it’s pretty cool being on the same ship, says Anelies. “Mum and Dad are very proud and absolutely stoked,” she says.

Matt was in a similar situation to his sister. He knew he enjoyed engineering and took an engineering job for a year after school. “I applied

for the Navy. I thought, instead of training in engineering outside of the Navy, and paying for it, I could get qualified through the Navy.”

He first served in Inshore Patrol Vessel HMNZS HAWEA, but says MANAWANUI is a great platform for training opportunities. “I’ve learnt so much here. It’s a really rewarding job. When there’s a malfunction or an issue, you’ve got a process of fault-finding and rectifying. It’s really rewarding finding out what’s wrong and fixing it.”

Being in the Navy is about experiencing new things every day. “Even on a voyage to another port like Napier, you learn something new. It’s awesome being on a ship with a great group of people, because it creates a family.” Matt went to Exercise Rim of the Pacific off-shore of Hawaii in MANAWANUI last year, earning his promotion to Able Rate and celebrating his 22nd birthday during the deployment. He has the unusual distinction of being a ‘golden shellback’ – a sailor who has celebrated ‘crossing the line’ at both the Equator and the 180-degree meridian, the International Date Line, at the same time.

“I’ve learnt so much here. It’s a really rewarding job. When there’s a malfunction or an issue, you’ve got a process of fault-finding and rectifying. It’s really rewarding finding out what’s wrong and fixing it.”

~ AMT(P) Matt Duffy

Scholarship winner sets her sights on Navy

Petty Officer Cadet Georgia Bilby



A Navy cadet says the Chief of Navy's scholarship award made the difference between studying in Auckland or Wellington.

Petty Officer Cadet Georgia Bilby, 18, of TS ACHILLES in Auckland, was awarded the 2020 Chief of Navy Scholarship of \$5,000 in December.

POCDT Bilby has her sights set on a psychology career and wants to join the Royal New Zealand Navy one day as a psychologist.

The scholarship meant she could contemplate a move to halls at Victoria University in Wellington to start her first year studies in a Bachelor of Arts in Psychology this year. "Victoria was my preference. I liked the look of the course and I wanted to get out of my parents' house. I had no idea and it was pretty exciting when it was announced at our end of year prize giving."

She joined the Navy Cadets in July 2017 and rose quickly through the ranks. Her citation describes her as a very valuable senior rate who pays particular care of the juniors under her. She topped the Cadet Coxswain Course last year and came back to the course as cadet staff.

"I was in Year 10 at Elim Christian College. Some cadets came to the school and did a presentation and I thought, that's pretty cool. I had done sailing as a child but it was expensive and I thought, I can sail with TS ACHILLES."

She wants to stay with cadets and is looking at the three Wellington region units, Training Ships TAMATOA, TAUPO and AMOKURA. "I stayed in cadets because the people are really cool. And it's the leadership stuff I love. I started out pretty shy, and it's crazy to see how much I've developed. It's getting those leadership skills, plus I love teaching people."

Her favourite thing to teach is unit history. She has avidly read up about HMNZS ACHILLES and the Battle of the River Plate.

She took part in the inaugural School to Seas programme for Year-13 girls last year, and while at Devonport Naval Base she talked to the psychologist about what he did.

She knows two other School to Seas students who are now doing their Navy training, and the temptation to join the Navy straight from school was huge. "I follow the Navy Community Facebook Group, and I do feel a bit left out. But that's okay. Cadets are good for now. My goal is to get my psychology degree, then my masters. Then hopefully the Navy will take me."



Courage Past and Present

While the challenges of war are extreme and sometimes ultimate, the bravery of young people in the face of adversity has parallels in both wartime and today.

Commodore Melissa Ross, Deputy Chief of Navy, drew on this parallel as a guest speaker at Ōtaki College's commemoration of the sinking of the New Zealand Company's merchant ship SS OTAKI during World War I.

On 10 March, 1917, OTAKI refused to surrender to the armed merchant ship SMS MOEWE, firing on the German ship as it fled. Although OTAKI caused damage to MOEWE, she was eventually outgunned, and Captain Archibald Smith ordered the crew to abandon ship. The captain went down with OTAKI and five crewmen were killed in the engagement. The survivors were picked up by MOEWE and transported to a prisoner of war camp. Captain Smith was posthumously awarded the Victoria Cross.

Captain Smith was a former pupil at Robert Gordon College in Aberdeen, as was a 14-year-old crewman, William Martin, killed on OTAKI. The two colleges have a reciprocal scholarship agreement, with a chosen scholar picked each year to exchange between the two schools – albeit on hold during the pandemic.

CDRE Ross says the commemoration paid respect to the courage of young sailors in war, and noted that courage came in many forms. "Our sailors must be prepared to meet challenges at short notice, to help in disasters, to help our Pacific neighbours. We serve globally, in Australia, Fiji, UK, Canada, Tonga, the Demilitarised Military Zone in Korea, in the Sinai. And there is the work here, to protect New Zealand from COVID. We work alongside our Army and Air Force colleagues, on the front line. They are determined and courageous, and proud to be sailors."

We are all facing challenges and adversity, she says. "To the students here today, you are facing this adversity through some of the most important years of your lives – your schooling. Well done to you all for your courage and determination, as we get through these times together."



CDRE Melissa Ross places a wreath at the SS Otaki memorial at Ōtaki College.

CDRE Ross chats to Year-13 Ōtaki College student Hinerau Henare-Taiapa.

HOMEPORT APP

HomePort has the answers



The Royal New Zealand Navy's digital app 'HomePort' will shortly be up and running, providing sailors and junior officers with the entire divisional handbook and plenty of extras.

As part of the divisional system, junior ranks have Divisional Officers (DO) who oversee the progress and comportment of personnel and handle administrative queries on their behalf. The Divisional Handbook – NZBR 9 – is the bible for DO's and sailors with queries, but as far back as 2017 it was noted the system wasn't especially user-friendly.

The Navy began a project to reinvigorate the Divisional system, to first update the publications, then update the way they were communicated. It was pointed out that NZBR 9, being accessible on the NZDF DIXS system, wasn't ideal for sailors who got limited computer time on ships. That time was usually spent on taskbooks, or emailing family.

But one thing everybody had was a cellphone. And so the concept of an app came into being, based on an idea presented at a Workshop that took place in the 2019 Navy Roadshow. It came initially under the project management of Commander Fiona Evans, then Lieutenant Commander Emma Pickering, with support from Defence Excellence throughout.

The current Homeport project manager, Lieutenant Commander Sarah Taylor, says about 80 percent of the app is NZBR 9. "There is also advice on resettlement assistance, leave queries, Force for Families, financial planning, urgent contact details for padres and Base welfare support."

Anyone will be able to download the app, and will receive 'guest' access automatically, with material similar to what is available on the NZDF/RNZN website. "If you want full access, send an email to HomePort@nzdf.mil.nz and provide your private (not NZDF) email address and full name with initials. That gets checked against what is on your personnel records. If it matches, you are who you say you are, you'll be given RNZN access."

LTCDR Taylor has commissioned from the ranks and is familiar with the divisional system. "We don't always want to go to our Divisional Officers – usually because either what we are after we think is out of their scope, or we don't know what is available to us as sailors. This is not a replacement for a DO – the app will allow a sailor to do some background work, then they can go to their DO and say, I found this on the app, I think I am eligible and I want to apply. It means that sailors can take charge of their personal and professional lives, DO's don't have to know everything – just where to look."

The app will be able to facilitate interaction between social media pages. "Even if a user doesn't have the Facebook app, if Chief of Navy puts out an 'all' video on Facebook, everyone on the app will get the message."

She is excited about two-way possibilities in the future. "It's a one-way communication system right now, where we put things on the app and users read it. But in the future, we could put in questions that require responses. We could ask: have you had a test? Click Yes, click No. That's how I'd like to see it go."

Defence dragon boat

The Communication and Information Systems Branch (CISBR) have stamped their mark on the Wellington waterfront with a strong performance at last month's Dragon Boat Festival.



The 26-member New Zealand Defence Force corporate team, eight Navy, three Army, two Air Force and 13 civilians, boasted absolutely no experience but carried the camaraderie of CIS, as a close-knit crew based in Petone, Lower Hutt.

Team captain Leading Communication Warfare Specialist Christina Sola says the team pulled well, coming second in one of the corporate categories.

The "quad-service" flavour of the crew was extended to the wider Defence family. As COVID lockdowns played havoc with the Festival's timetable and caused short-notice date changes, family members were brought in to fill last-minute gaps.

LCWS Sola says they started training in January, once a week. "It was a great way for all of us to come together," she says. "None of us had paddled before, so it was a new experience. My father used to travel around the North Island doing it and I used to watch him race. I knew the experience would be good."

The nature of their work meant different people would turn up for training on different days. But with the juggling of the event due to COVID, when race day came a lot of the team couldn't make it. "There's usually 22 in a boat, with at least eight women and eight men paddling. But because of COVID, the organisers dropped the restrictions and made it work. People brought in family members to make up the numbers. I thought it was neat, with families always being there to support us."

As far as she's aware, there hasn't been a Defence Force Dragon Boat team in the Wellington Dragon Boat Festival before. In the past, Army have competed. LCWS Sola had Defence Force PT tees made up for the team and hopes this will become a yearly trend.



NEW IDENTITY FOR HQ DJIATF

Recently the Headquarters Deployed Inter-Agency Task Force (HQ DJIATF) started wearing a new unit patch that was designed to better reflect their identity and place within the NZDF.

As the NZDF's deployable headquarters, HQ DJIATF provides integrated Command and Control (C2) for Joint, Inter-agency, and Multi-national operations. Personnel from HQ DJIATF are often the first boots on the ground when NZDF assistance is requested in response to natural disasters in New Zealand and the South-West Pacific.

Once deployed, elements of HQ DJIATF will conduct a reconnaissance of the disaster area, in conjunction with other New Zealand agencies, to assess the scale of the situation and provide information to help the affected country. This includes identifying the military capabilities required to minimise further suffering, loss of life, destruction of property, degradation to the environment, and provision of disaster relief.

The headquarters had been wearing an unofficial patch that was developed when the unit was stood up in 2011, and the current Commander HQ DJIATF Colonel Andy Shaw felt the time was right to develop a patch that spoke to the unit's short history and role in the NZDF.

"While working through the process of updating our unit's strategy, we took some time to review our culture. The team felt that an official unit patch that reflected who we are and

what we do would contribute to a more unified approach. Our personnel wear their single service uniforms in camps and bases, and with the new patch now being worn, we truly represent a diverse group of tri-Service personnel working together to deliver joint effects."

The new HQ DJIATF patch has a Manaia at the centre which is a traditional symbol used by Māori as a guardian against evil, and represents balance between, and having control over, the elements of sky, earth and sea. This embodies the tri-service nature of HQ DJIATF with the Manaia having the head of a bird (Air Force), the body of a person (Army), and the tail of a fish (Navy).

The four stars of the Southern Cross have been included as a nod to the former unofficial patch worn by the headquarters, and to represent the three Services and civilian members of the NZDF, as well as the coming together of government agencies during operations.

The motto "He Waka Eke Noa" has been adopted by the Headquarters, which means "We're all in this waka together" which describes how HQ DJIATF, the wider NZDF and other government agencies work together on operations to achieve a common aim.



TOUR OF DUTY AND TEMPORARY POSTINGS

Members of the NZDF are provided a package of support when required to travel on duty or are temporarily posted to another region within New Zealand or overseas.

This includes, but not limited to, entitlements for:

New Zealand

Tour of Duty/Temporary Posting (0–17 months)

- Duty travel
- Accommodation
- Meals
- Travel assistance to return home when separated from dependants

Overseas (non-operational)

Tour of Duty (0–5 months)

- Duty travel
- Accommodation
- Meals
- Overseas Incidental Allowance

Temporary Posting (6–9 months)

- Duty travel
- Accommodation
- Meals
- Excess baggage
- Location allowance
- Travel assistance to return home



Members can refer to Defence Shared Services Group (DSSG) for travel administration. HRSC is responsible for the administration of overseas temporary postings. For more information members can refer to:

- DFO 5, Chapter 3 New Zealand Travelling and Relieving Expenses
- DFO 5, Chapter 6 Overseas Travelling Expenses
- DFO 3, Part 8, Chapter 4, Section B Non-operational Overseas Temporary Posting Entitlements

NZDF Summer Internships 2021/22

Are you a serving Reservist about to complete your university studies or are you preparing for a break between semesters?

Do you want to learn more about what the New Zealand Defence Force does in your area of study?

The NZDF Summer Reserve Force Internship Scheme (RIS) will provide selected NZDF Reservists with an internship at a NZDF base across New Zealand. Interns will be placed where their individual skills can best be used while the intern will be exposed to opportunities to further a military or civilian career with the NZDF.

At the end of the placement, applicants will receive a final report/reference from their Sponsor Branch. The report is detailed and covers Position Title, Position Description, Experience Gained, Task/Projects completed, Skills Acquired, Strengths Displayed and a general comment from the supervisor.

Applications available between June 11 and August 27. For all queries please email Reserves@nzdf.mil.nz.



CALL FOR NOMINATIONS

MINISTER OF DEFENCE AWARDS OF EXCELLENCE 2021

The following Awards Categories are now open:

- Reservist Employer of the Year
- Cadet Force Officer Employer of the Year
- Individual Contribution to the Limited Service Volunteers (LSV)
- Employer Contribution to the Limited Service Volunteers (LSV)

Wondering how to submit? Contact enquiries@desc.govt.nz for a nomination form. Endorsed submissions must be received between 16 March – 14 May.



15 ROUNDS

WITH REAR ADMIRAL DAVID PROCTOR



01

Name & rankRear Admiral
David Proctor

02

Job title and description

Chief of Navy

03

Date joined

27 January, 1987

04

First ship posted toHMNZS
SOUTHLAND

05

Best deploymentBattle of the Atlantic
50th Anniversary (part
of 1993 world trip on
HMNZS ENDEAVOUR)

06

Hometown

Napier

07

High SchoolColenso High School,
Wycliffe Intermediate,
Richmond Primary

08

Favourite book'Tomorrow when the war
began' – series of seven
by John Marsden. And
any historical record of
and analysis of conflict.

09

Favourite movie

The Matrix trilogy

10

Favourite album

'Bat out of hell', Meatloaf



11

Favourite holiday destinationAny beach on the East
Coast of New Zealand

12

Outside of work, what's the one thing you enjoy doing?Hanging with my wife,
Wendy.

13

What's something about you that not many people know?I will not eat broad
beans!

14

A person that taught you a valuable life/Navy lesson was... and the lesson was?Unfortunately I cannot
recall the individual who
I first heard the following
from – *"Remember,
no-one turns up to
deliberately do
a bad day's work."*

15

How would you describe the Navy in 10 words or lessA great adventure with
great people ...hard work,
satisfying, fun.

